



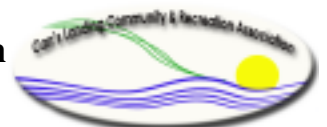
# Carrs Landing Sector Plan

District of Lake Country

Revised Draft



**Facilitated By Carr's Landing Community and Recreation Association**  
**With Assistance From Integra Community Planning Services      January 2006**



## **Acknowledgements**

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First and foremost, the Carrs Landing Community and Recreation Association deserves special credit for its facilitation and noninterventionist stance during the development of this Carrs Landing Sector Plan (hereafter called ‘the plan’). Rather than the conventional method of engaging a planning consultant, the association required that the plan be grounded in the needs and desires of Carrs Landing residents. It was anticipated that with a plan done by and for Carrs Landing residents, that it would reflect their personal experience, interests, and understandings, and thereby provide a more germane and satisfactory vision for the future. This was a very bold idea, and to the credit of all involved, that desire has been realized. While the process has been arduous and protracted, it was done by conscientious community volunteers who listened, considered their neighbours’ opinions, and sought the necessary knowledge and understanding at each step along the way.

Credit must also be given to the District of Lake Country (hereafter called ‘the district’) for supporting this unique solution through funding of the project and having confidence in community volunteers.

A special thanks is extended to all the residents of the community for their participation, and specifically those members of the committees listed below:

### **Steering Committee:**

Chuck Price (Chair), Frits Bakker, Mark Decker, Stan Brynjolfson.

### **Environment Committee:**

Stan Brynjolfson (Chair), Jim Carruthers, Bill Downey, Harvey Leamont, Flo Masson, Rod Pooley, Carmen Stanek.

### **Infrastructure Committee:**

Frits Bakker (Chair), Wendy Monteith, Carmen Stanek, Rod Pooley, Larry Crosby, Flo Masson, Mike Nuyens and John Bucholz.

### **Land Use Committee:**

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### **Parks and Recreation Committee:**

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## **1.0 BACKGROUND**

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### **1.1 Introduction**

The Carrs Landing Sector Plan (hereafter called ‘the plan’) is a statement about community interests and values, and the means to ensure that future activities within the community provide positive reinforcement to those interests and values. The Carrs Landing community affords its residents a highly desirable quality of living within the District of Lake Country (hereafter called ‘the district’), and through its citizens this plan provides the direction to sustain and enhance that quality in the years ahead.

The plan addresses that part of the district from Okanagan Centre Road East on the south to the district’s northern boundary, and from Okanagan Lake on the west to an eastern boundary formed broadly by the north-south ridge of Spion Kopje peak. (see Map 1.0 – Sector Plan Area). The plan area includes portions of two separate neighbourhood constituencies, namely Carrs Landing and Okanagan Centre.

The plan is submitted as a refinement of the policy framework of the district’s Official Community Plan (OCP) with the intent that the Carrs Landing Sector Plan be adopted as a schedule to the OCP, specifically applied to the area defined by the sector plan. It is intended that this document be integrated into the district’s hierarchy of planning documents: strategic plan, OCP, sector plans, neighbourhood plans, zoning bylaw, subdivision and servicing bylaw, development permits, and building permits.

The district’s OCP includes policies that provide support to the basic directions of the regional Growth Management Strategy, adopted by the participating members in the year 2000. The Growth Management Strategy addresses regional governance and service delivery, housing, environmental protection, water resources, air quality, economic development and transportation. These matters are addressed at the local level in the Carrs Landing Sector Plan.

### **1.2 Purpose of the Sector Plan**

The purpose of the Carrs Landing Sector Plan is:

- to describe existing conditions within the community;
- to delineate major issues and topics of interest to community residents;
- to assist the district council and administration on development policies, commensurate with the needs and desires of the Carrs Landing area residents;
- to provide prospective residents of the Carrs Landing area with a vision of the future development of the Carrs Landing area; and
- to provide guidance for those intending to apply for development permits within the Carrs Landing area.

**Insert Map 1 – Sector Plan Area**

### **1.3 Plan Preparation and Public Consultation**

The Carrs Landing Sector Plan was initiated by agreement between the district and the Carrs Landing Community and Recreation Association in the latter part of 2002. Initial activities included the distribution of a community-wide survey intended to determine residents' attitudes toward a number of aspects of the Carrs Landing community. Residents were asked what they liked about the community, what concerns they had about land uses and services, what they would like to see in the community, and what the community should look like in ten years. One hundred and forty seven (147) responses were received, largely reflecting a desire to see the area retain its positive rural and natural character, while linking the scope of future community growth to the incremental upgrade of the essential roadway, water, sanitary sewer services, as well as pathways and public beaches (see Appendix 1 – Community Survey #1 and Results).

In early 2003, a Carrs Landing Sector Plan Steering Committee and a focus group for each of the environment, infrastructure, land use, and parks and recreation issue areas were formed. The members of the steering committee and the focus groups consisted of resident volunteers from within the plan area. During the spring and summer of 2003, each focus group met to discuss and define issues pertinent to its issue area. In October and November of 2003, the focus groups presented their perceived issues in a series of four community workshops at the Camp Arbuckle facility. Each workshop focused on a different geographic section of the plan area. There were approximately 20 resident participants at each session for a total of 80 attendees. Focus group representatives provided participants with background information on current conditions within the neighbourhood area, as well as, in the overall community. The participants then expressed their points of view regarding the direction to be taken by the plan. Minutes from the workshops are available from the Carrs Landing Community and Recreation Association website (see Appendix 2 – Community Workshops Notice).

During the planning process, meetings were organized to gain perspectives and expert information for the sector plan. A meeting of the focus group leaders was held with local members of the agricultural industry, concerning the role of agriculture as an integral part of the Carrs Landing community. The district also provided valuable information and advice to the volunteer planners; during 2004, meetings were held with district staff members in planning, engineering, parks and recreation, and finance to obtain the necessary background information and guidance. Additional meetings were held with parks personnel of the Regional District of Central Okanagan. These meetings provided information that contributed to the refinement of plan-area issues.

To obtain community responses to the directions being advanced in the initial draft plan, a confirmatory community survey was undertaken in October 2004. Six hundred and seventy (670) survey envelopes, each containing two questionnaires, were mailed to property owners within the plan area. The questionnaire consisted of 61 questions organized into the four issues areas of environment, Infrastructure, Land use, and parks and recreation. Three hundred and seventy one (371) questionnaires were returned, resulting in a calculated household response rate of 28 percent. It is estimated, however,



that the actual response rate is in excess of 28 percent because, while each household received two questionnaires, some households had only one eligible respondent, and other households returned only one of the questionnaires to represent a collective response.

The survey data were analyzed on an overall community basis, as well as on a neighbourhood area basis. Where significant differences between community input and information in the draft plan were noted, the sector plan was refined to reflect the community input. A copy of the second survey is included in the Appendices, along with the survey analysis results (see Appendix 3 – Community Survey #2 and Results).

Following its refinement, the draft plan was forwarded to district staff for their review and comments. The plan was then presented to the community at an open house in October 2005, attended by approximately 90 people. Each focus group leader presented a summary of his section of the draft sector plan. Comments received during and following that forum reflected agreements, disagreements as well as, suggestions to amend the plan. These community comments and suggestions provided essential feedback for the final draft of this sector plan.

Both verbal and written submissions concerning the draft plan were received. There were few questions directed to the parks and recreation segment of the open house. Some discussion took place with regard to an alternative location for a boat launch site within the sector plan area. Written comments stressed the need for paved walking/ bicycling shoulders on Carrs Landing Road, as well as walking trails away from the road. Comments were also received reiterating that crown access/ foreshore parcels and adjacent private properties be protected from encroachments and misuse.

A review of the oral and written comments at the open house and subsequent emails led to some expansion of the environment section of the draft sector plan. Concerns were expressed about invasive/noxious weed control, “heritage” tree protection, and deteriorating air quality. Also, suggestions were made to study the environment section of Kelowna’s OCP and Smart Growth principles for guidance. This was done. A proposal that, ‘no development go to public hearing before environmental impact studies are concluded’, is now recommended. Diminishing and degenerating fish and wildlife habitat also concerned several residents and prompted additional recommendations.

Comments and recommendations received by the infrastructure committee were generally positive and supporting. Specific recommendations put forward by the residents that were added to the draft sector plan since they deemed to have merit were:

- more stringent controls related to septic systems, especially in the proximity of Okanagan Lake;
- water conservation measurement;
- expansion of water utilities to include Barkley Road;
- set priorities regarding upgrades to Carrs Landing Road and include walking/ bicycle paths;

- recommendation to the district to ensure and satisfy public perception that infrastructure projects and services provided in Carrs Landing are receiving their equitable share of property tax dollars collected annually.

The land-use planning section provoked controversy, both pro and con. Most people in attendance agreed that a maximum density of R1 for future lot sizes was too extreme, that, in keeping with the rural character, a less dense plan is warranted. Some voiced agreement with the plan as providing balance and variety, and a benefit to those who wish to subdivide their large properties. Refinements to the draft sector plan, especially concerning density, were undertaken following the open house. Details and rationale of these refinements are included in Appendix 4.

The preparation of the refined sector plan included review of the final draft by the steering committee, as well as its presentation to the directors of the Carrs Landing Community and Recreation Association. The plan was then submitted to the district council for approval.

Throughout the planning process, communication with community residents consisted of milestone announcements in *The View* and *The Calendar*, as well as on the community web page. The district council and the Carr's Landing Community and Recreation Association were given regular progress reports. The local cable server that broadcasts all council proceedings also informed residents. Minutes of the neighbourhood meetings, open house meetings, as well as, the overall 2004 community survey data, are posted on the community association website.

During the writing of the plan, overview or issue reports were prepared by each of the focus group leaders. The purpose of these reports is to provide information about the decision-making process, including community input, rationale, regulations, and expert advice. Integra Community Planning Services used these reports for the preparation of the sector plan. The overview reports prepared by each focus group are included in Appendices 4 to 7. Another important written contribution to the plan is the historical perspective (see Section 1.6), prepared by a resident of the community, who is particularly interested in documenting this information.

#### **1.4 The Carrs Landing Setting**

The Carrs Landing Sector Plan area includes about 3100 hectares (31 square kilometres) of land, comprised of some 635 individual properties. These properties range in size from compact single-family lots, to large individual holdings which include more than 7.8 square kilometres. Along with a number of agricultural operations in the area, the community has developed largely as a rural residential area, predominantly as a single-family-dwelling community.

The plan area rises in elevation from Okanagan Lake level (342 metres above sea level) at the western boundary to an elevation of some 1050 metres at the high point of Spion Kopje peak. A significant portion of the plan area has steep terrain in excess of 30

percent slope (see Map 2.0 – Terrain Slope Conditions). These steeper lands are designated as Hillside Development Permit Areas within the district’s current OCP.

Much of the upper portion of the plan area is forested land, with the lower reaches of the area now developed for residential and agricultural purposes. The shoreline, extending some 10.9 kilometres, is largely committed to residential purposes along with some public open space and roadway rights-of-way. There are major large land holdings in the northern portion of the plan area, owned by two separate owners. In the higher central sections of the plan area there are Crown lands encompassing some 227 hectares.

A range of zoning categories has been designated in Carrs Landing. Much of the area is currently zoned within the district’s rural zoning categories, RU-ALR (Rural – Agricultural Land Reserve) through RU-6 (Small Holdings). There are also limited areas of R-1 (Single Family Residential), largely along the Lake Okanagan shoreline. There are parcels with institutional zoning, namely P-1 (Park and Open Space) and P-2 (Administration, Service and Assembly). There is one parcel in the community with C-5 (Motel and Campground) commercial zoning. The zoning designations within the overall Carrs Landing community are illustrated on Map 3.0 – Current Zoning Designations.

The District of Lake Country Zoning Bylaw #98-193 was derived from the Regional District of Central Okanagan Zoning Bylaw #176 at the time of the district incorporation. The district’s OCP acknowledges the need for an updated zoning bylaw to reflect current conditions and needs in the community, and at the time of finalizing the Carrs Landing Sector Plan, a new draft zoning bylaw for the district was available for public review.

**Insert Map 2 – Carrs Landing Sector Plan Elevation and Slope Map**

**Insert Map 3 - Current Zoning Designations**

## **1.5 Current and Projected Population**

The 2001 Canada Census reflected a total population of 1,060 in the Carrs Landing Sector Plan area. This included 295 people (28 percent) from 0 to 19 years of age; 305 people (29 percent) from 20 to 44 years of age; 315 people (30 percent) from 45 to 64 years of age; and 145 people (13 percent) 65 years and over. The median age in the plan area was 41.5 at the time of the 2001 Canada Census.

The plan area's population was housed in private households, at 2.8 people per household. Of the 370 occupied dwellings, 315 (85 percent) were owner occupied, and 55 (15 percent) were rental dwellings. The housing supply of 370 units was comprised of 340 (92 percent) single detached houses, and 30 (8 percent) semi-detached/row/duplex units. There were no apartment units in the plan area.

A number of properties are owned by people with permanent residences elsewhere, occupying the Carrs Landing premises for only a portion of each year.

The population projection in the district's OCP provides for an annual growth rate of three percent for the initial five years of the plan. The population projection envisages the overall population to increase by about 7,418 people to a district-wide population of 17,262 by the year 2020.

On the basis that the Carrs Landing area will maintain its largely single-family housing form, and the infrastructure systems will remain a challenge to new development initiatives, the population of the Carrs Landing area is anticipated to increase at a modest pace. A three percent annual growth rate would provide for an overall Carrs Landing population increase of some 787 people, to a total of 1,832 by the year 2020. At a continued average household occupancy of 2.8 people per residential unit, an additional 281 single-family units would be constructed within the 20-year timeframe of the plan, or an annual average of about 14 units per year.

## **1.6 A Historical Perspective**

For several thousand years before the first white settlers arrived in the Okanagan Valley in the early nineteenth century, the Interior Salish lived undisturbed. The Okana'qen depended on hunting, gathering and fishing and many generations found the Carrs area a bountiful source of wildlife, fish, and vegetation. They called our area Cus-in-so-nook, which has been translated as Place of Fickle Women. Rainbow Hill, at the southern end of our community, was known as Sink-mili-may-was and was a portage route where canoes were carried between Okanagan Lake and Pelme wash (Wood) Lake. To the north, the open range and grassland that we know as the Commonage, was called Inquicoot.

Through the early 1800s two distinct trails were established through the valley. One was the Hudson Bay Brigade Trail on the west side of the lake; the other from Okanagan Mission to Schloocum (Duck) Lake, along the western ridge above Long (Kalamalka) Lake to Kamloops and beyond. As traffic increased along the trails, our area remained in relative peace and isolation.

Two events changed the situation and led to the settlement of our area, then known as Sunnywold. At that time the Commonage stretched from Okanagan Landing to Okanagan Centre and was reserved for pasturage for natives and whites. However, in 1889 a new agreement was reached between the dominion and provincial governments, and the land was surveyed into quarter sections and auctioned in 1893. In addition, the sternwheeler SS Aberdeen, the first of three Queens of the Lake, was launched at Okanagan Landing in 1893 and began delivery of mail, supplies, people and animals on regular runs on the Lake. The settlers arrived.

Northcote Caesar and T.F. Valentine purchased the Rainbow Ranche in 1896 for the princely sum of \$2,000, and soon Rainbow Landing became a regular stop for the Aberdeen. By 1901, Andrew Carr, a Civil War veteran from Illinois, and his wife Agnes had built their home just north of where the Geen's fruit packing house stands today, in an area then known as Sunnywold. The Carrs Landing wharf was built below the house and the old pilings can still be seen at Marshall Park where sailing lessons are now held each summer. Settlers such as the Goldies, Thorlaksons, and Gibsons farmed close to the lake and newcomers eked out a living on small holdings in the Commonage. The small Sunnywold School opened off Commonage Road and became a focal point for the new community to the north, whilst a growing Okanagan Centre became the social centre for people at the southern End.

A few years later, the settlers were joined by the Pixtons, Nuyens, Marshalls and by ranchers like Joseph Cools who purchased much of the land from Okanagan House north to Ellison Point and ran cattle into the Charolais area. For several decades, while Vernon, Kelowna, and even Winfield grew rapidly, Carrs Landing remained a quiet rural, farming community.

Coral Beach was one of the first areas to be subdivided in the early 1960s, and much development has occurred since then. In true 'pioneering' spirit, the new residents of Coral Beach established the first unofficial fire department in the area. Volunteers were taught to pull second-hand hose from a trailer that carried a gas-powered water pump, and even constructed a 'fire hall' to house the trailer. Much new development occurred during the 70s and 80s, and whereas the very early settlers came predominately from the USA and the United Kingdom, our population now comes from all over Canada and the world to create a community even richer in human resources.

The Carrs Landing Community & Recreation Association was formed to address the needs of the growing community. A hundred years ago, despite distances between homesteads, a strong sense of community was formed. Now as the community looks to the future with the sector plan, the association is encouraging the more recent 'settlers' to look at ways to make the community even stronger.



## **1.7 The Community Vision**

Throughout the public consultation process in the preparation of the Carrs Landing Sector Plan, participants have expressed the positive qualities that make up the present community. They have also indicated, with a largely consistent voice, those qualities that the future community should strive to maintain. Significantly, the District Council Vision 2003 largely complements those qualities expressed within the community.

The future Carrs Landing community is envisaged as one that has retained its overall rural and natural character, while providing for orderly and paced integration of new housing and associated public services and amenities.

Carrs Landing will remain as a true neighbourhood, where positive social values and community interaction are considered essential elements. The area will have maintained its essential single-family qualities, while supporting means to improve transportation and service and utilities infrastructure for its residents. Significant agricultural operations will remain as important parts of the overall fabric of the community.

The high-quality environment afforded by the Lake Okanagan shoreline and upland forested areas will remain as the major physical features of the area, around which much of the community lifestyle revolves.

A network of land and water-based public parks and recreation amenities, linked by a system of public open-space connections, provide important opportunities to maintain the social well-being and physical health of community residents and visitors. A new civic building will provide a setting for social, recreational, and other associated community needs.

Carrs Landing residents continue to focus on the Winfield Town Centre for their work, shopping, and recreation opportunities. Provisions will be in place for residents pursuing a range of home-based business enterprises, providing goods and services to accommodate local and external needs.

Community institutions such as protective services, school-bussing system, postal services, and religious facilities will have kept pace with the growing needs of the community.

Community services and utility infrastructure will have been incrementally upgraded to district standards, serving both present and future citizens of Carrs Landing. The transportation network, including upgrades to Carrs Landing Road and the provision of a new southern access road, will be in place along with improved pedestrian and cyclist facilities for non-motorized movement within the community.

Overall, Carrs Landing in the future will have maintained those qualities that contribute to its present lifestyle appeal, while also having achieved services and utilities upgrades that provide for safe and efficient community living.

## **2.0 ECONOMIC DEVELOPMENT**

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### **2.1 Existing Conditions**

The Carrs Landing sector of the District of Lake Country is predominantly a residential area, and industrial and commercial activities are limited to current agricultural operations and a number of home-based businesses. Opportunities for home-based business activities within the district have been clarified by the recent adoption of Bylaw #467, 2005. These activities are further addressed in the respective agricultural and commercial sections of the sector plan.

The district's OCP provides that the Winfield Town Centre will remain as the main commercial core of the overall community. It further provides that future industrial activities will be directed to other areas of the municipality.

The district's current OCP has recognized that fringe-area development without adequate services creates uncertainty in community land-use patterns. It also acknowledges the value of the agricultural sector in economic development, and encourages its intensification and diversification

### **2.2 Objectives**

To support economic development activities in the Carrs Landing area which are consistent with the scale, character, environmental qualities, and servicing capabilities of the community.

### **2.3 Policies and Actions**

The District of Lake Country will:

1. Require any industrial or commercial economic development activities in the Carrs Landing area be compatible in nature and scope with the scale, character, and environmental qualities of the community, and require that economic development initiatives conform to District of Lake Country Subdivision and Servicing Bylaw #139 provisions.

## **3.0 AGRICULTURE**

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Agricultural production is a significant economic generator in the Carrs Landing area, and is considered an essential and integral component of the community-at-large. The lands afford opportunity for local purchase of fresh farm produce, while adding scenic qualities and favourable environmental conditions within the community. At the same time, residents are anxious to ensure that agricultural operations co-exist within the community sensitively, with careful attention to chemical spraying practices, buffering of sounds and sights, and protection of wildlife populations in the area.

The district's OCP provides policy direction that is supportive of agricultural activities and adequate buffering between urban and rural uses, and discourages subdivision within the ALR.

### **3.1 Existing Conditions**

Agricultural activity in Carrs Landing is largely tree-fruit production, occurring on both lands within the Agricultural Land Reserve (ALR) and a number of non-ALR parcels located along the shoreline area. There are some 800 hectares of ALR lands within the area, encompassing more than 25 percent of the total land area of the community (see map 4.0 - Agricultural Land Reserve). These lands operate within the provisions of the Farm Practices (Right to Farm) Protection Act, and a number of agricultural uses are permitted to differing extents within seven (7) categories of the District's Zoning Bylaw; RU-ALR (Agricultural Land Reserve), RU-1 (Rural), RU-2 (Rural), RU-3 (Small Holdings), RU-4 (Country Residential), RU-5 (Country Residential), and RU-6 (Small Holdings).

The Mayor's Task Force on Agriculture completed its mandate in November 2004. The task force was directed to address the means to maintain the industry as a vital and viable activity in the district. The role of the agricultural lands in the Carrs Landing community was considered as part of task force proceedings. The task force has recently prepared documentation on the history, trends, and opportunities for the agricultural industry in the district.

The initiative to establish an Agricultural Advisory Committee to advise district council on agricultural matters has been raised pursuant to the Mayor's Task Force on Agriculture. Establishment of this advisory committee would assist in maintaining agricultural activity as a vital and integral component of the Carrs Landing community.

### **3.2 Objectives**

1. To maintain agricultural operations as a desirable and integral part of the Carrs Landing landscape and lifestyle, co-existing with their non-farm neighbours in a mutually sensitive and respectful manner.

2. To develop heightened public awareness and understanding of normal farm practices and agricultural operations in the Carrs Landing community.

|

**Insert Map 4 – Agricultural Land Reserve**

### **3.3 Policies and Actions**

The District of Lake Country will:

1. Encourage and support production and value-added agricultural operations in Carrs Landing, and give consideration to means of enhancing current activities in the community on the basis of recommendations advanced as part of the Mayor's Task Force on Agriculture;
2. Give favourable consideration to commercial agri-tourism initiatives in the Carrs Landing area, which could assist in sustaining current operations and provide potential goods and services to the community-at-large;
3. Ensure effective buffering installations between agricultural and other new land use developments in Carrs Landing, and limit public uses within buffer areas to minimize impact on adjacent agricultural operations;
4. Encourage growers to operate with 'best farm practices' and environmental sensitivity in the interest of harmonious relations with the non-farm neighbours in Carrs Landing;
5. Examine means of minimizing community conflict which can occur as a result of herbicide and pesticide spray operations in the Carrs Landing community;
6. Review future applications for subdivision of agricultural lands on a case-by-case basis, with the objective of maintaining the overall integrity of the agricultural land base in Carrs Landing, while recognizing the changing dynamics of the industry and the potential need to consider adjustments to parcel configurations and sizes;
7. Encourage public education directed at increasing the awareness of the importance of agricultural industry contributions, normal operating practices, fencing requirements, and the need to prevent trespass infractions;
8. Pursue an expanded rural road signage program, directed at informing the traveling public about the agricultural activities within the Carrs Landing community.

## **4.0 RURAL RESOURCE**

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The 'Rural Resource' designation in the district's OCP largely addresses the natural and undeveloped land resources in the community. These lands are not intended for urban purposes within the timeframe of the OCP.

### **4.1 Existing Conditions**

Much of the eastern uplands portion of Carrs Landing and an area at the northwest limit of the community is presently designated Rural Resource in the district's OCP. These areas include much of the forested lands with high scenic values and important natural environment qualities. A large portion of the Rural Resource area along the Ellison Ridge area is currently designated as development permit areas for hillside development and environmental conditions.

Crown lands in the Carrs Landing area are designated as Rural Resource within the district's OCP.

A preferred minimum lot size of 30 hectares within the Rural Resource designation is identified in the OCP. As part of the Carrs Landing Sector Plan preparation, a review of lot size requirements suggests that a reduced Rural Resource lot size is appropriate where such areas border Rural Residential lands, and where adequate utility infrastructure is available.

### **4.2 Objectives**

The objective of the Rural Resource designation in the Carrs Landing Sector Plan is to seek protection and preservation of those natural environment qualities which are an essential component of the community-at-large, and to minimize development initiatives in these areas where only limited services and utilities are in place or feasible.

### **4.3 Policies and Actions**

The District of Lake Country will:

1. Maintain the current Rural Resource designations shown in the OCP, except for the Crown lands recommended for Conservation designation in the Carrs Landing Sector Plan;
2. Give consideration to a reduced minimum lot size of 4 hectares for Rural Resource parcels which border Rural Residential lands, and where adequate utilities and services are available;
3. Require that future Rural Resource development in Carrs Landing will provide adequate buffering when located adjacent to ALR lands;

4. Require that aggregate extraction done on a phased basis will occur with remediation of the current phase prior to further extraction.



## **5.0 FUTURE LAND USE**

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The purpose of this section is to direct the reader to district documents and to the locations of land-use information within this sector plan. Sections 5.1 and 5.2 of the district's OCP address the rationale for land-use designations, and refer readers to other plans and bylaws in place. Sections 6.0 through 12.0 of this Carrs Landing Sector Plan, delineate the existing conditions, recommendations, policies, and actions for land use for the period 2001 to 2021 (see also Maps 3.0 and 5.0). It is strongly recommended that the reader review Appendix 4 – Land-Use Focus Group Issues Report. This appendix provides the rationale and recommendations for land use.

### **5.1 Rural Resource**

The Rural Resource designation for lands in the Carrs Landing area is to provide for the protection of non-urban lands with agricultural, forestry, aggregate resources, and recreational values, as indicated on Map 5.0 - Future Land Use. The designation also provides for large-lot, low-density residential use with limited municipal services.

### **5.2 Residential - Rural**

The lands in the Carrs Landing area designated as Residential Rural are indicated on Map 5.0 - Future Land Use. For existing conditions, recommendations, policies and actions concerning residential-rural land use see Section 6.0. Appendix 4 provides the rationale for the above.

### **5.3 Residential - Urban**

The lands in the Carrs Landing area designated as Residential Urban are indicated on Map 5.0 - Future Land Use. For existing conditions, recommendations, policies and actions concerning residential-urban land use see Section 7.0. Appendix 4 provides the rationale for the above.

### **5.4 Commercial**

There are no commercial developments in the Carrs Landing area at the present time, and only one property is zoned commercial. This property is currently zoned C-5 (for motel and campground land use), but to date it has not been developed for commercial purposes (see Section 6.3, sector area 5 concerning this C-5 zoned property). For existing conditions, recommendations, policies, and actions concerning commercial land use see Section 8.0.

## **5.5 Industrial**

There are no Carrs Landing properties designated for industrial purposes in the district's OCP or zoned for industrial use. For existing conditions, recommendations, policies and actions concerning industrial land use see Section 9.0.

## **5.6 Park and Conservation**

The lands designated as Park and Conservation in the Carrs Landing area are shown on Map 5.0 – Future Land Use and illustrated in detail on Map 6.0 – Existing and Future Parks, Conservation Areas and Trails. For existing conditions, recommendations, policies, and actions concerning parks and recreation see Section 13.0.

**Insert Map 5 - Future Land Use**

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## **6.0 RESIDENTIAL - RURAL**

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Extensive areas for future Residential Rural development in the district have been designated in the current OCP. Within the Carrs Landing area, three separate areas have been identified as future Residential Rural growth areas – Moberly Road Extension, Barkley-Commonage Road area, and Juniper Cove. The stated objectives of the OCP are to provide for rural residential living with appropriate servicing levels, minimum lot sizes for on-site septic disposal, while maintaining the rural amenities that attract people to the area.

Additional minimum servicing requirements for Residential Rural developments include paved roads, open ditches, overhead wiring, a community water system meeting district fire-flow requirements, and a natural trail network connecting neighbourhood parks. The current OCP also states that cluster-housing designs will be considered providing the development does not exceed gross density of the existing zone.<sup>1</sup>

### **6.1 Existing Conditions**

Much of the Carrs Landing area is currently developed for Residential Rural purposes due to both its essential rural qualities and the limited level of municipal services in place. Most properties within the area have rural zoning, other than the areas of more concentrated housing that carry R-1 (Single-Family Residential) zoning. Servicing and infrastructure deficiencies within the community – roadways, water, sanitary sewer, drainage - are further addressed in Section 16 of this sector plan. Environmental, as well as parks and recreational deficiencies are dealt with in their respective sections of this plan (see Parks and Recreation, Section 13; and Environmental, Section 14).

Most of the existing residential development is contained within one kilometer of the lakefront. Large lots feature both high and middle-range single-family dwellings<sup>2</sup>. In some cases, development has occurred without adequate water supplies and municipal infrastructure services. The recommendations contained here strive to conserve the existing assets and improve upon the existing conditions. By providing planning that is both logical and sustainable, and that supports efficient land use, and includes the availability of services and infrastructure, the natural rural character that we value, will be maintained.

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<sup>1</sup> All of the above statements are contained in the Official Community Plan, pages 25 and 26.

<sup>2</sup> While the land use term ‘single-family residential’ is employed in this document, Carrs Landing contains numerous housing units for recreational and part-time use, as well as some units that are residences combined with revenue-producing uses such as rental suites.

## **6.2 Objectives**

The objectives of this land-use section are to provide rationale and recommendations, as well as specific policies and actions for the OCP planning period (2001 to 2021) concerning:

- the provision of additional housing opportunities that are sensitively integrated to maintain the character of the area;
- development that is in keeping with Smart Growth principles;
- services and infrastructure integrated with land use to meet existing and future community needs.

## **6.3 Rationale and Recommendations**

To date, the dominant pattern for residential development has involved the use of large tracts of land, divided into lake-oriented rectangular properties, designed with little concern for other natural features, the provision of services, or protection of the environment<sup>3</sup>. The result is that Carrs Landing is now in a state of suburban sprawl, with the low-density attributes of the inefficient use of land and services, and the exaggerated costs of infrastructure. To provide residential diversity and prevent further lake and ecological degradation, it is recommended that more creative and pleasing living environments be developed. In keeping with Smart Growth principles, the preservation of natural spaces, more efficient land uses and compact patterns, are recommended, especially when development occurs on larger parcels. This will lessen the impact on the environment, minimize roadway allocation, and provide contiguous green space for recreation and wildlife habitat. Such planning can provide residences set within natural and low-maintenance surroundings, which connect to the spectacular mountain and lake vistas.

Future planning is complicated by the fact that there is a diversity of property interests as well as, ‘perspectives on community planning’ among Carrs Landing residents; this land-use plan strives to incorporate the current community needs and desires while maintaining a plan that is sustainable for future generations. Smart Growth provides the basis for such a plan, one that involves an integrated approach to planning, a focus on efficient land use and services, as well as environmental and social sustainability. To that end, land use, infrastructure, environment, and parks and recreation have been examined as interactive units in the land-use planning process.

Information received from Carrs Landing residents over the three-year planning period support planning that maintains a rural and natural character for the area. Co-existing with the desire to retain rural aspects, the community recognizes a significant need for infrastructure in the form of water quality and quantity, environmentally safe septic treatment (especially along the lakeshore), as well as recreational and road improvements. The community’s significant appreciation of the lake and the area’s natural beauty underscores the need for environmental preservation and the importance of

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<sup>3</sup> This form of development for Carrs Landing began prior to the incorporation of the District of Lake Country.

making wise decisions concerning land use, infrastructure, parks and recreational planning.

The specifics related to future land use for each of the Carrs Landing neighbourhoods will be described and rationalized below, according to a balancing of the community's needs and desires, Smart Growth principles and recommendations, and to the district's existing OCP. To that end, recommendations for some increased density<sup>4</sup> are confined to areas that are: (1) currently identified in the OCP and district documents as growth areas; (2) areas where there may be pressure for growth due to developers' attraction for lakeshore; and (3) properties where the community and neighbourhood residents desire growth, especially to gain infrastructure improvements for their area.

The development of new single-family residences in Carrs Landing is dependent on many factors. Conditions conducive to growth within any one of these neighbourhoods include the availability of resources for development, the community's and district's endorsement for such development, and infrastructure that meets the community needs and district standards.

***Sector Area 1. Pixton Road:***

The current land use is agricultural and residential; this area also contains a small summer resort. In the 2004 survey, the community and neighbourhood residents supported, 'no changes in zoning density', for the area. Consistent with this desire, it is recommended that development or redevelopment occur with no immediate changes to current neighbourhood land-use densities, and that the current rural-agricultural zoning be maintained where applicable. Some properties in this area are within the ALR and shall remain so. For new development or upgrades on lakeshore properties "Type 2"<sup>5</sup> septic treatment must be installed.

***Sector Area 2. Lake Pine / Forest Hills:***

The current land use is residential. In the 2004 survey residents supported, 'no changes in zoning density', for the area. Consistent with this desire it is recommended that development and redevelopment occur with no immediate changes to current neighbourhood land-use densities. Adequacy of the quantity and quality of water has been a significant concern; at the present time the district is investigating the possibility of assuming ownership of the Lakepine private water system.

***Sector Area 3. Barkley Road:***

The current land use is residential. Barkley Road has been identified in the district's OCP as a growth area. According to the 2004 survey, both the community and the Barkley Road neighbourhood favour, 'an increase in zoning density with appropriate

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<sup>4</sup> Although the recent growth rate has been about one percent, a document recently posted on the district website describes projections for growth at a rate of three percent over a 20-year period (2001 to 2021). Their projections translate into 50 units for Pow Road, 25 units for Moberly extension, and 300 units for the remainder of Carrs Landing.

<sup>5</sup> The levels of treatment are as defined by the Ministry of Health Services, Sewerage System Standard Practice Manual, May 12, 2005

services', for the area. Water has been an ongoing issue for this neighbourhood because well water has not been found in sufficient quantities. In the infrastructure section of this sector plan, a means to ameliorate this area's water supply is suggested. When infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered. Challenges to development for this area are the steep terrain and road access. The natural characteristics of Barkley Road must be conserved with buffer zones<sup>6</sup> and with large lot sizes and/or compact plans. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of the properties, using compact planning and the preservation of green space, be considered.

***Sector Area 4. South of Coral Beach / North of Maki/Wentworth:***

The current land use is residential. In the 2004 survey, the community and neighbourhood residents support, 'no changes in zoning density', for the area. Consistent with this desire, development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities. All new developments, as well as upgrades on lakeshore properties, must use "Type 2" septic treatment in order to prevent further lake deterioration.

***Sector Area 5. 16070 and 16080 Carrs Landing Road:***

The current land use is residential. No immediate change in land use is recommended for this area. As specified in the district's 2001 OCP the current zoning for this area is rural-agricultural and tourist-commercial. If future land use is commensurate with current zoning, septic treatment must meet "Type 3" standards due to the ecological sensitivity of this lakeshore area; sanitation is important as this neighbourhood has the potential for agri-tourism and/or commercial initiatives.

***Sector Area 6. Juniper Cove:***

The current land use is residential. The district's OCP identifies Juniper Cove as a growth area; both the community and neighbourhood support increased density with appropriate services. Greater densities are not to occur until development serves community and neighbourhood interests, and appropriate services and septic treatment, are in place. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of the properties, using compact planning and the preservation of green space, be considered.

Some of this neighbourhood has been designated by the district's OCP as a rural resource area. It is recommended that the district review and refine the OCP configuration of this Rural Resource designation that concerns the northern portion of the Juniper Cove area. To maintain the natural environment and beauty of the area, aggregate extraction done on a phased basis will occur with remediation of the current phase prior to further extraction.

***Sector Area 7. South Commonage Extension to Carrs Landing Road:***

The current land use is residential. According to the 2004 survey, both the community and the south Commonage neighbourhood favour, 'an increase in zoning density with

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<sup>6</sup> See Policies and Action statements concerning buffer zones in Section 13.0.

appropriate services’, for the area. Consistent with this desire for growth, it is recommended that development that enhances community and neighbourhood infrastructure and services be considered. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of the properties, using compact planning and the preservation of green space, be considered.

***Sector Area 8. Charolais, Hereford, Angus, Jersey Roads:***

The current land use is agricultural and residential. In the 2004 survey, community and neighbourhood residents supported, ‘no changes in zoning density’, for the area. Consistent with this desire it is recommended that development or redevelopment occur with no immediate changes to current neighbourhood land-use densities, and that the current rural-agricultural zoning be maintained where applicable. Some properties in this area are within the ALR and shall remain so.

***Sector Area 9. Carrs Landing Main (north of Whiskey Cove to Gable Road):***

The current land use is mixed agricultural, as well as residential. According to the 2004 survey, both the community and the neighbourhood favour, ‘an increase in zoning density with appropriate services’, for the area. Consistent with this desire for growth, it is recommended that when infrastructure and services are available, development that meets the interests of the community and neighbourhood, be considered. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of properties, using compact planning and the preservation of green space, be considered. It is also recommended that the current rural-agricultural zoning be maintained where applicable. As the Coral Beach and Carrs Landing Main area has the highest density for the northern section of Carrs Landing, and has the potential of providing a central meeting place, it is recommended that consideration be given for the potential siting of a community centre and when commercially viable, a village-type neighbourhood centre, on the parkland situated at the northeast corner of Terrace View and Carrs Landing Road intersection<sup>7</sup>.

***Sector Area 10. Coral Beach:***

The current land use is mixed agricultural, as well as residential. In the 2004 survey, the community and neighbourhood residents support, ‘no changes in zoning density’, for their area, but they do desire improved infrastructure, especially septic treatment. Consistent with this desire, development or redevelopment is to occur with no immediate changes to current neighbourhood land-use densities, and current rural-agricultural zoning is to be maintained where applicable. Some properties in this area are within the ALR and shall remain so. All new developments, as well as upgrades on lakeshore properties, must use “Type 2” septic treatment in order to prevent further lake deterioration.

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<sup>7</sup> The parkland situated at the northeast corner of Terrace View and Carrs Landing Road intersection is one of two potential sites for the Carrs Landing Community Centre mentioned in this sector plan. Many residents in Carrs Landing have requested a small village-type neighbourhood centre with a store.



***Sector Area 11. North of Pixton Road / south of McCreight Road, and north of Postills' Orchard / south of Whiskey Cove:***

The current land use is primarily residential; however, one large lakeshore area, Camp Arbuckle, serves as a recreational site for the non-profit organization, Girl Guides of Canada. In the 2004 survey, the neighbourhood residents supported, 'no changes in zoning density', for their area. Consistent with this desire, development or redevelopment is to occur with no immediate changes to current neighbourhood land-use densities. All new development, as well as upgrades on lakeshore properties, must use "Type 2" septic treatment in order to prevent further lake deterioration.

***Sector Area 12. Moberly Road Extension:***

The current land use for Moberly Road extension is mixed agricultural, as well as residential. The undeveloped area, at the south end of Moberly Road, is designated in the district's OCP as a future growth area. In the 2004 survey, both the community and neighbourhood supported, "some increased density with appropriate services". Consistent with this desire it is recommended that development be considered for only non-ALR properties, with the provision of municipal water and sewer or equivalent. It is also recommended that the current rural-agricultural zoning be maintained where applicable. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of properties, using compact planning and the preservation of green space, be considered.

***Sector Area 13. Whiskey Cove:***

The current land use is agricultural and residential; a heritage site and regional park are also in this area. Most of the existing residential development is at the north end of this area. With the exception of the two parcels<sup>8</sup> adjacent to Kopje Park, and consistent with neighbourhood responses to the 2004 survey, it is recommended that there be no immediate change in current neighbourhood land-use densities. All new lakeshore developments, as well as upgrades, must use "enhanced"<sup>9</sup> septic treatment in order to prevent further lake deterioration.

Of significant interest to the community is the cautious planning for the future development of the parcels adjacent to the north and south boundaries of Kopje Park. These two parcels collectively are the largest undeveloped lakeshore properties in Carrs Landing. While the current land use is considered appropriate for both the short term and long term, these lakeshore parcels have attracted development proposals that were contentious. To avoid deleterious development of these parcels, and to promote the conservation of some of this area for community use, this sector plan provides specific direction to developers and the district should proposals come forward. It is recommended that when infrastructure and services are available, development that meets the interests of the community and neighbourhood be considered. Provided below is a plan for these two parcels that concurs with both community concerns and Smart Growth principles.

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<sup>8</sup> While there are two land parcels, one on the north boundary and the other on the south boundary of Kopje Park, they are deeded as one property.

<sup>9</sup> Septic systems to be "Type 2" for a single residence or "Type 3" or equivalent for multiple residences.

It is recommended that a part of one of the parcels adjacent to Kopje Park be considered as one of the potential sites for a community centre, and if commercially viable, a small store<sup>10</sup>. The siting of a community centre next to the park expands the available recreational area for community-centre use. For both the north and south parcels, future development should be restricted to single-family housing. And, in keeping with Smart Growth principles, it is recommended that single-family rural residential development of the properties, using compact planning and the preservation of green space, be considered. It is also recommended that for both parcels, setbacks along the foreshore for public access be considered. On the south parcel, residences will be located only along the top of this property with a single access point off Carrs Landing Road. The slope between housing and shoreline is to remain in natural condition to allow for trail establishment. If considered for development, the north parcel is to be single-family housing using Smart Growth planning. “Type 3 or equivalent” septic treatment must be used for both parcels to prevent further lake deterioration. For these properties, boat docks must be prohibited due to the environmental sensitivity of the area.

***Sector Area 14. Postills’ Orchard:***

The current land use is agricultural and residential. It is recommended that there be ‘no immediate changes to the current neighbourhood land use densities’. In the event that these parcels attract development proposals, it is recommended that greater densities not occur until development serves community and neighbourhood interests, and appropriate septic treatment or community sewer is in place. In keeping with Smart Growth principles, it is recommended that single-family rural residential development of the properties, using compact planning and the preservation of green space, be considered. Recommended also, are that setbacks along the shoreline for public access be considered. All new developments, as well as upgrades on lakeshore properties, must use “enhanced<sup>11</sup>” septic treatment in order to prevent further lake deterioration.

***Sector Area 15. Upper Eastern Sector:***

It is recommended that the current Rural Resource designation be maintained, and that the Conservation Area designation be pursued on Crown lands. To maintain the natural environment and beauty of the area, aggregate extraction done on a phased basis will occur with remediation of the current phase prior to further extraction.

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<sup>10</sup> A part of one of the areas adjacent to Kopje Park is one of two potential sites for the Carrs Landing Community Centre mentioned in this sector plan..

<sup>11</sup> Septic systems to be “Type 2” for a single residence or “Type 3” or equivalent for multiple residences.

## **6.4 Policies and Actions**

The District of Lake Country will:

1. When reviewing development proposals, use the recommendations of this sector plan to provide guidance for development decisions;
2. Enforce the recommendations of this sector plan for the neighbourhood under consideration;
3. Consider and encourage the use of Smart Growth guiding principles for all new developments;
4. For proposed developments, use the Carr's Landing Community and Recreational Association as a vehicle for community input;
5. Review and revise as necessary, the OCP Juniper Cove rural resource designations;
6. Implement planning charettes (i.e. the engagement of the community with professionals for the purpose of on-going land-use planning);
7. Include buffers between differing land-use densities;
8. Include buffers between agricultural and non-agricultural land uses;
9. Implement a reserve fund for a community centre in Carrs Landing;
10. Implement a reserve fund for land acquisition in Carrs Landing;
11. Establish a utilities levy for the future provision of water and sewer;
12. Ensure that no development go to public hearing before environmental impact studies are concluded;
13. Enforce the timely remediation of rural resource extraction areas; aggregate extraction done on a phased basis will occur with timely remediation of the current phase prior to further extraction;
14. Develop rules for all industrial activity, that will prevent visual, auditory, or olfactory impact on residents, including local flora and fauna;
15. Regulate, through development permits, the significant altering of landscapes, especially where alterations have an effect on drainage patterns, wildlife corridors and the species habitat

16. Communicate to the Ministry of Health Services the enhanced septic requirements for the Carrs Landing area as outlined by this sector plan;
17. Evaluate innovative designs and, when necessary, seek advice from a professional knowledgeable in that technology before approval or disapproval of the building permit application(see Appendix 4 for details);

**Notify applicants of the local regulation concerning docks on parcels immediately adjacent to Kopje Park (see section 6.3 Sector Area 13).**

## **7.0 RESIDENTIAL - URBAN**

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### **7.1 Existing Conditions**

Areas currently designated as Residential Urban in the district's OCP include developed properties to the north and south of Marshall Park and Carrs Landing Park, north and south of Coral Beach Park, and in the Juniper Cove area. Portions of these areas are currently zoned R1 (Single Family Residential). No additional areas in Carrs Landing are shown in the district's OCP as future Urban Residential growth areas.

While some properties in Carrs Landing are zoned urban, residents have voiced objections to the potential for the installation of some urban services, specifically street lighting, curbing, and sidewalks.

### **7.2 Objectives**

The objectives of this land-use section are to provide rationale and recommendations, as well as specific policies and actions for the OCP planning period (2001 to 2021) concerning:

- the provision of housing opportunities that are sensitively integrated to maintain the character of the area;
- development that is in keeping with Smart Growth principles;
- services and infrastructure integrated with land use to meet existing and future community needs.

### **7.3 Policies and Actions**

In addition to the Policies and Actions of Section 6, the District of Lake Country will:

1. Create subdivision and servicing by laws that reflect the requirements of the community;
2. Ensure that residents are involved in decisions concerning the establishment of service requirements.

## **8.0 COMMERCIAL**

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### **8.1 Existing Conditions**

The district's OCP currently provides support for establishing a neighbourhood commercial centre in the Carrs Landing area, but no commercial centre facility presently exists. The OCP also supports agri-tourism, agri-commercial, and cottage industries in the ALR subject to Land Reserve Commission approval.

A cabin rental and campground business exists at the southern end of Carrs Landing. One property along Carrs Landing Road is currently zoned C-5 (Motel and Campground), but is presently used for residential purposes (see Section 6, sector area 5). Currently business licenses have been issued for 29 home-based business activities in the Carrs Landing area. The district has recently adopted Bylaw #467 which provides regulations for 'Residential Home Occupation', 'Country Residential Home Occupation', and 'Rural Home Occupation' activities.

There are several bed and breakfast operations in the Carrs Landing community, and this activity is being addressed as part of a separate bylaw. A number of other home-based business activities operate in the community, such as artisan studios that are regulated by the provisions of Bylaw #467 of the district. Less well known are the economic activities that are conducted from home-based offices, such as business management, consulting, retailing, and skilled trades. There are as well, fiscal supplements through the rental of suites and the taking in of boarders.

In the 2004 confirmatory survey, 73 percent of community respondents supported the statement, "The sector plan should allow for a small neighbourhood store". Views were also expressed that a modest commercial convenience store incorporated into a future community social-recreation facility, would be acceptable. Consideration could also be given to permitting the retail sale of limited convenience goods as part of home-based business and/or agricultural activities.

### **8.2 Objectives**

To support appropriate home-based business activities in the urban, rural, and agricultural areas of the Carrs Landing community, in accord with district bylaw provisions.

### **8.3 Policies and Actions**

The District of Lake Country will

1. Give favourable consideration to the development of a village-type neighbourhood centre in the Carrs Landing community;

2. Continue to support the provision of home-based businesses for those commercial activities that are appropriate in nature and scope with the Carrs Landing residential community;
3. Give consideration to permitting the retail sale of limited convenience goods from home-based or agricultural businesses, and a future community, social-recreation facility.

## **9.0 INDUSTRIAL**

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### **9.1 Existing Conditions**

No industrial zoning exists in the Carrs Landing area and there are no industrial developments. The district's OCP supports the concept of cottage industries, subject to adherence to applicable licensing, subdivision and servicing, and zoning bylaws.

The general locations of aggregate resources in some areas of Carrs Landing have been identified in the district's Official Community Plan. There is provision for potential aggregate extraction activity within the District's I-4 (Extraction Industrial) zone. Aggregate extraction activity is also subject to regulations in the *Agricultural Land Commission Act*, *Soil Conservation Act*, *Mines Act*, and *Waste Management Act*.

### **9.2 Objectives**

The objectives of this sector plan is to minimize the impact of any industrial activity occurring in the Carrs Landing area and to conserve the rural and natural beauty of the area.

### **9.3 Policies and Actions**

The District of Lake Country will:

1. Require that any industrial initiatives advanced for the Carrs Landing area adhere to development permit guidelines as outlined in the OCP, and requirements included in the district's zoning bylaw and subdivision and servicing bylaw;
2. Require any industrial activities in the Carrs Landing area to provide for minimal visual, light, noise, dust and odour, and traffic impact on the community;
3. Require that aggregate extraction done on a phased basis will occur with the timely remediation of the current phase prior to further extraction.



## **10.0 INSTITUTIONAL**

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### **10.1 Existing Conditions**

The district's OCP provides policy support for future selected institutional services in residential neighbourhoods. There are limited institutional facilities in place in the Carrs Landing community at present. The district's fire hall at the intersection of Carrs Landing and Commonage Roads is the only government building in the area. There are currently no schools, churches, libraries, institutional care facilities, ambulance, or police protective services in place. These services are provided to the Carrs Landing community from centralized facilities in the Winfield area. Kopje Regional Park, and Camp Arbuckle owned by the Girl Guides of Canada, both provide some opportunities for social, recreational, and athletic pursuits within the community.

The future consideration of a community recreation facility in Carrs Landing is further discussed in Section 6.0 Land Use, and Section 13.0 Parks and Recreation of this sector plan.

### **10.2 Objectives**

To provide for social, recreational, and protective institutional services for the growing population of the Carrs Landing community, that are consistent with the delivery of those services within the district.

### **10.3 Policies and Actions**

The District of Lake Country will:

1. Review the scope of fire protective services in the Carrs Landing area in the context of the needs of the growing community, and the heightened awareness of the urban-wildland interface fire hazard condition;
2. Maintain on-going dialogue with School District #23 regarding adequate school busing provisions for the students of the Carrs Landing area;
3. Explore the potential of a community policing program for Carrs Landing in the interests of maximizing the efficiency and effectiveness of available police resources serving the community;
4. Monitor the Carrs Landing population growth and corresponding change in community institutional needs to ensure that services are adapted accordingly in the future.

## **11.0 COMMUNITY AND CULTURAL SERVICES**

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### **11.1 Existing Conditions**

The district's OCP acknowledges the community value of its social, heritage, and arts and cultural amenities, and contains policies directed at enhancing these qualities in Lake Country. At present, these features have been only partially recognized within the Carrs Landing community, notably the Gibson Heritage House in Kopje Regional Park. It is also noted that some home-based businesses in Carrs Landing are focused in the fine arts field.

The presence of social, arts, and cultural amenities in a community adds another quality dimension for its citizens. As stated in the district's OCP, "A community's view of itself or by others is somewhat defined by its local arts".

### **11.2 Objectives**

To encourage social, heritage, and arts and cultural interests and opportunities as a positive lifestyle expression of the Carrs Landing community.

### **11.3 Policies and Actions**

The District of Lake Country will:

1. Continue to work cooperatively with the Carrs Landing Community Recreation Association in the initiation of plans and programs for community and cultural services;
2. Include the Carrs Landing area as an integral part of district-initiated heritage inventory, conservation, and interpretive activities;
3. Consider means to extend the district's public art initiative to include the Carrs Landing community.

## **12.0 URBAN DESIGN, FORM, AND CHARACTER OF DEVELOPMENT**

### **12.1 Existing Conditions**

The Carrs Landing community is predominantly developed as single-family housing, and district guidelines for multiple-family housing or large commercial developments do not have application. There is provision in place for the requirements of development permits for lands designated as Natural Environment or Hazardous Condition Development Permit areas.

### **12.2 Objectives**

To maintain the visually appealing built form of the Carrs Landing area as a predominantly rural single-family community.

### **12.3 Policies and Actions**

The District of Lake Country will:

1. Consider and encourage the use of Smart Growth guiding principles for all new developments;
2. For all building design and construction, encourage a sensitive integration into the rest of the residential community.

## **13.0 PARKS AND RECREATION**

### **13.1 Existing Conditions**

The pursuit of leisure activities is a major aspect of the Carrs Landing community lifestyle, particularly those activities that draw on the dominant natural features of the area—Lake Okanagan and the forested uplands of the Ellison Ridge and a series of east-west watercourses and ravines. Earlier planning initiatives in the district have acknowledged the importance of park and recreation opportunities in the community; 1996 OCP, 1999 Park and Recreation Master Plan, 2001 OCP.

As part of the preparation of the Carrs Landing Sector Plan, the Carrs Landing Community Recreation Association and the Parks and Recreation Focus Group have sought input on issues and solutions through public forums and survey distribution. The findings have reflected strong community desire for additions and improvements to the existing park system, implementation of linear open space system and trail network, expanded Lake Okanagan foreshore access, and improved boat launch facilities to serve the lake-oriented community.

The submission prepared by members of the Park and Recreation Focus Group is attached as Appendix 5 – Parks and Recreation Overview Report.

There are significant land dedication and acquisition opportunities to develop a system of public parks, interconnected by a network of walking trails through a series of green space corridors in Carrs Landing. Substantial areas of the rural community remain undeveloped at the present time. As land uses change and evolve in years ahead, park sites can be put in place and linear trail connections developed to serve both recreation and pedestrian transportation needs. The series of publicly-owned undeveloped road ends along the Lake Okanagan shoreline can also play a major role in that system of open spaces, trail connections, and water recreation facilities.

At present there are about 2.46 hectares (6.1 acres) of district park lands within eight separate sites in the Carrs Landing community, as listed below and illustrated on Map 6.0 – Existing and Future Public Parks, Conservation Areas and Trails. These lands are largely undeveloped except for Coral Beach Park that contains beach, playground, tennis court and the community's only organized boat launch facilities. District planning initiatives are currently underway for improvements in both Marshall Park and Nuyens Park. The district's OCP outlines the priorities for acquiring new public park areas as part of the development approval process, either by the dedication of lands or the taking of funds in accord with the provisions of the Development Cost Charge Bylaw.

### **Carrs Landing Municipal Park Areas:**

#1 Moberly / Forest Hill Park	.39 hectares	(.96 acres)
#2 Nuyens Park	.30 ha.	(.74 ac.)
#3 R.J.Marshall Park	.16 ha.	(.40 ac.)
#4 Carrs Landing Park	.12 ha.	(.30 ac.)
#5 Commonage Road Park	.30 ha.	(.74 ac.)
#6 Terrace View Park	.67 ha.	(1.66 ac.)
#7 Subdivision Park	.12 ha.	(.30 ac.)
#8 Coral Beach Park	.40 ha.	(.99 ac.)
Total	2.46 ha.	(6.10 ac.)

Kopje Regional Park provides swimming beach, playground and ball diamond facilities, as well as the Gibson Heritage House cultural amenity. This significant recreation resource is ideally situated in Carrs Landing, with access from the community's major road to the 3.2 hectare (7.9 acre) site.

Camp Arbuckle, owned and operated by the Girl Guides of Canada, provides opportunities for beach-oriented activities and meetings or other events in the camp's main hall facility.

Selected lands having significant natural qualities are identified in the Development Permit section of the district's OCP, including the Ellison Ridge, Grant Island and Kopje Regional Park.

Provincial Crown lands are situated within the community as shown on Map 6.0 – Existing and Future Public Parks, Conservation Areas and Trails, and include NW ¼ Sec. 4, Twp. 14; SW ¼ Sec. 34, Twp. 20; SE ¼ Sec. 33, Twp. 20, and E ½ of SW ¼ Sec. 33, Twp. 20. These lands encompass some 227 hectares. They are highly significant environmental features in Carrs Landing, encompassing the Glacier Glades and upper lands of the Spion Kopje promontory. Crown property adjacent to the Carrs Landing Sector Plan area on the west side of Wood Lake has been designated as Recreation Reserve.

Eleven road ends that provide un-built roadway right-of-way to the Lake Okanagan shoreline also exist within the community. Three of the road ends are adjacent to public park areas including Nuyens Park, Marshall Park, and Carrs Landing Park. The road-end locations are illustrated on Map 6.0 – Existing and Future Public Parks, Conservation Areas and Trails. Details regarding the physical condition and potential usability of the road ends for public recreation purposes are attached as part of Appendix 5 – Parks and Recreation Overview Report. Provisions regarding the use of road-end rights-of-way are prescribed in sections 40 and 41, Chapter 26 of the provincial Community Charter.

The district is pursuing the obtaining of a head lease or recreation lease from the provincial government that would transfer the aspects of the responsibility of Okanagan

Lake shoreline management to the district in the Okanagan Centre area south of Carrs Landing.

The presence of areas of land within the ALR in Carrs Landing may present opportunity for future open space corridors development at such time as consideration is given to subdivision of those properties.

In conjunction with existing public parks in Carrs Landing, the expanded future network of public parks, open space and facilities is illustrated on Map 6.0 - Existing and Future Public Parks, Conservation Areas and Trails.

The green space corridor concept advanced in the Carrs Landing Sector Plan is based on criteria outlined in Appendix 5 - Park and Recreation Overview Report, a number of which include:

1. Providing incremental green space linkages as development occurs;
2. Park land dedication at time of subdivision to be incorporated into green space network;
3. Green space corridors to be located close to edges of property boundaries;
4. Green space corridors will utilize undeveloped east-west natural gully features;
5. Where subdivision occurs adjacent to ALR lands an additional seven metres will be secured as part of the green space corridor;
6. Green space corridors will be 12 metres in width;
7. Where green space corridors coincide with land use buffer zones, the buffer zone can take the place of the corridor provided it becomes public property;
8. Include buffers between differing land use densities;
9. Green space corridors may be achieved as part of road right-of-way requirements at the time of subdivision.

The configuration of the green space network outlined in the Parks and Recreation section of the sector plan acknowledges the location and importance of conservation areas and existing wildlife corridors identified in a recent district-sponsored Wildlife Assessment.

The green space corridors concept is shown as part of Map 6.0 – Existing and Future Parks, Conservation Areas and Trails, illustrating the desired network of future routes in the Carrs Landing area. The route designation include:

#### **Route 1 – Forest Hills Corridor**

This route connects the area known as the Moberly Extension to Forest Hills. It connects to Route 2, Route 12, Pow Rd. Extension and McFarland Rd. Doing so provides a loop from Pixie Beach Conservation Area via public right-of-ways to the McCreight Road End.

#### **Route 2 – Spion Kopje Trails**

This route provides access to the proposed Spion Kopje conservation areas and connects with Route 1 and Route 12.

**Route 3 – Postill Orchard Corridor**

This route follows a natural gully and provides an east/west connection from Route 4 and Route 12 to the foreshore. This route has been identified as an important wildlife corridor in the area.

**Route 4 – Barkley Rd. Corridors**

This series of corridors allow future access through the sub-dividable large property holdings both east and west of Barkley Rd. itself. The corridors connect to Route 8, Route 7 and Route 6.

**Route 4A**

This is an east/west corridor which connects Route 4 and Route 12 and acts as a wildlife corridor.

**Route 5 – Kopje/ Commonage Rd Loop**

The corridors provide access through the large holdings on the south end of Commonage Rd. and connect Kopje Regional Park, the proposed Kopje foreshore Walk and the Whiskey Cove road end.

**Route 6 – Glacier Glades Trials**

The trials provide access to the proposed conservation area known as Glacier Glades and connect with Route 9 and Route 12.

**Route 7 – Kopje to Glacier Glades Corridor**

This east/west corridor provides another vital wildlife corridor and connects Kopje Park and Glacier Glades conservation area. Also connected to this corridor are Route 4, Route 5 and Route 8.

**Route 8 – West Barkley Corridor Extension**

Extends the Barkley Corridor network Route 4 through large holdings between Commonage and Barkley Rds. Connects Route 7 to Route 10.

**Route 9 – East Barkley Corridor Extension**

As with Route 8, it extends Route 4 corridors. It connects Route 4, Route 6 and Route 11.

**Route 10**

This corridor connects Route 8 to Route 9 and allows access, via public roads and right-of-ways, to Gable Beach and Toby road ends and the proposed Foreshore Walk between them.

**Route 11 – Coral Beach Corridor**

This corridor connects the end of Route 9 to the foreshore and Coral Beach Park.

### **Route 12 – Ellison Ridge/Canada Trail**

This upland trail route connects to the Canada Trail network.

## **13.2 Objectives**

To ensure that residents of Carrs Landing are provided with land- and water-based public park areas and recreation facilities in accord with district policy guidelines, with emphasis given to linear opportunities along the Okanagan Lake shoreline and in the natural areas of the upland slopes.

## **13.3 Policies and Actions**

The District of Lake Country will:

1. Acquire additional public park areas in the Carrs Landing community, in accordance with direction given in the OCP and the 1999 Park and Recreation Master Plan;
2. Encourage additional protected conservation areas as district park land or the expansion of Kopje Regional Park, as part of any development initiatives on land to the north or south of the existing regional park;
3. Endorse the integrated shore zone and upland linear open space network and trail system concept outlined in the Carrs Landing Sector Plan, and pursue its establishment as part of the development process, ongoing public park acquisition and development, and the joint participation of community groups;
4. Extend the Carrs Landing public open-space system to include portions of any new development areas that may become available as a result of exclusion from the Agricultural Land Reserve;
5. Provide appropriate directional signage as part of the open space system, including a request to trail users for consideration of the adjacent land owners;
6. Pursue the dedication of the provincial Crown lands within the Carrs Landing community for nature preservation and public education purposes, including the Glacier Glades area and the Spion Kopje promontory as conservation areas;
7. Actively pursue ownership, improvement, and signage identification to all segments of the series of un-built road ends along the Lake Okanagan shoreline in Carrs Landing for public recreation use, trail destination points, and wildlife habitat water access, with road-end improvements to be



undertaken on a prioritized basis with input from the Carrs Landing Community Recreation Association;

8. Acquire additional road-end dedications for public park purposes along the Lake Okanagan shoreline at such time as future subdivision activity occurs on waterfront, as in accord with provincial legislation;
9. Enforce district bylaws regulating illegal dumping and encroachment activities on the series of public road ends along the Okanagan Lake shoreline;
10. Encourage provincial authorities responsible for shoreline management to actively pursue the removal of impediments to continuous public access within the Lake Okanagan foreshore area such as unauthorized buildings or structures;
11. Give favourable consideration to the extension of the request for granting of a head lease or recreation lease for the shoreline areas along Lake Okanagan, to include those within the Carrs Landing community;
12. Finalize site design details and tenure arrangements with the Lake Country Sailing and Boating Association for the Marshall Park site, with provision for Carrs Landing residents to have the use and enjoyment of boat launch facilities in the park for non-motorized craft;
13. Initiate district-wide consideration of development of a future Okanagan Lake boat launch site for motorized and non-motorized craft, to serve existing and future district residents;
14. Initiate park improvements to Nuyens Park as included in the concept plan Endorsed by the district, and in cooperation with the Carrs Landing Community Recreation Association;
15. Pursue improvements to Coral Beach Park including enhancement of the passive landscape and picnic area, and improvements to the sanitary sewer service to the public washroom facilities;
16. Initiate dialogue with the Regional District of Central Okanagan regarding the development of new playground facilities and upgraded sanitary facilities within Kopje Regional Park;

Initiate dialogue with the Carrs Landing Community Recreation Association regarding the scope and location of a future community recreation centre in Carrs Landing. Consideration of potential building sites should include the Terrace View Park property or future development in the Whiskey Cove area as outlined in Land Use Section 6.3, Sector Area 13.

**Insert Map 6 - Existing and Future Public Parks, Conservation Areas and Trails**

## **14.0 ENVIRONMENT**

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### **14.1 Existing Conditions**

The image of the Carrs Landing community is very much shaped by the qualities of the natural environment in which it is located. These very qualities—Lake Okanagan shoreline, Grant Island bird habitat, sloped terrain, forested hillsides, invigorating air, expansive vistas to and from the community—are also those that require careful community attention to ensure they remain positive assets. As examples, there is need to accommodate the movement of wildlife from the high lands to the shoreline, while at the same time protecting the significant agricultural operations in the community. There is also need to provide for public recreation pursuits to and through those areas that can be environmentally sensitive or hazardous. Further, there is need to maintain forest vegetation to enhance slope stability, while minimizing the risk of wildfire damages. Based on district fire hazard assessment, areas in Moberly Road, Barkley Road, Commonage Road, and Juniper Cove Road are rated high and extreme.

The district's OCP has provided policy direction toward protection of both upland and aquatic environments in the Carrs Landing area. The plan has addressed wildlife corridors and fish habitat, tree removal limitations, wildland–residential interface fire protection, water and air shed management initiatives, and pursuit of Crown properties for public park or environmental protection purposes. These are all important topics within Carrs Landing. The OCP has also made provision for initiating an overall stormwater management plan that would address those sloped lands in the Carrs Landing community.

Development permit guidelines for activities in designated Natural Environment and Hazardous Condition areas in the community are discussed further in the development permit section of the sector plan.

In addition to the natural attributes of the Carrs Landing area, its long period of human habitation has also created a cultural environment to be recognized. Opportunity may exist for the identification of additional archeological and heritage features, and efforts should be made to ensure that any such findings from the past can be integrated into the community of the future.

Major principles and direction advanced by the Environment Focus Group for the Carrs Landing community are outlined in attached [Appendix 6 – Environment Focus Group Overview Report](#).

### **14.2 Objectives**

To maintain the high quality land, water, and air environmental conditions existing in the Carrs Landing community, and seek to preserve elements of the community's cultural environment as part of the growing community.

### **14.3 Policies and Actions**

The District of Lake Country will:

1. Give on-going priority consideration to the protection of land and water natural environment qualities as part of all activities occurring within the Carrs Landing community;
2. Create development guidelines that incorporate Smart Growth environmental principles;
3. Create environmental protection and enhancement of the area through consideration of the following:
  - support the retention of natural areas wherever possible and encourage voluntary protection of natural features/topography through incentives
  - discourage indiscriminate lot clearing
  - provide for landscape buffering for homestead privacy
  - encourage underground placement of utility lines
  - encourage alternatives to blacktop paving to minimize impervious surface area and enhance the rural nature of the area
  - ensure an environmental assessment precedes any development
  - ensure that siting of housing provide for maximum units to enjoy vista views;
4. Prohibit boat dock installation at Whiskey Cove due to environmental sensitivity in the area, and ensure the shoreline remains in a natural condition to allow for trail establishment;
5. Regulate the removal of tree cover from those lands in excess of 30 percent slope as part of the development permit process, and encourage the replanting of areas where natural vegetative cover has been removed;
6. Finalize the definition of those areas at risk from wildfire damage in the Carrs Landing area, and add those areas to the designated Hazardous Condition Development Permit areas of the OCP;
7. Expand the scope of the existing Natural Features Inventory originally initiated by the Regional District of Central Okanagan in order to ensure that all the significant natural amenities, including wildlife corridors, in the Carrs Landing area have been identified, examined, and protected where appropriate;
8. Advance the initial findings of the study of wildlife conditions in the Carrs Landing area, and determine optimal movement corridors that would accommodate wildlife needs and those land-use activities around those corridors;

9. Encourage voluntary protection of natural features/topography through incentives to agriculturists and developers;
10. Advise the Crown land agency of the significant environmental values of those upland provincial properties, and the community objective of realizing public use, enjoyment and education of those resources;
11. Encourage the use of future linear open space amenities in the Carrs Landing area to be limited to the constructed trail facilities in the interest of minimizing environmental impacts;
12. Continue existing district programs and develop additional ways to inform the public on means by which all citizens can assist in protecting the important land, water and air qualities of the community. Such as:
  - defining heritage trees and encouraging their protection and retention
  - educating residents on the importance of noxious weed control, and appropriate means via news releases and circulars
  - minimizing loss of vegetation from development and encourage a balance of replacement flora in development areas;
13. Encourage members of the Carrs Landing agricultural community to continue efforts to protect the high quality land, water, and air values of the area, and promote an on-going dialogue with other community residents in maintaining positive relations;
14. Ensure that site restorative works are undertaken to rehabilitate any sand and gravel operations undertaken in the Carrs Landing area;
15. Seek to identify, preserve and protect all lake, pond, creek, and aquifer features in the Carrs Landing area as essential elements of the health of the community, namely:
  - identify and document areas of importance
  - establish management areas where required, including adequate buffer zones for development
  - foster fish habitat awareness especially among lakeshore residents
  - develop a mitigation strategy to preserve and recover fish and wildlife habitat and native vegetation;
16. Seek preservation of the natural watercourses and ravines in the Carrs Landing area for their value in water movement and as potential corridors for public use and enjoyment;
17. Encourage water conservation by:
  - encouraging xeriscape residential landscaping, using indigenous drought-tolerant plants;

- reviewing Kelowna's *Water Smart* public education program for application to Lake Country;
18. Coordinate efforts with provincial authorities to regulate development on lands along the Lake Okanagan shoreline, and enforce prohibitions to placement of structures within the foreshore area that have adverse effects on both fish habitat and the permitted public access across foreshore areas;
  19. Seek to maintain high quality air conditions in the Carrs Landing area by:
    - discouraging open air burning and encouraging increased chipping and spreading operations on agricultural operations
    - encouraging extension of the Air Care program to the Central Okanagan
    - considering membership in the valley-wide Okanagan Airshed Coalition
    - encouraging activities that minimize greenhouse gas emissions in support of the Kyoto Accord;
  20. Discourage shore zone and upland activities that create night-time light pollution impact on other residents of the community;
  21. Encourage the identification and retention of archeological and heritage features which reflect the growth and development of the Carrs Landing community.

## **15.0 TRANSPORTATION**

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### **15.1 Existing Conditions**

The conditions regarding the scope and condition of the transportation system within Carrs Landing were raised as a major issue during the public consultation process. Residents view the transportation network as becoming increasingly strained to accommodate current and future demands.

The district's OCP currently identifies Carrs Landing Road as a component of the district's Major Road Network. The roadway would fit the Local Rural Collector designation within the Official Community Plan, which normally would provide for a 20-metre right-of-way width and open ditch drainage. Portions of the Carrs Landing Road right-of-way are appreciably less than the 20-metre desired width. The plan also provides for a future roadway linkage from the Pow Road area to Moberly Road. The plan directs that the potential of providing public transit service into Carrs Landing will be examined. The installation of pedestrian and cyclist facilities is encouraged as means to reduce vehicular traffic, and to provide for linkages between parks, schools, and commercial areas.

The district is currently advancing its Master Transportation Plan for the area, intended to describe district-wide improvements over the next 20-year period. The draft plan outlines future capital improvement works, including the upgrade of Carrs Landing Road to a Rural Community Connector standard from Ocoola Road to Moberly Road, and the upgrade of Commonage Road to Rural Community Connector standard from Barkley Road to the district's northern boundary. The roadway standard provides for a 20-metre right-of-way developed with two travel lanes for shared vehicle and bicycle traffic, gravel shoulder, and drainage ditches.

The Master Transportation Plan also addresses the provision of an additional southern access roadway to Carrs Landing, linking between Ocoola Road and Moberly Road. The plan envisages this linkage not to be put in place during its 20-year timeframe.

At present, only a portion of the roadways within the community is paved. There are no sidewalk or cyclists lane facilities within the community. There is no public transit service into the community.

Residents of the community have expressed concerns about the capacity of Carrs Landing Road to accommodate growing traffic volumes from within Carrs Landing and areas to the north of the district boundary. The need for additional roadway access in and out of the community was raised as a significant community issue, both in terms of roadway carrying capacity and provision of emergency access. The matters of safety conditions for drivers and pedestrians/cyclists, and the need for enforcement to control vehicle speed are also of concern within the community.

The Infrastructure Focus Group Overview Report, which includes consideration of transportation issues, is attached as Appendix 7 - Infrastructure Overview Report.

The proposed system of transportation facilities for the Carrs Landing community is shown on Map 7.0 – Existing and Future Transportation Network.

## **15.2 Objectives**

To provide for ongoing upgrades and enforcement management for the Carrs Landing transportation network, providing for improved roadway, pedestrian, and cyclist facilities to accommodate the needs of the growing community.

## **15.3 Policies and Actions**

The District of Lake Country will:

1. Consider a modification to the Rural Community Connector roadway standard, and initiate improvements to Carrs Landing Road, including right-of-way and pavement widening, pavement and shoulder upgrades, major intersections upgrading, alignment and sightline improvements, and the installation of pedestrian and cyclist facilities on the roadway including from Gable Road to Nuyens Park and from McCreight Road to the intersection of Carrs Landing Road and Okanagan Centre Road East; Pursue the development of an additional access road into the Carrs Landing community, linking with Barkley Road and the potential development area at the southern end of Moberly Road, and providing improved mobility and emergency access conditions;
2. Initiate development of the trail network outlined in the Parks and Recreation section of the Carrs Landing Sector Plan, with trail facilities serving as an important component of the community's overall transportation system;
3. Pursue the implementation of public transit service into the Carrs Landing area in accord with community growth and changing demographic needs.



**Insert Map 7 – Existing and Future Transportation Network**

## **16.0 INFRASTRUCTURE**

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### **16.1 Existing Conditions**

#### ***Wastewater Management***

Sanitary sewerage disposal for the entire Carrs Landing area is provided by either on-site septic disposal or as part of two multiple-residence septic disposal systems currently in place serving about 50 shoreline properties. The collected sewerage is disposed of on agricultural properties across Carrs Landing Road. These existing systems have limited capability for any expansion. The district's OCP has designated the remainder of the shoreline properties as Future Community Sewer areas.

The OCP does not provide for extension of the municipal central sanitary sewer system into the Carrs Landing area before the year 2021. As such, any sewage disposal facilities in the sector plan area will function independently from that central system for the foreseeable future. Anticipated urban development in the Pollards Pond area has raised the potential consideration of sanitary sewer connection to the Carrs Landing area.

With the potential increase of 375 properties in the next 20 years in the plan area, and continued growth at approximately three percent annually thereafter, the benefit of a municipal sewer system becomes increasingly apparent.

With this increase in community growth, the pressure for a more urban means of treating sewage increases. With rezoning of properties and subsequent developments on the southern edge of the plan area, the opportunity lends itself to mandate installation of new sewer mains to service these new developments.

The OCP does provide for the development of satellite sewer systems or enhanced septic treatment systems in areas including Carrs Landing to accommodate future growth activities. These facilities may be of particular value in areas in close proximity to Lake Okanagan or where poor soil conditions are present.

It has been noted that some new residents in Carrs Landing are unfamiliar with the normal maintenance requirements needed to keep septic facilities operating effectively.

#### ***Stormwater Management***

Much of the Carrs Landing community is situated on hillside terrain, and the management of surface water drainage is an essential topic. This is of particular importance in areas of steep slopes, impervious soils, or where vegetative cover has been removed. The potential for rapid run-off, land erosion, and sedimentation is significant.

Running westward from the high points along the Ellison Ridge, there are numerous gullies and ravines that can transport water through parts of the Carrs Landing community. As such, it becomes increasingly important to understand water flow characteristics along the entire expanse of the community. The OCP makes provision for

the undertaking of a Master Drainage Plan for the district, inclusive of the Carrs Landing area.

### ***Solid Waste Management***

The Carrs Landing community participates in the regional solid waste management program with the rest of the District of Lake Country. Garbage is collected on Friday of each week. Disposal material is transported to the Glenmore Landfill in the northern portion of the City of Kelowna. Pick up of recyclable material occurs bi-monthly.

### ***Water Supply***

The supply of domestic water to existing and future residents of the Carrs Landing area is one of the most pressing issues facing the community. Current facilities have developed over an extended period in a disjointed and ineffective manner, resulting in a current patchwork of water installations with supply uncertainties, quality fluctuations, and fire flow deficiencies. The community input to the sector plan process has stressed the need to ensure that future community growth occurs only in conjunction with incremental improvement to an ultimate community-wide water system.

Domestic water supply to residents in the Carrs Landing area is from numerous sources; private wells, Lake Okanagan intakes, two privately-owned systems serving multiple residences, and the District of Lake Country. The Coral Beach, McCreight and Pixie Beach areas are serviced by facilities owned by the District of Lake Country. The Moberly and Eastside systems are privately-owned, and the last two are in need of significant upgrades. The balance of the community is serviced by individual wells or intakes. Agricultural operations within the area have their own on-site water supply facilities.

The Barkley Road area continues to experience significant water supply shortages. Basically none of the supply sources in Carrs Landing can satisfy district fire flow standards of 60 litres per second of sustained flow. This is of particular concern in a community largely situated in a forest wildfire interface area.

Recent work was undertaken to examine water condition, residential growth potential, and water system improvement opportunity in the Barkley Road area where significant supply and fire flow deficiencies have been experienced.

The potential for metering the use of domestic water has been raised for consideration at such time as a more integrated overall community system is in place.

***Hydro, Gas and Communication Facilities***

Electrical power is provided to the Carrs Landing community by B.C. Hydro. Natural gas is supplied by Terasen Gas. Telephone service is provided by Telus, with Wood Lake Cable providing cable television service. Computer internet service is available by telephone, television, or wireless services.

The submission prepared by the Infrastructure Focus Group for the Carrs Landing Sector Plan is attached as Appendix 7 – Infrastructure Overview Report.

The existing and proposed wastewater, stormwater, solid waste and water infrastructure installations are shown on Map 8.0 – Existing and Future Infrastructure Network.



## **Map 8 – Existing and Future Infrastructure**

## **16.2 Objectives**

To incrementally resolve current services and utilities deficiencies and accommodate demands of new growth in Carrs Landing, directed toward future community-wide systems that are effective, cost-efficient, and environmentally safe.

## **16.3 Policies and Actions**

### ***Wastewater Management***

The District of Lake Country will:

1. Maintain the minimum 1.0 hectare parcel size for conventional septic systems for single-family parcels in Carrs Landing, with favourable consideration given to smaller lot sizes in development areas where satellite sewer systems or level 2 or 3 septic treatment systems are feasible in accord with the Sewerage System Standard Practice manual of the Ministry of Health Services, May 12, 2005; Advance upgrades to the two existing satellite treatment facilities in Carrs Landing, and pursue the establishment of additional district-controlled satellite sewer treatment systems for new residential developments in the Carrs Landing community; Review current regulations for installation of enhanced septic treatment systems with the Interior Health Authority, toward providing for standards that are effective and attainable;
2. Coordinate with the Ministry of Health Services to obtain and establish a database of all new and upgraded septic systems in the Carrs Landing neighbourhood;
3. Require that all new development on waterfront properties in Carrs Landing be serviced by satellite sewer systems or enhanced septic treatment systems at maximum feasible distances from the Lake Okanagan shoreline, and that existing septic systems due to renovation, age or failure will be upgraded to a level 2 system in accord with the Sewerage System Standard Practice manual of the Ministry of Health Services, May 12, 2005;
4. Require the installation of satellite sewer systems or enhanced septic treatment systems in Carrs Landing areas of failed septic systems or poor soils.
5. Explore the potential of extending sanitary sewer facilities from the projected Pollards Pond development area to the southern portions of Carrs Landing;
6. Require that permitting of any new developments proposed on the south side of the plan area includes developer contributions to the extension of the existing sewer main into the plan area;

7. Investigate the cost of a municipal sewer system and include innovative opportunities, such as installing a main line along the foreshore as with the Vernon system; Actively pursue grants for such a system;
8. Advance a program of public education to inform residents of the Carrs Landing community on operating and maintenance procedures of septic sewer systems;
9. Communicate to the Ministry of Health Services the enhanced septic requirements for the Carrs Landing area as outlined by this sector plan.

### ***Stormwater Management***

The District of Lake County will:

1. Initiate the Carrs Landing Stormwater Management Plan, giving consideration to the unique sloped terrain and water flow characteristics of the Carrs Landing area;
2. Consider that, in areas where applicable, run-off from residential areas may require treatment such as holding ponds prior to entering into Lake Okanagan.

### ***Solid Waste Management***

The District of Lake County will:

1. Continue garbage collection, recycling, yard waste collection, and waste reduction activities for the Carrs Landing community as part of the regional program currently in place.

### ***Water Supply***

The District of Lake County will:

1. Advance work on the Carrs Landing Master Water Plan, with consideration given to a strategy to create an integrated community-wide system, and resolving supply and fire flow deficiencies in the Carrs Landing community;
2. Continue to seek control of the three privately-owned water systems in the Carrs Landing community;
3. Advance with the extension of the water mains of the Lakepine and Eastside Utility Systems along Barkley Road; Local improvement charges for this improvement to be determined based on local versus overall benefits to the area;



4. Require that any new water utility installed in the Carrs Landing area will be owned and operated by the district;
5. Support Carrs Landing community efforts to encourage water conservation measures by all water users in the area;
6. Give future consideration to the metering of water consumption at such time as an improved and integrated system has been developed in the Carrs Landing community, potentially when 50 percent or more of the residential water connections are under the district's control;
7. Consider that, in new developments with multiple properties, that building restrictions stipulating the use of water saving appliances and xeriscaping principles be applied.

### ***Hydro, Gas and Communications Facilities***

The District of Lake Country will:

1. Coordinate development activities in the Carrs Landing area with the agencies providing electric power, natural gas and communications facilities, to ensure a timely and integrated delivery of these utilities and services.

### ***Capital Improvements***

The District of Lake Country will:

1. Provide the opportunity for residents of Carrs Landing to be involved in the capital budgeting process for the plan area, and provide a means for the District of Lake Country and the Carrs Landing Community and Recreation Association to agree on an annual allocation based on a percentage of collected property taxes to be set aside for capital improvements, with such allocation to be accumulative until spent.

## **17.0 IMPLEMENTATION**

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Consistent with the provisions of the district's OCP, a number of planning initiatives are to be undertaken within the five-year period following the adoption of that Plan in 2002.

The following studies and bylaws will have a significant bearing on the future of the Carrs Landing community:

- Zoning Bylaw Review
- Development Cost Charge Bylaw
- Water Master Plan
- Drainage Master Plan
- Inventory and Mapping of Fire Hazard Areas
- Transportation Plan – Internal Neighbourhood Connections

The other planning initiatives raised in the Carrs Landing Sector Plan will be added to the above studies and bylaws upon the favourable consideration of the district council.

The Carrs Landing Community Recreation Association will continue to encourage membership participation in the range of activities occurring in the community, and work cooperatively with the district in realizing the directions set out in the Carrs Landing Sector Plan.

During the preparation of the sector plan, it became obvious that the residents of Carrs Landing have considerable expertise in subject areas that the district typically subcontract to outside consultants. To that end, it is the intention of the Carrs Landing Community and Recreation Association to utilize this volunteer resource by developing a data base of community residents, their expertise, and their willingness to participate in an adhoc committee for the purpose of studying and providing advice to the district on specific matters such as:

- sewerage disposal systems
- energy conservation
- environmental issues
- wildlife conservation
- water conservation
- other issues of interest to the community and the district.

## **18.0 DEVELOPMENT PERMITS**

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In accordance with the provisions of the *Community Charter of British Columbia* and the *Local Government Act*, a community plan may designate development permit areas to be incorporated into the OCP. For those areas in the district, a development permit must be approved by the district council prior to the commencement of any construction or alteration activities.

To achieve the Carrs Landing sector plan objectives, guidelines for development permits issued in the community are in place in the OCP. The plan also provides for those activities exempted from development permit requirements. Applicable guidelines for industrial development activities, and those for protection of natural areas and for protection of development from hazardous conditions are provided.

Those areas in Carrs Landing subject to issuance of development permits for industrial purposes are shown on Map 12.1 of the OCP. In Carrs Landing, all hillside lands with slopes greater than 30 percent are designated as Hazardous Condition Development Permit Areas on Map 12.2 of the OCP. Those Carrs Landing areas designated for protection of the natural environment on the OCP Map 12.3 presently include the Ellison Ridge, Grant Island Bird Sanctuary, and the Regional Kopje Park.

Policies outlined in the environment section of the Carrs Landing Sector Plan may provide for the expansion of development permit coverage within the community in the future.

## **19.0 APPENDICES**

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**Appendix 1 - Community Survey #1 and Results**

**Appendix 2 - Workshops Notice**

**Appendix 3 - Community Survey #2 and Results**

**Appendix 4 - Issues Report and Recommendations – Land Use Focus Group**

**Appendix 5 - Park and Recreation Overview Report – Park and Recreation Focus Group**

**Appendix 6 - Environmental Principles – Environment Focus Group**

**Appendix 7 - Infrastructure Overview Report – Infrastructure Focus Group**

**Appendix 8 - Barkley Road Feasibility Study – Infrastructure Focus Group**

# Appendix 1

185

**Chair:**

• Noreen Malmkvist 766-4459

**Past Chair:**

• Ched Gaglardi 766-2555

**Directors**

• Lance Marshall 766-3922

• Dave Woollerton

• Loretta Thom 766-3550

• Harvey Leamont 766-0713

• Kerry Juzda 766-2425

• Larry Crosby 766-2308

• Carol Botsford 766-1160

• Tim Olenczuk 766-5356

• Barb Leamont 766-0713

• Wendy Montelth 766-4326

• Lee Splett 766-5780

## HOW TO RETURN:

- Complete Online
- District of Lake Country Front Desk
- Any of the Directors

Carr's Landing Community & Recreation Association

www.carrslanding.org

PEOPLE IN THE COMMUNITY WORKING FOR THE COMMUNITY

## "Future of Carr's Landing"

The purpose of this questionnaire is to gather preliminary input from residents so that the Carr's Landing Community and Recreation Association may better reflect the thoughts of the community when assisting in the preparation of a Neighbourhood Plan.

1. What do you like about your community?



2. What existing land uses, services or issues presently concern you?



3. What types of new land uses, activities or services would you like to see in your community?



4. What benefits/amenities would you be prepared to give up to achieve what you described in question 3 above?

5. Please describe your community as you would like it to look 10 years from now and how would you like to see the community grow for your children and grandchildren?



6. Would you be willing to be part of a focus group to help in the preparation of a neighbourhood plan for Carr's Landing (short term commitment)?

7. Describe your particular area of expertise that may be helpful to the Community Association in the preparation of a neighbourhood plan:

Contact Information (to be used only by the Association and not shared or given out)

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Phone#: \_\_\_\_\_ Email address: \_\_\_\_\_

Please return by November 15, 2002  
Complete Online at [www.carrslanding.org/questionnaire.htm](http://www.carrslanding.org/questionnaire.htm)

## **SUMMARY OF RESPONSES TO THE CARRS LANDING COMMUNITY SURVEY ADMINISTERED SPRING, 2002**

The first Carrs Landing Survey was administered under the direction of Carrs Landing Community and Recreational Association (CLCRA) during the Spring of 2002. The total number of responses to the survey was 147. This report summarizes the most commonly reported responses. It is important to note that this report reflects the “respondents’ perspectives”, their assessments of Carrs Landing, as well as their present and future desires for the area.

The written answers to four questions are summarized in this report. The survey questions asked are:

1. What do you like about your community?
2. What existing land uses, services or issues presently concern you?
3. What types of new land uses, activities or services would you like to see in your community?
4. Please describe your community as you would like it to look 10 years from now and how would you like to see the community grow for your children and grandchildren.

In response to the question, “What do you like about your community?”, most Carrs Landing survey respondents said that they like the ‘rural’ and ‘natural’ features of the area. Synonymous with ‘rural’, residents also reported that they like the fact that the area is ‘low density’<sup>12</sup>, ‘open’ and ‘spacious’, ‘quiet and peaceful’ and replete with wildlife. Of importance to those that responded to the first Carrs Landing survey are the lake and the scenic beauty. And, of equal importance they say they like the neighbourliness/friendliness of the area. Of practical concern to many people is that Carrs Landing is close to amenities in Winfield. Some residents express a desire to retain the agricultural/orchard and residential mix, but many express concerns about this mix because of environmental issues such as the presence of wildlife fences and the hazardous spraying.

When considering what new land uses, activities or services respondents want, and what they would like to see in ten-years time, many report that with some improvements, they want the area to remain essentially the same. In particular they want the Carrs Landing Sector Plan to focus on low-density planning with large lot sizes and infill developments in the form of single-family dwellings.

In response to question 2, the major concern expressed by most respondents is Carrs Landing Road. Much is written on the questionnaires about the deterioration of Carrs Landing Road, its lack of shoulders, traffic speed and safety, as well as the pros and cons of the development of alternative routes. The most common suggested solutions involve the widening of Carrs Landing Road, adding the Pow Road extension, building a

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<sup>12</sup> For many residents, Carrs Landing is considered to be rural and low density despite the fact that some properties are .173 of an acre.

safe walking/biking path parallel or adjacent to the Road, and the increased policing of speed limits.

Concerning the future development, activities and services there are a diversity of suggestions. Recreational developments are of considerable interest to respondents. People desire parks, especially dog-friendly ones, and increased green space. There is significant interest on the part of many for the development of road-Ends for public beach access to Okanagan Lake. Some want to see beach access with boat mooring, others emphasize access for family use. Walkways and biking paths along Carrs Landing Road, and hiking trails in alpine locations are very popular suggestions for the new sector plan.

Water supply and quality are issues specified by most Carrs Landing respondents. Water concerns include a desire for public rather than private water providers, chlorination and pressure, as well as the imperative for fire protection / fireflow standards. The need for a sewer system for the Community is often cited, and is linked to environmental concerns about lake pollution.

A diversity of environmental concerns are stated in the survey responses. They include a need for the protection of wildlife, air, water and forests through the planning of wildlife areas and corridors, foreshore and lake protection, organic growing, and a greater understanding between agriculturalists and other residents.

Many respondents at the southern End of Carrs Landing report that they like the fact that amenities are close-by in Winfield. They suggest that recreational and shopping facilities be developed in Winfield and kept within that centre. In contrast the respondents at the northern End of Carrs Landing want a small 'village-like' complex within Carrs Landing that includes a store, restaurant, and a multi-purpose recreation centre/community hall and for some, a marina. Most emphasize that the store should be small, much like the one in Okanagan Centre, and only stock a few essentials. People that want a 'Carrs Landing village', envision it as a place to meet for coffee/drinks, visit neighbours/friends, and hold community events. Such a development would be in keeping with the perception that many respondents express toward the friendliness and neighbourliness that is enjoyed within our current community.

In the spontaneous comments written by residents on their questionnaires, the mission to develop a Carrs Landing Sector Plan is strongly Endorsed. They desire a community plan, one that is community directed. There are significant concerns expressed about developers' proposals, especially those that involve increased density without road improvements.

The responses contained in this first Community survey are crucial for our short and long-term planning. Consistent with the mandate to provide a community-based and directed sector plan, it is important that the concerns, preferences and desires expressed in the responses to this survey be carefully considered, as they represent for many the reason that they reside in Carrs Landing.

**Appendix 2**



**Carrs Landing**  
Community & Recreation Association

Do you own or rent property in Carrs Landing? Do you operate a home-based business or a B&B out of your Carrs Landing residence? Do you run a commercial or hobby farm in the Carrs Landing area? Do you belong to a community group that provides services within Carrs Landing boundaries? If you said “yes” to any of these questions, WE NEED YOUR HELP!

As you may know, the Carrs Landing Community & Recreation Association is spearheading the development of a Sector Plan to ensure orderly growth of the Carrs Landing area. An amendment to Lake Country’s Official Community Plan, the Sector Plan will guide future Councils and DLC staff about important community issues as identified by Carrs Landing residents throughout the planning process.

To help us develop a plan that truly represents the views of all Carrs Landing residents, we invite you to share your vision for this community by participating in one or more of the following sector planning workshops. Facilitated by a professional and geared toward exploring sustainable solutions, the workshops will focus primarily on parks and recreation, environmental protection, infrastructure, land-use planning, and future development. All workshops will begin at 7p.m. and will be held at Camp Arbuckle, 14750 Carrs Landing Road. Carrs Landing Road. Refreshments will be served.

<b>Workshop #1</b>	Thursday, October 9 <sup>th</sup>	Residents from Coral Beach, Juniper Cove, and Terrace View Roads.
<b>Workshop #2</b>	Thursday, October 16 <sup>th</sup>	Residents from Barkley, Charolais, Jersey Angus, and Hereford Roads, and Commonage Road with addresses higher than 16865.
<b>Workshop #3</b>	Wednesday, October 22 <sup>nd</sup>	Residents from Carrs Landing Road lower than 13500, and Lakepine, Forest Hills, Moberly, Harrison, McCreight, and Pixton Roads.
<b>Workshop #4</b>	Thursday, November 6 <sup>th</sup>	Residents from Maki, Wentworth, Toby, Gable Carbonneau, Schaad, and Whiskey Cove Roads, Commonage Road lower than 16865, and Carrs Landing Road higher than 13500.

The association’s goal for this grass-roots process is to develop a Sector Plan that will represent and be Endorsed by the majority of Carrs Landing residents. To meet that goal, however, those of us developing the plan must have a clear picture of the community’s collective vision. The more people who participate in the process, the clearer that picture will be. Please participate in these workshops and help us help you ensure a sustainable future for our Carrs Landing community. If you cannot attend, please forward your comments via mail or email to Chuck Price (see contact information below).

For more information about the workshops, please contact:

Noreen Malmkvist: President, CLCRA  
Phone: 766-4459  
1C7  
Email: [nmalmkvist@cablelan.net](mailto:nmalmkvist@cablelan.net)

Chuck Price: Chair, Sector Plan Steering Committee  
13322 McCreight Road, Lake Country, B.C. V4V 1C7  
Phone: 766-4445 Email: [crprice@quailcrossing.ca](mailto:crprice@quailcrossing.ca)





October 27, 2004

Dear Resident

We are pleased to announce that we are in the final phase of developing the Carrs Landing Sector Plan. The enclosed survey is an important step in the process and concerns all property owners of Carrs Landing. Please give this important task the time it deserves; we need your input!

The Sector Plan for Carrs Landing will eventually augment the District of Lake Country's Official Community Plan. The overall purpose of the Sector Plan is to provide direction to the District of Lake Country (DLC) for future decisions and planning. We believe that contentious development proposals will come forward, and that the DLC needs our direction for decision-making. We must avoid the divisive community debates that have occurred, which result in DLC decisions that don't reflect Carrs Landing residents' wants and needs.

**The overall objective of the process is to obtain information for the final Sector Plan that will be representative of Community opinion. This survey has two important goals: (1) to confirm that we have accurately interpreted Community input over the past 18 months; and (2) to understand your views on our suppositional planning proposals for future land use and development.**

We have enclosed two surveys. Property owners on title (maximum of 2 residents per household) are eligible to complete the survey. The survey will take about an hour of your time. It's important that you consider all questions and answer each one. We realize that some questions are difficult to answer as they involve technical detail; we have attempted to assist you by providing additional information. If in doubt or not familiar with the issue please check "No opinion" or contact one of the Steering Committee members listed below. After you complete the survey either mail it back to us in the self-addressed enclosed envelope, or drop it off at the Farmer's Fruit and Produce, 9918 Hwy 97, in the box marked **Sector Plan Survey**.

We sincerely appreciate your feedback! To promote participation we are offering three prizes; first prize - a dinner for two at Ricardo's (max \$75); second and third prizes - a Carrs Landing Community and Recreation Association T-shirt. If your survey is received before November with your address included, you will automatically be entered in the draws. The winners will be announced in *The View* and *The Calendar*.

Survey results will be made public at a later date. In early 2005 all Carrs Landing Community residents will be invited to an open house where a draft of the Sector Plan will be presented and discussed.

**Please note that an area map is on the back of this letter. Please note also that the Sector Plan when adopted will encompass the area from the DLC North boundary to Rainbow Hill and from the Okanagan Lakeshore to Ellison Ridge.**

If you require additional information to complete a survey question please contact the person as indicated below.

Mark Decker	766 3204	Questions 1 to 16
Stan Brynjolfson	766 9034	Questions 17 to 28
Frits Bakker	766 1371	Questions 29 to 42
Chuck Price	766 4445 or 766-0008	Questions 43 to 61

**Please Note –This Survey will be used to develop a Sector Plan for the area shown by the enclosed map**

Please indicate whether you agree or disagree with the following statements.

<b><u>PARKS AND RECREATION</u></b>	<b>Agree Strongly</b>	<b>Agree Somewhat</b>	<b>Disagree Somewhat</b>	<b>Disagree Strongly</b>	<b>No Opinion</b>
1. An important aspect of the sector plan for Carrs Landing is that it protects the rural and natural form and character of the community.					
2. Parklands and green spaces are an important part of the Carrs Landing community.					
3. In the District of Lake Country, the subdivision of large holdings requires a parkland dedication of five percent. The sector plan for Carrs Landing should recommend that this 5% parkland dedication be in the form of linked, linear green space corridors that will accommodate trail networks and wildlife access.					
4. The current five percent dedication for parkland should be increased to ten percent.					
5. It is important to preserve key crown lands now as conservation areas for future generations (e.g. Glacier Glades, Spion Kopje Mountain).					
6. Waterfront parks and road Ends are vital community assets, as they provide access to the lakeshore. They should remain publicly owned.					
7. Within Carrs Landing, there are dedicated public beach access points. Some of these areas should be developed into neighbourhood parks for public use.					
8. Carrs Landing should have a community centre.					
9. To increase the use of Kopje Regional Park, a community centre should be located there.					
10. Priority should be given to upgrading sanitary facilities at Coral Beach Park.					
11. To decrease congestion at Coral Beach Park, the tennis courts should be moved to the park property at Terrace View and Carrs Landing Roads. This property would be developed as a tennis/basketball facility.					
12. An additional boat ramp is needed in Carrs Landing for motorized watercraft.					
13. A boat ramp is needed in Carrs Landing for non-motorized watercraft.					
14. If a boat ramp is built on public foreshore property, reasonable public access to the ramp should be provided.					
15. Unhindered access to the foreshore should be maintained.					
16. Existing encroachments on the foreshore, road Ends and parks (e.g. fences, retaining walls and driveways) should be removed.					

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**Please indicate whether you agree or disagree with the following statements.**



Please indicate whether you agree or disagree with the following statements.

<b>INFRASTRUCTURE</b>	<b>Agree Strongly</b>	<b>Agree Somewhat</b>	<b>Disagree Somewhat</b>	<b>Disagree Strongly</b>	<b>No Opinion</b>
29. For any additional R1 or higher density development it is recommended that all services be placed underground.					
30. To provide reliable and cost-effective supply of safe potable water, all private Carrs Landing water systems should be integrated and operated by the District of Lake Country.					
31. To protect against interface wildfires and structural fires, all municipal water systems should meet DLC Fire Flow standards (approved by ULC).					
32. To conserve water and enable equitable billing, all municipal operated water connections should be metered.					
33. A water master plan for potable water should be prepared for the Carrs Landing Community.					
34. To minimize environmental and infrastructure impacts and to prevent inappropriate development, a Master Drainage Plan should be developed for the Carrs Landing sector.					
35. A satellite sewage system services multiple properties with one common treatment area. Wherever practical and appropriate, satellite sewage systems should be required for new development.					
36. In the long term, sewage systems, wherever possible, should be integrated into the municipal system.					
37. A municipal sewer system should be a priority for properties adjacent to the lake.					
38. Upgrades to Carrs Landing Road should be prioritized based on safety considerations.					
39. Parallel and buffered bike and/or pedestrian lanes should be added to Carrs Landing Road as upgrades are undertaken.					
40. A high priority should be given to providing a second road access from Oceola to the Carrs Landing Community.					
41. Police protection is adequate to meet current and future needs in the Carrs Landing sector.					
42. Fire protection is adequate to meet current and future needs in the Carrs Landing sector					

Other comments about Infrastructure:

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To help you answer the next 9 questions, please refer to the Zoning Table below and the Carrs Landing map and “Land Use Background Information” that are included with this survey package.

**ZONING TABLE**

Zone	Attributes	<u>Minimum Size or Range</u>	Utilities*
R-3	Multiple Family	.37 acres	Community Water and Sewer
R-2	Two family residential	.22 acres	Community Water and Sewer
R-1	Single family residential	.173 acres	Community Water and Sewer
RU-5	1 Single family dwelling and some Agriculture activities	.617 acres	Community Water with Community Sewer
RU-4	1 Single family dwelling and some Agriculture activities	1.24 acres	Community Water with Community Sewer
RU-3	1 Single family dwelling, Agriculture activities and Accommodation for Seasonal Workers	2.5 acres	Proven Potable Water with a Conventional field Septic system
RU-2	Agriculture activities, 1 Single family dwelling and Dwellings for Agricultural Workers	10 acres	Proven Potable Water with a Conventional field Septic system
RU-1	Agriculture activities, 1 Single family dwelling and Dwellings for Agricultural Workers	74 acres	Proven Potable Water Conventional field Septic system
RU-ALR	Agriculture activities, 1 Single family dwelling and Dwellings for Agricultural Workers	None for ALR land 10 acres for non-ALR land	Proven Potable Water Conventional field Septic system

*\*This column applies for new zoning. Your lot may not conform because zoning was approved prior to the incorporation of the District of Lake County.*

**Important information for the last 9 questions:**

The development of a community-directed Sector Plan for Carrs Landing was prompted by two particularly contentious development proposals. Sector Plan Steering Committee members recognize the sensitivity around issues related to development. We also recognize that there will be considerable pressure for development to occur. We believe that contentious development proposals will come forward, and since the District of Lake Country must make decisions, it needs our direction. We must avoid the divisive community debates that have occurred, which result in District decisions that don't reflect Carrs Landing residents' wants and needs.

To provide direction for the District of Lake Country, the Land-Use Committee has considered the potential for development where property owners have signified their desire for development, and in areas that are likely targets for interested landowners.

In the following statements there are proposed land-use changes, all of which involve some increases in density. We believe these proposed land use changes provide for modest density increases, none that exceed the density that already exists in various land parcels in Carrs Landing. And, please note that these are suppositional proposals — they will not occur as a matter of course and they will not occur without the necessary infrastructure (roads, sewer, water, et cetera) being in place.

You may choose to use the map and the zoning and background information or you may want to answer the questions based on your current understanding of the areas. If you do not know the area or

have no opinion, please tick the 'No Opinion' column. If you have comments please use the space provided at the top of the next page.

<b>LAND USE CONTINUED</b>	<b>Agree Strongly</b>	<b>Agree Somewhat</b>	<b>Disagree Somewhat</b>	<b>Disagree Strongly</b>	<b>No Opinion</b>
53. An increase in zoning density (with appropriate services) should be considered for the Barkley Road area. Please refer to attachments for additional information.					
54. An increase in zoning density (with appropriate services) should be considered for the area between Maki/Wentworth and Coral beach). Please refer to attachments for additional information.					
55. An increase in zoning density (with appropriate services) should be considered for Juniper Cove. Please refer to attachments for additional information.					
56. An increase in zoning density (with appropriate services) should be considered for the South Commonage Extension to Carrs Landing Road. Please refer to attachments for additional information.					
57. An increase in zoning density (with appropriate services) should be considered for Carrs Landing Main (north of Whiskey Cove to Toby/Wentworth) Please refer to attachments for additional information.					
58. An increase in zoning density (with appropriate services) should be considered for the areas between Pixton Road and McCreight Road and between Whiskey Cove and Postillls' Orchard. Please refer to attachments for additional information.					
59. An increase in zoning density (with appropriate services) should be considered for Moberly extension. Please refer to attachments for additional information.					
60. An increase in zoning density (with appropriate services) should be considered for Postills' Orchard. Please refer to attachments for additional information.					
61. An increase in zoning density (with appropriate services) should be considered for Whiskey Cove. Please refer to attachments for additional information					

Other comments about Land Use:

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Name:

Address:

**GENERAL INFORMATION:**

Using the map as a guide, please indicate within which area of Carrs Landing your property is located.

- Pixie Beach (1)
- Lake Pine/Forest Hills/Moberly/McCreight (2)
- Barkley Road (3)
- South of Coral Beach and north of Maki/Wentworth (4)
- 16070 and 16080 Carrs Landing Road (5)
- Juniper Cove (6)
- South Commonage/extension to Carrs Landing Road (7)
- Charolais, Hereford, Angus, Jersey (8)
- Carrs Landing Main (9)
- Coral Beach (10)
- Between Pixton Road and McCreight Road and between Postills' Orchard and Whiskey Cove(11)
- Moberly Extension (16)
- Whiskey Cove (17)
- Postills' Orchard (18)



## **Land Use Background Information**

The community has indicated that in general they are happy with the community as it is. There are some aspects that require changes but in general, those changes are focused around infrastructure issues. The purpose of the Sector Plan is to review the current issues and to PLAN FOR THE FUTURE. As time goes on there *will* be development proposals. The Land Use Committee has reviewed all the areas within Carrs Landing from the point of view of “What if”. We have determined that there are areas that have a very low likelihood of attracting development (because the Land is zoned ALR or for other reasons). There are also some parcels whose owners currently have no intention of selling or developing, but, people do change their minds and some of these parcels, if sold may attract development proposals.

**The recommendations that the Land Use Committee is making are intended to be recommendations for the FUTURE. The recommendations are to be taken as a guideline to the DLC in the event that rezoning is proposed. *If* the appropriate infrastructure is in place then the Land Use Committee are recommending the following changes be considered *only* if changes are requested, and *not* as a matter of course.**

**It is to be noted that with the exception of the Moberly extension and Postills’ Orchard areas the suggested zoning density changes do not exceed the zoning densities already existing in that area.**

Our suggestions for potential rezoning are shown below.

**Question 49 - BARKLEY ROAD AREA**

This area is identified in the OCP as potential rural-residential development. There are several vacant lots along Barkley Road. Most of this area is zoned RU2 (24 lots) and some RU3 ( 6 lots ).

*Our recommendation is for infill and rezoning to lot sizes consistent with RU3 zoning density.*

**Question 50 AREA SOUTH OF CORAL BEACH / NORTH OF MAKI/WENTWORTH**

A possible option for future development may be the extension of Wentworth Road to Coral Beach and rezoning the properties West of the extension into densities consistent with R1 and R2 zoning, similar to Coral Beach. Park reserve could be added to the existing sliver and provide linking of trails as outlined by Park Focus Group. The survey of these two areas showed that the respondents desire more walking/green space and parks as well as “**low density**”. The residents like the neighbourly/friendliness of the area. Rezoning to match the existing R1 and R2 would link Coral Beach and Wentworth and unite the two communities as well as provide additional lake front access for walking. An alternative to single-family dwellings may be construction of town-homes. While maintaining the R1 & R2 zoning density, this would allow for tighter clustering and preserve green space.

*Our recommendation is that there be no changes until the property owners apply for a discharge from the Land Use Contract at which time the above could be considered.*

**Question # 51 - JUNIPER COVE**

This area was identified in the OCP as potential rural-residential development. There is a wide range of zoning designations in this area: RU1 (2 parcels), RU2 (3 parcels), RU3 (3 parcels) and along the lake shore RU4 ( 3 parcels ), RU5 (15 parcels). Rezoning to no greater than RU3 will retain the rural atmosphere and be considerably less dense than the existing lots along the lakeshore

*Our recommendation is for infill and rezoning to no greater than the existing RU3 zoning density.*

**Question 52 - SOUTH COMMONAGE AND EXTENSION TO CARRS LANDING ROAD**

The current zoning in this area is RU2, RU3, RU-ALR with some RU4.

*Our recommendation is for infill and rezoning to no greater than the existing RU3 zoning density.*

**Question 53 - NORTH OF WHISKEY COVE TO TOBY/WENTWORTH**

Current zoning designations range from ALR, RU-ALR, RU4 (5 Lots) and R1 with some vacant RU3 lots. Most parcels are already occupied and there are terrain limitations on some of the vacant lots

*Our recommendation is that where applicable and contingent on availability of services, of no greater than R1 zoning density to be considered.*

**Question 54 - BETWEEN PIXTON ROAD AND MCCREIGHT ROAD AND BETWEEN WHISKEY COVE AND POSTILLS' ORCHARD**

The existing zoning ranges are R1, RU5, RU4 with a few parcels of RU3.

*Our recommendation is to consider the rezoning of the RU3 properties to no greater than the existing R1 zoning density.*

**Question 55 - MOBERLY EXTENSION**

This area is identified in the OCP as a future development area. The development of this area is predicated on water utilities. Because of its proximity to the impending Pollard's Pond project, the Land Use Committee recommends that this area be designated as potential development with zoning density of R1.

As the terrain in this area is sloping to the south and west, all development should keep this in mind so as to preserve the perception of the "open" and "spacious" views to and across the lake.

An environmental assessment prior to development would be appropriate.

**Our recommendation is that Moberly Extension be considered as a potential development area**

**Question 56 – POSTILLS' ORCHARD**

This area is approximately 13 acres of lakeshore property, and zoned RU-ALR. Presently in use as an orchard, it would be easy to develop; and with water and sewer it could accommodate some form of R1 zoning.

If rezoned the following guidelines should be strictly enforced:

- The development of an adult community for retirement living, single family with a density of not greater than R1
- Permanent residency to be encouraged
- Public access area to be adjacent to shoreline.

Note that there is no island adjacent to this property; hence it is not as environmentally sensitive as the Kopje Park area. The rezoning of this area and increased density would assist in providing the financing for upgrading water and sewer in the Carrs Landing area.

### **Question 57 - WHISKEY COVE AREA**

This is a very controversial area because of previously proposed developments and that it encompasses a park and the area is very environmentally sensitive.

Currently the property north and south of Kopje Park has been leased for what appears to be long-term agricultural activities (an extensive irrigation system is currently being installed). We therefore assume that no development will be proposed in the near term (5 years). In the future, we expect this property will be a prime candidate for development and at that time, we recommend the following guidelines:

#### **South of Kopje Park**

- Single residences along the top of the property with R1 density
- One access, with the balance of the property including the foreshore to be dedicated for public use
- The slope between the houses and the shoreline be left natural to allow establishment of trails and walking paths.

#### **North of Kopje Park**

- The development of an adult community for retirement living, single family with a density of not greater than R1
- Permanent residency to be encouraged
- No boat docks to be installed due to environmental sensitivity of the area
- Public access area to be adjacent to shoreline

#### **Kopje Park Area**

- That a community centre building be established on this property that will serve as an activity centre for the whole Community.

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<i>LAND USE</i>						
<b>OVERALL FREQUENCY TABULATION</b>						
Total #	Total #	Total #	Total #	Total #	Total #	
that agree	that agree	that disagree	that disagree	that have no	of	<b>Question</b>
strongly	somewhat	somewhat	strongly	opinion	responses	<b>#</b>
185	110	27	18	31	371	47
152	119	34	39	27	371	46
143	92	46	21	69	371	43
79	123	68	75	26	371	48
86	113	67	67	38	371	45
60	106	77	95	33	371	44
141	65	35	31	99	371	49
124	78	47	25	97	371	50
116	73	46	28	108	371	51
181	73	24	20	73	371	52
67	118	40	78	68	371	53
44	83	61	108	75	371	54
54	118	37	97	65	371	55
59	138	45	71	58	371	56
44	123	40	98	66	371	57
36	127	48	94	66	371	58
61	156	32	58	64	371	59
47	126	51	79	68	371	60
44	107	42	107	71	371	61



*Note that the first 6 rows have been ranked !!*

Question	SURVEY QUESTIONS (SUMMARIZED-				Those in favour		Those against		No Opinion	
	REFER TO QUESTIONS FOR COMPLETE TEXT)				Total #	%	Total #	%	Total #	%
	#									
47	Agricultural Land should include buffer zone				295	80%	45	12%	31	8%
46	Sector plan should allow small store				271	73%	73	20%	27	7%
43	Maintain R1 as the maximum density				235	63%	67	18%	69	19%
48	Increase zoning density to help pay for sewer and water				202	54%	143	39%	26	7%
45	Plan should allow adult living development				199	54%	134	36%	38	10%
44	Sector Plan should enable clustered housing				166	45%	172	46%	33	9%
49	No changes in Pixie Beach				206	56%	66	18%	99	27%
50	No changes in Lake pine/Forest Hills				202	54%	72	19%	97	26%
51	No changes for Charolais etc.				189	51%	74	20%	108	29%
52	No changes in Coral Beach				254	68%	44	12%	73	20%
53	Increase density in Barkley Road				185	50%	118	32%	68	18%
54	Increase density between Maki/ Coral Beach				127	34%	169	46%	75	20%
55	Increase density for Juniper Cove				172	46%	134	36%	65	18%
56	Increase density for South Commonage				197	53%	116	31%	58	16%
57	Increase density for Whiskey Cove				167	45%	138	37%	66	18%
58	Increase density for between Pixton and McCreight				163	44%	142	38%	66	18%
59	Increase density for Moberly extension				217	58%	90	24%	64	17%
60	Increase density for Postills' Orchard				173	47%	130	35%	68	18%
61	Increased density for Whiskey Cove				151	41%	149	40%	71	19%

<b>ENVIRONMENT</b>							
<b>OVERALL FREQUENCY TABULATION</b>							
		Total #	Total #	Total #	Total #	Total #	Total #
		that agree	that agree	that disagree	that disagree	that have no	of
		strongly	somewhat	somewhat	strongly	opinion	responses
							(check sum)
Question #	17	209	111	25	13	12	370
Question #	18	240	93	9	12	16	370
Question #	19	227	84	37	5	17	370
Question #	20	247	87	19	8	9	370
Question #	21	134	137	49	25	25	370
Question #	22	211	133	16	5	5	370
Question #	23	248	88	25	3	6	370
Question #	24	210	102	25	13	20	370
Question #	25	160	106	63	29	12	370
Question #	26	315	36	15	0	4	370
Question #	27	172	133	34	20	11	370
Question #	28	184	132	19	9	26	370



<b>OVERALL RESULTS INFRASTRUCTURE</b>						
Question #	Total #	Total #	Total #	Total #	Total #	Total #
	agree	agree	disagree	disagree	no	of
	strongly	somewhat	somewhat	strongly	opinion	responses
						(check sum)
#29	245	86	14	8	18	371
#30	143	90	46	69	23	371
#31	201	95	29	18	28	371
#32	92	107	77	82	13	371
#33	158	127	33	16	37	371
#34	162	129	33	5	42	371
#35	203	114	13	10	31	371
#36	195	112	21	30	13	371
#37	203	83	35	35	15	371
#38	206	111	19	24	11	371
#39	196	104	38	30	3	371
#40	122	93	62	60	34	371
#41	76	156	62	29	48	371
#42	74	155	49	33	60	371

Survey Questions		%	%	%	%	%	%
Question #		Total #	Total #	Total #	Total #	Total #	
		agree	agree	disagree	disagree	no	
		strongly	somewhat	somewhat	strongly	opinion	
#29	R1 or higher density development services underground	66	23	4	2	5	100%
#30	DLC to acquire private water systems and operate	39	24	12	19	6	100%
#31	Municipal water systems to meet DLC FF standards	54	26	8	5	8	100%
#32	Municipal water connections to be metered	25	29	21	22	4	100%
#33	DLC to prepare Water Master Plan	43	34	9	4	10	100%
#34	DLC to prepare Water Drainage Master Plan	44	35	9	1	11	100%
#35	Satellite sewer system be promoted for new development	55	31	4	3	8	100%
#36	When possible integrate sewer systems into DLC system	53	30	6	8	4	100%
#37	Municipal sewer system priority for waterfront properties	55	22	9	9	4	100%
#38	Upgrades to CLR to be prioritised based on safety	56	30	5	6	3	100%
#39	Bike and walk path to be included in upgrades to CLR	53	28	10	8	1	100%
#40	High priority to secondary access into CL from Oceola	33	25	17	16	9	100%
#41	Police protection is currently adequate	20	42	17	8	13	100%
#42	Fire protection is currently adequate	20	42	13	9	16	100%

PARKS OVERALL RESULTS						Survey Questions												
Total #	Total #	Total #	Total #	Total #	Total #			NOT	NO				WEIGHTE	WEIGHTE	WEIGHTE	WEIGHTE		
agree	agree	disagree	disagree	no	of			IN FAVOR	IN FAVOR	OPINION				D	D	D	D	
strongly	somewhat	somewhat	strongly	opinion	responses						NO							
					(check sum)						FOR	AGAINST	OPINION	IN FAVOR	IN FAVOR	FOR	AGAINST	
273	74	10	3	10	370	#1	Sector plan should protect rural form and character	347	13	10	94%	4%	3%	620	16	97%	3%	
290	72	5	1	2	370	#2	Parklands and green spaces are important	362	6	2	98%	2%	1%	652	7	99%	1%	
233	103	14	10	10	370	#3	Park dedication should be in the form of linear parks	336	24	10	91%	6%	3%	569	34	94%	6%	
128	105	48	68	21	370	#4	Park dedication should be increased from 5% to 10%	233	116	21	63%	31%	6%	361	184	66%	34%	
267	78	10	2	13	370	#5	Conserve key crown lands for conservation	345	12	13	93%	3%	4%	612	14	98%	2%	
305	53	3	4	5	370	#6	Waterfront parks and road Ends to remain public	358	7	5	97%	2%	1%	663	11	98%	2%	
200	107	31	18	14	370	#7	Develop some road Ends into neighbourhood parks	307	49	14	83%	13%	4%	507	67	88%	12%	
92	134	43	67	34	370	#8	Carrs landing should have a Community Centre	226	110	34	61%	30%	9%	318	177	64%	36%	
69	123	62	69	47	370	#9	The Community Centre should be at Kopje Park	192	131	47	52%	35%	13%	261	200	57%	43%	
112	160	28	22	48	370	#10	Priority to upgrade Coral Beach sanitary facilities	272	50	48	74%	14%	13%	384	72	84%	16%	
64	92	42	77	95	370	#11	Move tennis courts from Coral Beach to Terrace View	156	119	95	42%	32%	26%	220	196	53%	47%	
132	96	30	54	58	370	#12	Another motorized boat ramp is needed	228	84	58	62%	23%	16%	360	138	72%	28%	
99	125	31	41	74	370	#13	A non-motorized boat ramp is needed	224	72	74	61%	19%	20%	323	113	74%	26%	
224	103	6	12	25	370	#14	A boat ramp on public property should have public access	327	18	25	88%	5%	7%	551	30	95%	5%	
234	98	17	9	12	370	#15	Unhindered access to foreshore should be maintained	332	26	12	90%	7%	3%	566	35	94%	6%	
177	107	24	36	26	370	#16	Existing foreshore encroachments should be removed	284	60	26	77%	16%	7%	461	96	83%	17%	

## LAND USE FOCUS GROUP ISSUES REPORT

The purpose of this appendix is to provide information to the reader concerning the Land Use Focus Group goals, and the elements involved in the decisions contained in this Sector Plan. Land use planning for Carrs Landing is a critical aspect of this document. The motivation for a plan that is created by residents, and that is for and about Carrs Landing, emanated from significant community concern with its current and future growth and development. Land use has been and continues to be a controversial community issue, making planning in this area a challenge. Over more than a three-year period many people served on this focus group and provided a great variety of ideas, as well as debate. As residents, we took our task very seriously. Important to our decisions and to the development of this Sector Plan, was the examination of our past land use decisions and community history, as well as, an analysis of the present situation with an eye toward the future goal of enhancing and conserving our assets and resolving or ameliorating our liabilities.

What follows in this report is an elaboration of the specific information used for decision-making. Three important elements informed this process,

- (1) the land use planning as expressed in the 2001 District of Lake Country Official Community Plan; and the future District planning documents for Carrs Landing
- (2) the analysis of expressed needs and desires of the Carrs Landing community in general, as well as residents of 15 neighbourhoods;
- (3) the application of principles of Smart Growth with the assistance of their review of our draft Plan

The above elements are detailed in the three sections below.

### **(1) District of Lake Country Official Community Plan (2001 -2021) and planning documents for Carrs Landing**

The Lake Country Official Community Plan (OCP) has designated particular areas as future growth areas and these areas have been dealt with as such in this Sector Plan. Although recent growth has been only about 1%, a planning document recently posted on the District website describes projections for growth at a rate of 3% over a 20-year period (2001 to 2021). These projections translate into 50 units for Pow Road, 25 units for Moberly extension, and 300 units for the rest of Carrs Landing. The land use committee mandate is to provide information through this Sector Plan, to the District of Lake Country, on the needs and interests of the community concerning the growth and development of Carrs Landing.

### **(2) Community needs and interests**

Information received from Carrs Landing residents over the 3-year planning period supports a plan that preserves a rural and natural character for the area. Co-existing with the desire to retain rural aspects, the community recognizes a significant need for infrastructure in the form of water quality and quantity, environmentally safe septic treatment especially along the lakeshore, as well as recreational and road improvements. While there is some agreement among residents, future planning is complicated by the fact that there is a diversity of property interests, as well as, 'perspectives on community planning' among Carrs Landing residents.

The 2004 confirmatory survey was particularly important in the land use decision making for the Sector Plan draft (see below a compilation of the data from questions 43, 48 and 49 to 61). With the public presentation of this draft Plan in October 2005, feedback information was received concerning some satisfactions and dissatisfactions with the land use draft. The two Open House presentations revealed considerable concern about planning that involved increased density, and concern that the R1 zoning question in the confirmatory survey is not validly presented nor reliably utilized in the Plan. Residents expressed concerns about the R1 zoning, specifically that a maximum density of 0.175 acres has the potential to create growth in Carrs Landing beyond that of a rural area, and that this density could be accomplished adjacent to ALR properties. As well, R1 developments may include urban services that are undesirable to many residents; specifically mentioned were street lighting, curbing and sidewalks. One person suggested that the Plan invites more community disagreement over areas that are already contentious, and another said that such future development might drive some people away from Carrs Landing. Some suggested that land use should replicate land use as stated in the District of Lake Country Official Community Plan. Finally, one person said that what is needed is more involvement of residents in this planning process. The land use committee agrees, it is indeed unfortunate that so few people came forward to do the actual hard work of land use planning!

On the positive side, the two Open House presentations also revealed that some people favour increased density for various reasons. Several wanted to subdivide their properties for family and/or fiscal reasons, and desired the benefit of infrastructure improvements. One person stated that large developments are not a concern, as the District will not approve them without services. Other people presented the opinion that Carrs Landing needs growth to achieve balance and variety, as well as affordable housing. One person stated that townhouses and residential units are not a bad option. Two people expressed satisfaction that the land use committee is on the right track; some others agreed, but added that a slight adjustment to density be considered; densities of 0.5 or 0.6 of an acre were suggested.

After several meetings and discussions, the Land Use Committee began to revise the Sector Plan to its current form by using residents' suggestions, and by reorganizing the Plan to include relevant Smart Growth recommendations. Reference to Smart Growth publications makes clear the consequences of sprawl and of environmental neglect. Carrs Landing has already experienced the consequences of inefficient land use, in the form of an absence of, and deficiencies in, the infrastructure and in the form of costly services.

Although many of us want to see the area remain the same, this goal is counterproductive when we consider the consequences of continued pollution of the Lake due to failing septic systems and runoff water, especially along the lakeshore. As well, with the lack of alternative roadways to facilitate emergencies and evacuation, when taken together with issues related to potable water quality and fireflow quantities, we have the potential for disastrous situations. Our concerns about improving health and happiness through outdoor experiences, such as walking within our area and along our main road, are jeopardized or delayed without some growth and development. It is also important that the detrimental impact on our local wildlife be prevented through the development of wildlife corridors.

Rather than viewing growth and change as detrimental, it is important to realize that growth is inevitable, and that community supported land use that is efficient and sustainable, is the key to enhancing our area's assets and ameliorating liabilities. Improvements to our environment through the use of more effective septic systems and upgraded water systems, will take place with development. Alternative roadways and roadway improvements necessarily accompany growth. And, through the rezoning of properties there is a realization of linear pathways, buffer zones and wildlife corridors.

The draft Sector Plan as presented at the October 2005 Open House has been revised considerably. The R1 urban development considerations have been removed, as have all area zoning suggestions. Clearly, each area's characteristics must be taken into account at the time of planning development. Important to an area's planning are the interests of the neighbourhood and community, the terrain, the proximity to the Lake, the presence of infrastructure and services, and the preservation of the rural and natural environment. When all of these planning imperatives are taken together, Smart Growth principles will have been applied.

As expressed in the above paragraphs, the Land Use Committee has considered the benefits of our strengths, the difficulties of remaining the same, and the possibilities of productive and beneficial growth and planning. Our decisions involve recommendations for consideration of the District of Lake Country; these decisions will not happen as a matter of course. What follows are recommendations and data concerning 15 Carrs Landing neighbourhoods. It includes three types of information: (1) a compilation of 2004 neighbourhood survey data for particular questions that refer to increased density and infrastructure 'trade offs'; (2) current area zoning as taken from the 2001 Official Community Plan; and (3) some points of clarification.

LAND-USE – NEIGHBOURHOOD 1  
**PIXTON ROAD**

**Draft Sector Plan – Land Use considerations for District (DLC)**

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities, and current Rural – Agricultural Land Reserve zoning be maintained, and that lands under the Agricultural Land Reserve shall remain so

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
49	No change for Pixton Road	56% N=206	18% N=66	26%

<b><i>Pixton Road Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=24</u></b>	For	Against	No opinion
49	No change for Pixton Road	67% N=16	33% N=8	0%
48	Infrastructure trade-off	54%	17%	29%
43	R-1 Maximum density	58%	17%	25%

- community and neighbourhood support ‘no change in zoning density’ for Pixton Road
- neighbourhood supports increased development trade off for infrastructure improvement, as well as R-1 maximum density (0.175 acre minimum lot size)
- most large lots are zoned RU ALR
- some properties under Land Use contract 279
- current zoning R-1, RU 2, RU 3, RU 4, RU 5, RU ALR

LAND-USE – NEIGHBOURHOOD 2  
**LAKE PINE/FOREST HILLS**

**Draft Sector Plan – Land Use considerations for District (DLC)**

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<u>Total respondents</u> N=371	For	Against	No Opinion
50	No change for Lake Pine/Forest Hills	54% N=202	19% N=72	27%

<b><i>Lake Pine/Forest Hills Neighbourhood Response</i></b>				
Question #	<u>Total respondents</u> N=45	For	Against	No opinion
50	No change for Lake Pine/Forest Hills	87% N=39	7% N=3	6%
48	Infrastructure trade-off	58%	33%	9%
43	R-1 Maximum density	71%	4%	25%

- community and neighbourhood favour ‘no change in zoning densities’ for Lake Pine/Forest Hills
- neighbourhood supports increased density trade off for improved infrastructure as well as, R-1 as maximum density (0.175 acre minimum lot size)
- some of the area is under Land Use Contract 231
- current zoning RU-2, RU-3, RU-4

LAND-USE – NEIGHBOURHOOD 3  
**BARKLEY ROAD**

**Draft Sector Plan – Land Use considerations for District (DLC)**

- when infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered; and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
53	Increased density for Barkley Road	50% N=185	32% N=118	18%

<b><i>Barkley Road Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=32</u></b>	For	Against	No opinion
53	Increased density for Barkley Road	66% N=21	31% N=10	3%
48	Infrastructure trade-off	63%	28%	9%
43	R-1 Maximum density	56%	22%	22%

- community and neighbourhood support an increase in density with appropriate services for Barkley Road
- neighbourhood supports increased density trade off for infrastructure improvement and R-1 maximum density (0.175 acre minimum lot size)
- challenges are cost of services, steep terrain, long and narrow lots which minimize the possibility of development even though residents desire subdivision
- Current zoning RU 2, RU 3



LAND-USE – NEIGHBOURHOOD 4  
**SOUTH OF CORAL BEACH/ NORTH OF MAKI/WENTWORTH**

**Draft Sector Plan – Land Use considerations for District (DLC)**

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
54	Increased density for south of Coral Beach and north of Maki/Wentworth	34% N=127	46% N=169	20%

<b><i>S of Coral Beach n of Maki/Wentworth Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=9</u></b>	For	Against	No opinion
54	Increased density for south of Coral Beach and north of Maki/Wentworth	33% N=3	67% N=6	0%
48	Infrastructure trade-off	33%	67%	0%
43	R-1 Maximum density	78%	11%	11%

- community and neighbourhood do not support increased density for this area and the neighbourhood does not support increased density trade off for improved infrastructure
- neighbourhood supports R-1 maximum density (0.175 acres minimum lot size)
- currently under Land Use Contract 262
- no change in zoning until owners apply for contract discharge
- RU 3, RU 5

LAND-USE – NEIGHBOURHOOD 5  
**16070/16080 CARRS LANDING ROAD**

**Draft Sector Plan – Land Use considerations for District (DLC)**

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities (see Section 6.3, sector area 5 for detail concerning changes in land use)

- currently zoned for C-5 commercial use (such as motel or campground) and RU ALR
- currently the properties are used for private residences

LAND-USE – NEIGHBOURHOOD 6

**JUNIPER COVE**

Draft Sector Plan – Land Use considerations for District (DLC)

- when infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered, and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
55	Increased density for Juniper Cove	46% N=172	36% N=134	18%

<b><i>Juniper Cove Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=20</u></b>	For	Against	No opinion
55	Increased density for Juniper Cove	60% N=12	40% N=8	0%
48	Infrastructure trade-off	50%	50%	0%
43	R-1 Maximum density	55%	20%	25%

- community and neighbourhood support an increase in density with appropriate services for Juniper Cove
- neighbourhood has equal support and non-support for increased density trade off for improved infrastructure
- neighbourhood supports R-1 maximum density (0.175 acres minimum lot size)
- current zoning RU ALR, RU-1, RU-2, RU-3, RU-4, RU-5

LAND-USE – NEIGHBOURHOOD 7

**SOUTH COMMONAGE EXTENSION TO CARRS LANDING ROAD-** when infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered; and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
56	Increased density for South Commonage	53% N=197	31% N=116	16%

<b><i>South Commonage Neighbourhood Response</i></b>				
Question #	Total respondents N=27	For	Against	No opinion
56	Increased density for South Commonage	56% <b>N=15</b>	37% N=10	7%
48	Infrastructure trade-off	48%	48%	4%
43	R-1 Maximum density	59%	22%	19%

- community and neighbourhood support an increase in zoning density with appropriate services for South Commonage
- equal neighbourhood support and non-support for increased density trade off for improved infrastructure
- neighbourhood support R-1 as maximum density (0.175 acre minimum lot size)
- RU ALR, RU-2, RU-3, RU-5

LAND-USE – NEIGHBOURHOOD 8  
**CHAROLAIS, HEREFORD, ANGUS, JERSEY ROADS**

Draft Sector Plan – Land Use considerations for District (DLC)

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities, and no changes to current Rural-Agricultural Land Reserve zoning, and lands within the Agricultural Land Reserve shall remain so

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
51	No change for Charolais, Hereford, Angus, Jersey	51% N=189	20% N=74	29%

<b><i>Charolais, Hereford, Angus, Jersey Neighbourhood Response</i></b>				
Question #	Total respondents N=6	For	Against	No opinion
51	No change for Charolais, Hereford, Angus, Jersey	50% N=3	33% N=2	17%
48	Infrastructure trade-off	83%	17%	0%
43	R-1 Maximum density	67%	33%	0%

- community and neighbourhood support no change in zoning densities for Charolais, Hereford, Angus, Jersey Road area
- neighbourhood supports increased density trade off for infrastructure and for R-1 maximum density (0.175 acres minimum lot size)
- services are costly
- currently zoned RU ALR and most properties are within the ALR

LAND-USE – NEIGHBOURHOOD 9

**CARRS LANDING MAIN (NORTH OF WHISKEY COVE TO GABLE ROAD)**

Draft Sector Plan – Land Use considerations for District (DLC)

- when infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered; and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered.

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
57	Increased density for Carrs Landing Main north of Whiskey Cove	45% N=167	37% N=138	18%

<b><i>Carrs Main north of Whiskey Cove Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=55</u></b>	For	Against	No opinion
57	Increased density for Carrs Landing Main north of Whiskey Cove	56% 31	35% 19	9%
48	Infrastructure trade-off	60%	36%	4%
43	R-1 Maximum density	75%	11%	14%

- community and neighbourhood support an increase in zoning density with appropriate services for this area
- neighbourhood supports increased density for trade off of improved infrastructure and that the allowable maximum density be R-1 single family residential (minimum lot size 0.175 acres)
- challenges for change are infrastructure and gradient/terrain limitations
- current zoning R-1, RU ALR, RU-3, RU-4, RU-5, RU-6

LAND-USE – NEIGHBOURHOOD 10

**CORAL BEACH**

Draft Sector Plan – Land Use considerations for District (DLC)

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities, and current rural – agricultural zoning is to be maintained where applicable, lands within the Agricultural Land Reserve shall remain so

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
52	No change for Coral Beach	68% N=254	12% N=44	20%

<b><i>Coral Beach Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=43</u></b>	For	Against	No opinion
52	No change for Coral Beach	91% N=39	9% N=4	0%
48	Infrastructure trade-off	65%	30%	5%
43	R-1 Maximum density	65%	28%	7%

- community and neighbourhood support ‘no change in zoning density’ for Coral Beach
- neighbourhood supports increased density trade off for improved infrastructure and also R-1 maximum density (0.175 acres minimum lot size)

LAND-USE – NEIGHBOURHOOD 11

**NORTH OF PIXTON ROAD, SOUTH OF McCREIGHT ROAD, AND NORTH OF POSTILLS’ ORCHARD/SOUTH OF WHISKEY COVE**

- development or redevelopment is to occur with no immediate changes to current neighbourhood land use densities

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b>N=371</b>	For	Against	No Opinion
58	Increased density for north of Pixton, south of McCreight etc	44% N=163	38% N=142	18%

<b><i>North of Pixton/south of McCreight Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b>N = 24</b>	For	Against	No opinion
58	Increased density for north of Pixton, south of McCreight etc	33% N=8	67% N=16	0%
48	Infrastructure trade-off	50%	45%	5%
43	R-1 Maximum density	58%	15%	27%

- community supports increased density for this area but the neighbourhood respondents do not
- neighbourhood is in favour of infrastructure improvements trade off for higher density and for R-1 maximum density (0.175 acres minimum lot size)
- it is probable that properties at the south end of this neighbourhood will be among those that receive improved infrastructure (sewer and water extension) earlier in the growth process
- current zoning R-1, RU 1, RU 3, RU 4, RU 5, RU ALR

LAND-USE – NEIGHBOURHOOD 12

**MOBERLY ROAD EXTENSION**

Draft Sector Plan – Land Use considerations for District (DLC)

- when infrastructure is in place, consistent with the community and neighbourhood desire for growth, it is recommended that single-family residential development be considered for only non-Agricultural Land Reserve properties; and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered.

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
59	Increased density for Moberly Road extension	58% N=217	24% N=90	18%

<b><i>Moberly Extension Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=8</u></b>	For	Against	No opinion
59	Increased density for Moberly Road Extension	100% N=8	0%	0%
48	Infrastructure trade-off	38%	62%	0%
43	R-1 Maximum density	62%	38%	0%

- consideration for increased density is consistent with Official Community Plan for this area
- community and neighbourhood support increased density with appropriate services for this area
- neighbourhood does not support increased density for improved infrastructure trade off but does support R-1 as maximum density (minimum lot size 0.175 acres)
- proximity to The Lakes development provides the ‘potential’, for future DLC water and sewer service
- ‘potential’ for road connection would reduce congestion on CLR and Moberly Road and serve as an alternative emergency route
- current zoning RU ALR some lands designation ALR



LAND-USE – NEIGHBOURHOOD 13

**WHISKEY COVE**

Draft Sector Plan – Land Use considerations for District (DLC)

With the exception of the two parcels adjacent to Kopje Park, and consistent with neighbourhood responses to the 2004 survey, it is recommended that there be no immediate change in current neighbourhood land use densities. In the event that development proposals for the two parcels adjacent to Kopje Park come forward, it is recommended that when infrastructure and services are available, development that meets the interests of the community and neighbourhood be considered. The specifics for the future development of these parcels are contained in Section 6.3, sector area 13.

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b>N=371</b>	For	Against	No Opinion
61	Increased density for Whiskey Cove	41% N=151	40% N=149	19%

<b><i>Whiskey Cove Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b>N=9</b>	For	Against	No opinion
61	Increased density for Whiskey Cove	22% N=2	56% N=5	22%
48	Infrastructure trade-off	78%	22%	0%
43	R-1 Maximum density	78%	22%	0%

- community narrowly supports increased density with appropriate services for Whiskey Cove; the neighbourhood does not support increased density for their area.
- neighbourhood does support increased density in trade off for improved infrastructure.
- neighbourhood does support R-1 as maximum density (minimum lot size of 0.175 acre)
- prior to this Sector Plan there was a void in community guidelines for District (DLC) decision making for this attractive development area, which almost resulted in District support for a high density development and marina on these properties, recommendations contained in Section 6.3, section 13 fill this void
- benefit to the Community is that the proposed plan provides for public parks and trails, public access to the foreshore and connections to the existing Kopje Park and Community heritage site
- as this area is an environmentally sensitive area and has shallow lake conditions – environmental and wildlife protection are mandatory, and marina or docks will be disallowed in this area
- as Kopje Park is considered by many to be an underutilized’ recreation area, part of these adjacent properties ‘may’ be a potential site for a Community Centre and small neighbourhood store

- 52% of Carrs Landing community respondents (N=192) supported the idea that the Community Centre should be located at Kopje Park (35% N= 131 were against the idea and 13% N=47 have no opinion)
- challenges to change are gradients, foreshore, community park, need for internal roads for lot access and infrastructure requirements
- current land use and for near future - these properties are apparently on a long-term agricultural lease
- current zoning is RU ALR

LAND-USE – NEIGHBOURHOOD 14

**POSTILLS’ ORCHARD**

Draft Sector Plan – Land Use considerations for District (DLC)

- development or redevelopment to occur with no changes to current zoning densities; In the event that development proposals for Postills’ Orchard properties come forward, it is recommended that when infrastructure and services are available, development that meets the interests of the community and neighbourhood be considered, and in keeping with Smart Growth principles, it is recommended that single-family residential development of the properties, using compact planning and the preservation of green space, be considered. The specifics for the future development of these parcels are contained in Section 6.3, sector area 14.

<b><i>Overall Carrs Landing Community Response</i></b>				
Question #	<b><u>Total respondents</u></b> <b><u>N=371</u></b>	For	Against	No Opinion
60	Increased density for Postills’ Orchard	47% N=173	35% N=130	18%

<b><i>Postills’ Orchard Neighbourhood Response</i></b>				
Question #	<b><u>Total respondents N=1</u></b>	For	Against	No opinion
60	Increased density for Postills’ Orchard	0%	100% N=1	0%
48	Infrastructure trade-off	0%	100%	0%
43	R-1 Maximum density	100%	0%	0%

- the proposed plan will only be considered when and if a property owner applies for a zoning change and when services are available.
- there is community support for increased density for Postills’ Orchard but there is not the support for increased density on the part of the one respondent from the Postill Orchard neighbourhood
- the single neighbourhood respondent does not support infrastructure trade off for increased density but does favour R-1 as the maximum density (minimum lot size 0.175 acres)
- these properties are attractive sites for developers’ proposals, perhaps high density ones. Prior to this Sector Plan, the District had no community guidelines for such proposals. This plan fills that void.
- orchard/agriculture and private residences are the current land use
- current zoning is RU-3

LAND-USE – NEIGHBOURHOOD 15

**UPPER EASTERN SECTOR**

Draft Sector Plan – Land Use considerations for District (DLC)

Maintain current Rural Resource designation, and pursue Conservation Area designation on Crown Lands.

### **(3) Smart Growth principles**

The Land Use Focus Group concurs with a Smart Growth approach to planning. Smart Growth endorses an integrated approach to planning with a focus on efficient land use, as well as environmental and social sustainability. To that end, land use, infrastructure, environment, and parks and recreation have been examined as an interactive unit in the planning process. The community's appreciation of the lake and the area's natural beauty, combined with Smart Growth principles concerning environmental preservation, underscores the importance of making wise decisions concerning land use, infrastructure, parks, and recreational planning. For example, it is advisable to plan for land use that depends upon enhanced septic and run-off water treatment, safe and adequate water supplies, consideration of rideshare and/or public transportation muster areas, narrow roads with traffic quelling routes, public access to beaches, and community recreation and services that are accessible by interconnected walking pathways.

## **Additional Concerns related to Land Use**

### Significant Changes to the Landscape

It has come to the attention of the Land Use Focus Group that significant amounts of soil have been moved so as to accommodate a feature or purpose for that piece of property. In some cases the soil has been shifted from one location to another within the property, and in other cases the soil has been exported and/or imported. The Land Use Focus Group recommends that changes to the landscape be regulated by the District under permit. The result of significantly altering the landscape may affect drainage patterns, wildlife corridors and the species habitat.

### Industrial Lands

It is recognized by the Land Use Focus Group that considerable gravel potential exists within the Carrs Landing area and that the District of Lake Country has little control over this property. Given the recurring comment with respect to Carrs Landing area being a, “quiet rural, peaceful neighbourhood”, the Land Use Focus group is concerned that the development of a gravel pit or some other industrial activity within the area, would alter the ambience considerably. It is in this context that the Land Use Focus Group emphasizes that the establishment of any industrial activity be of a type to have essentially no visual, auditory or olfactory impact on the residents, including the flora and fauna.

### Innovative Building Concepts

Due to human impacts on the environment innovative utility and building designs are being used both within and beyond North America. These designs result in reduced energy and water requirements and in some cases total utility self-sufficiency. As these concepts are new they do not yet appear in the residential housing building codes. This typically results in the rejection of building permit applications incorporating these innovative designs. While this is warranted in some cases, all innovative designs should not be rejected. The Land Use Focus Group strongly recommends that when the District receives applications using innovative designs that go beyond their expertise, that they seek advice from a professional knowledgeable in that technology. The advice of the professional should guide the acceptance or rejection of the building permit application.

### Utilities Levy attached to New Development/Large Renovations

As water utilities are major issues within the Carrs Landing area, the Land Use Committee recommends the establishment of a utilities levy for those Building Permits issued for new buildings, replacing existing buildings. This levy should also be applied to any major renovation that is greater than 50%. A trust fund to be used for the future provision of water and sewer for the area, needs to be established on the basis of this levy.

# Parks and Recreation Focus Group Overview Report

## Background

The Parks and Rec. Focus Group was formed by the Steering Committee of the Carrs Landing Community Recreation Association (CLCRA) to investigate the issues and develop solutions for parks and recreation in the Carrs Landing Sector Area. A survey was conducted by the CLCRA in Oct. /02. In addition, the results from the Parks and Recreation Survey of 1998, conducted by PERC for the Parks and Recreation Master Plan, were available and indicated:

- A strong desire by residents to use their parks and rec facilities ( 89.6%)
- A desire for more walking/cycling trails (64.6%)
- Dog parks or beaches (43.8%)
- Waterfront walkways (43.8%)
- Better or more access to the lakeshore of Okanagan Lake (51 %)
- Improve beach areas ( 40 %)
- Improve boat launch facilities (54%)
- Improve existing park amenities for playgrounds and picnic areas (22.9%)
- 

Note: The survey results shown were the values from Carrs Landing area respondents only

The CLCRA survey identified the following major issues for the focus group as:

- Parklands and Trails
- Road Ends/Foreshore Access
- Parks and Recreation Facilities
- Boat Launch Ramps

The recent ( November 2004) Opinion Survey of the Carrs Landing Sector showed the following results (371 responses) for policy initiatives:

1) Protect community form and character –	For	94%,
	Against	4%
2) Parklands and green spaces are important –	For	98%,
	Against	2%
3) Park dedication should be in the form of linear parks –	For	91%,
	Against	6%
4) Park dedication should be increased from 5% to 10% -	For	63%,
	Against	31%
5) Conserve key crown lands for conservation –	For	93%,
	Against	3%
6) Waterfront parks and road Ends remain public –	For	97%,
	Against	2%
7) Develop some road Ends into neighbourhood parks –	For	83%,
	Against	13%

8) Carrs Landing should have a community centre –	For	61%,
	Against	30%
9) The Community Centre should be at Kopje Park –	For	52%,
	Against	35%
10) Priority to upgrade Coral Beach sanitary facilities –	For	73%,
	Against	13%
11) Move tennis courts from Coral Beach to Terrace View –	For	42%,
	Against	32%
12) Another motorized boat ramp is needed –	For	62%,
	Against	23%
13) A non-motorized boat ramp is needed –	For	60%,
	Against	19%
14) A boat ramp on public property should have public access –	For	88%,
	Against	5%
15) Unhindered access to foreshore should be maintained –	For	89%,
	Against	7%
16) Existing foreshore encroachments should be removed –	For	77%,
	Against	16%

The Parks and Rec Focus Group propose the following priorities for action under this plan:

- 1) Improve sanitary facilities at Coral Beach Park
- 2) Remove encroachments from foreshore Road Ends and Parks
- 3) Negotiate with the Province to set aside designated Crown Lands as Conservation Areas
- 4) Establish a boat launch facility in addition to the one at Coral Beach Park
- 5) Establish Nuyens's Park as a model for alternative park development under the Enhanced category.

Note that the creation of green space corridors is an action triggered by development proposals and as such becomes a priority within any development proposal submitted.

## **Parklands and Trails**

### Discussion

The Carrs Landing Sector area is one basically rural in form and character with a large percentage of green spaces. The green spaces are made up of: 1) Agricultural holdings 2) large private land holdings and 3) Crown lands on the upper portions of Ellison Ridge. Providing these areas remain intact then the ratio of green space would remain, and thus the nature of the area, and the opportunities for trail building and utilization would rest with the use of Crown lands or arrangements with private landowners. The concern among residents is that if, or when, these large holdings are given up to subdivision and development, even within existing municipal guidelines, the green spaces will diminish in a corresponding amount. This will irrevocably change the form and character of the community and reduce even further the opportunity for trails and paths.

The Focus Group determined that the preservation of green spaces in a manner that was pre-planned and co-coordinated would achieve the maximum benefit. The means to do this was to design a network of green space corridors in conjunction with key large areas designated for conservation. The development of green space corridors would preserve green space in a manner that can allow avenues for trail creation. The conservation area would preserve intact ecosystems and provide further trail and hiking venues.

The wildlife study and assessment commissioned by the District of Lake Country in 2004 identifies core conservation areas, buffers and wildlife corridors. The draft version validates the location and veracity of the proposed green space corridors and conservation areas.

Green Space Corridors - The focus group took the approach of viewing the large property holdings with the eye of the developer. The holdings were divided up into the maximum allowable subdivisions, given existing municipal guidelines. Potential roadways to service the new lots were identified. The potential corridors were then plotted using the following criteria:

1. The overriding principal of this plan is that the green space corridors are linked as development takes place.
2. The corridors will be created by the subdivision of large holdings as they occur, and the subsequent donation under the Local Government Act and the Land Titles Act. In addition, road allowances can also be used to gain corridor routes. This would in effect make the green space corridors part of the transportation plan.
3. The proposed corridors will be as close to property boundaries as possible.
4. They will try to use areas of 20 –30% slope or greater to minimize the impact or loss to property owners or developers.
5. The corridors will avoid potential roadways



6. Corridors will use undeveloped features such as east-west gullies. This will also preserve the gullies from encroachment.
7. Where necessary, the corridors may follow alongside roads providing there is ample road allowance to contain the corridor.
8. Where subdivision of large holdings take place adjacent to ALR holdings, an additional green space corridor of 7 meters will be provided directly next to the ALR/subdivision boundaries.
9. East –west corridors will link Road End/ foreshore Access Parks with North-South Corridors
10. The proposed width of these corridors would be 12 meters. When split along a property line of 1-hectare lots it would equal roughly the 5 % donation required by legislation.
11. Green space corridors are to be fenced or clearly marked as to their boundaries by the developer of the property.
12. Proposed road allowances can be used as the designated corridor depending on the nature of the subdivision proposal

Map 6 shows how the creation of green space corridors would take place under development within existing guidelines.

Trails – There are three basic types of trails from our planning perspective

1. Existing trails on crown or public lands
2. Existing trails on private lands
3. Trails on proposed corridors gained from the subdivision of large holdings

Existing trails on public lands can be marked and developed by the municipality or in joint venture with community groups. Included in public land would be roads and road right -of -ways. At the present time, in the Carrs Landing Sector, roads have no adjacent sidewalks, bike paths or paved shoulders.

Existing trails on private lands are based on the assumed benevolence of the property owner. If a more formal arrangement is desired then negotiations must take place for access under legal covenants (where the owner retains ownership) or donation to Trusts

Trails on proposed corridors would become de facto trails on public lands at such time as the subdivision plan comes into effect.

For planning purposes the proposed trails and green space corridors have been identified by Route designations and their purpose and description given below. Also note that the interconnection of north/south corridors and east/west corridors promote the creation of short neighbourhood loops which can be used by local residents for everyday walking and hiking.

Route 1 – Forest Hills Corridor

This route connects the area known as the Moberly Extension to Forest Hills. It connects to Route 2, Route 12, Pow Rd Extension and McFarland Rd. Doing so provides a loop from Pixie Beach Conservation Area via public right-of-ways to the McCreight Road End.

#### Route 2 – Spion Kopje Trails

This route provides access to the proposed Spion Kopje Conservation Areas and connects with Route 1 and Route 12.

#### Route 3 – Postill Orchard Corridor

This route follows a natural gully and provides an East/West connection from Route 4 and Route 12 to the foreshore. This route has been identified as an important wildlife corridor in the area.

#### Route 4 – Barkley Rd. Corridors

This series of corridors allow future access through the sub-dividable large property holdings both east and west of Barkley Rd. itself. The corridors connect to Route 8, Route 7 and Route 6.

#### Route 4A

This is an east/west corridor that connects Route 4 and Route 12 and acts as a wildlife corridor.

#### Route 5 – Kopje/ Commonage Rd Loop

The corridors provide access through the large holdings on the south End of Commonage Rd and connect Kopje Regional Park, the proposed Kopje Foreshore Walk and the Whiskey Cove Road End.

#### Route 6 – Glacier Glades Trails

The trails provide access to the proposed Conservation Area known as Glacier Glades and connect with Route 9 and Route 12.

#### Route 7 – Kopje to Glacier Glades Corridor

This east/west corridor provides another vital wildlife corridor and connects Kopje Park and Glacier Glades Conservation Area. Also connected to this corridor are Route 4, Route 5 and Route 8.

#### Route 8 – West Barkley Corridor Extension

Extends the Barkley Corridor network Route 4 through large holdings between Commonage and Barkley Rds. Connects Route 7 to Route 10.

#### Route 9 – East Barkley Corridor Extension

As with Route 8, it extends Route 4 corridors. It connects Route 4, Route 6 and Route 11.

#### Route 10

This corridor connects Route 8 to Route 9 and allows access, via public roads and right-of-ways, to Gable Beach and Toby Road Ends and the proposed Foreshore Walk between them.

#### Route 11 – Coral Beach Corridor

This corridor connects the End of Route 9 to the foreshore and Coral Beach Park.

#### Route 12 – Ellison Ridge/Canada Trail

This upland trail route connects to the Canada Trail network.

Foreshore Walks – It is proposed that key strategic areas of shoreline be set aside as foreshore walks i.e. the public land would extend above the high water mark for a brief interval and thus providing an unencumbered public walking area along the foreshore. At present there is only one such area available, that being between Gable Beach and Toby Road End and partially beyond. Future foreshore walks, as indicated on Map 1, would be acquired through development proposals. The principals involved with the creation of foreshore walks would be :

1. Connect adjacent foreshore parks or road Ends
2. Preserve the foreshore habitat

Conservation Areas – It is felt vitally important at this point in history to designate and preserve key areas both as intact eco-systems and as future green spaces. This is vital from an environmental perspective but also affords the future potential of carefully designed hiking and walking trails. Two major upland areas are considered;

1. The Crown Land area NW ¼ Sec 4, Twp 14, known as Glacier Glades. This area is readily accessible and a favourite hiking area for area residents. This parcel is part of a 234 hectare grazing lease which expires August 2005.
2. Spion Kopje. E½ of SW ¼ sec.33, Sw ¼ Sec34 and SE ¼ Sec.34, Twp 20. These parcels are presently under a 314 hectare map reserve for environmental, conservation and recreational purposes (LWBC File 3400307). This is a dominant and distinct feature of the area and contains steep rock promontories. It is proposed to link the Recreation Reserve on the west side of Wood Lake across Spion Kopje and into the Carrs Landing Sector area by designating these Crown Lands as Conservation Areas.

In addition key foreshore areas should be considered for conservation area status.

1. A conservation area on the foreshore should be designated between the Gable Road End and the Toby Road End and the public foreshore area

beyond. This is a brief piece of shoreline in public hands and considered to be a Kokanee spawning area.

2. The foreshore walks north and south of Kopje Park, designated under Map 1, should become conservation areas. These foreshores are on either side of the wildlife sanctuary located on Grant Island and by designating these foreshores as conservation areas, foreshore activity can be more closely controlled in this sensitive area. These areas are, at present, under private ownership.

If the areas designated come under an Aboriginal Land Claim and subsequent jurisdiction, the Municipality should attempt to negotiate a lease arrangement for the purposes outlined above.

Objectives:

- Provide specific guidance for the implementation of the Parks and Recreation Master Plan 2000 in the Sector Plan area with regard to parklands and trails
- Designate future green space corridors and areas.
- Identify existing trail and hiking patterns.
- Identify parkland ecosystem areas for preservation
- Require future development proposals to give up park space areas in a manner that is consistent with the Sector Plan rather than in random fashion.

Policy:

- An integrated and connected system of green space corridors will be developed according to the Appendix contained within the Sector Plan
- Although ALR holdings are not included in the plan, should such properties become rezoned and submitted for subdivision, then the green space corridor plan would come into effect and with the same criteria as applied to other subdivision plans.
- Vital or rare ecosystem areas will be identified and marked for preservation. See Map 1. The District will seek the approval of the Province through Land and Water BC and pass enabling bylaws to designate and zone these areas as Conservation Areas.
- A trails system shall be allowed through the green space corridors.
- Existing trails that are on public land will be delineated (marked) and improved ( joint ventures with community groups and the District). If these trails pass through or adjacent to agricultural land then signage should inform the public to this effect and request due consideration.
- Any road upgrades or new construction should incorporate either a bike path or paved shoulder on at least one side. Attention should be paid to enhance roadways that act as connections between trails and destination points such as foreshore Parks and Road Ends

### Benefits of the Policy

- Green space corridors will provide avenues for trail creation.
- Green space corridors will act as buffers to development, thus helping maintain the form and character of the community.
- Green space corridors will act as buffers between differing land uses.
- Green space corridors will act as bio-filters helping to mitigate the effects of urbanization.
- The corridors act as paths for wildlife to pass through the community.
- Ecosystem preservation will benefit the environment and the community as a whole

## **Road Ends/Foreshore Access**

### Discussion

When asked if given additional available funds, whether they would prefer improving existing park facilities or add new park space, Carrs Landing residents indicated they would like to upgrade existing park facilities by 66.7% vs. 15.6%. However the same residents in both surveys indicated they wanted improved access to the Okanagan Lake foreshore (51%). Only about 2.0 Km of shoreline in the Carrs Landing Sector area, all in private hands, is left with subdivision potential. This area is in 5 major holdings. Therefore the available potential for foreshore property coming into the public domain is at best a total of 100m but this would not necessarily become available in one parcel. The result is that the Road Ends/ Foreshore access parcels and foreshore parks will remain the only inventory of public access to the water.

At present there are two developed foreshore parks within the Carrs Landing Sector Area – Coral Beach Park at the north End and located midway along the Okanagan Lake foreshore, Kopje Regional Park.

Coral Beach Park is not expandable and is a multi-use facility with a boat launch ramp, swim area, limited washrooms and tennis courts.

Kopje Regional Park is expandable in that there are large foreshore holdings on either side of it and were both the subject of a previous development proposals. Kopje Regional Park has a swim area, toilets, baseball diamond, parking and is the site of the Gibson House Heritage building.

Any increase in foreshore access for area residents will have to come about from balancing out the use of these two parks areas and increasing access by development of the remaining Road Ends/Foreshore Access parcels into Parks.

The major concerns of area residents with regard to the Road Ends:

1. Road Ends are being encroached upon by adjacent property owners
2. Road Ends are being used as dump sites
3. Most of the Road Ends are unmarked and therefore unknown as an available public access to many residents

The development of Road Ends into Parks should be according to a plan outlined at the End of this report. The development criteria would be based on present usage, access, topography, costs and environmental impact. A graduated development of designated Road Ends would allow the Municipality to stay within operating budgets, observe usage and determine appropriate development in the future. Within this Appendix, certain Road Ends or parts thereof can be designated as “dog parks” to address the concerns or requirements of residents.

### Objectives

- Protect existing Road Ends from encroachment and abuse
- Prioritize Road Ends as to future potential and usage as per Appendix A
- Relieve pressure on existing foreshore parks
- Increase public access to the foreshore

## Policy

- All existing Road Ends shall remain in the public domain.
- Enforce bylaws with regard to dumping and encroachment
- Future Road Ends shall be chosen on the basis of consistency with the green space corridor plan
- Identify Road Ends that are suitable for development/enhancement as park spaces and develop them according to Appendix as demand warrants
- Increase public awareness of public foreshore access by signage, notices

## Benefits of the Policy

- Protect Road Ends as a vital community resource
- Increase the amount of accessible waterfront in the public domain
- Maximize the potential of Road Ends designated for Enhancement or Development.
- Preserve foreshore habitat in areas designated as Undeveloped
- Decrease vehicle traffic by providing foreshore access to closer to residents
- Provide destination points for trails through east – west green space corridors

## **Parks and Recreation Facilities**

### Discussion

Carrs Landing area residents felt that, by and large, they were well served by existing park facilities but would like to see them improved or upgraded. The two major park facilities in the Sector area are Coral Beach and Kopje Regional Park. An interesting phenomenon exists whereby in peak summer months Coral Beach Park is heavily utilized and Kopje Park is perceived to be under – utilized. It was felt by residents that efforts be made to encourage greater use of Kopje Park.

A concern of residents was the rudimentary nature of the sanitary facilities at both Kopje and Coral Beach Parks. As well there are concerns that existing facilities will become overloaded with any significant population increase in the future.

Coral Beach Park is the only park in the sector that it includes a playground for children. Residents feel that another playground should be provided in the Sector. It is recommended that the ideal location for another playground would be Kopje Regional Park.

There is modest support for a community centre in the Sector Area. The District should in the future provide support for a community initiative to establish a community centre. A possible site for this could be the Terrace View Park property.

Also to be considered would be the inclusion of a “community component” to a commercial retail development proposal in the Sector area.

### Objectives

- Bring Coral Beach and Kopje Parks in line with existing and future sanitary standards.
- Balance out utilization of existing parks and reduce congestion at Coral Beach
- Absorb future growth by developing local Road Ends
- Reduce traffic and parking requirements by use of local Road Ends and Parks

### Policy

- Upgrade Coral Beach and Kopje Park sanitary facilities to a higher standard.
- Install/ upgrade playground facilities at Kopje Regional Park
- Develop Terrace View Park for a community centre .
- Increase Kopje Park by parkland dedication in conjunction with an future subdivision initiatives for the properties immediately north or south of the park. This should include extended public shoreline utilization.
- The District of lake Country insure environmental protection of the sloped area on the portion of property immediately south of Kopje Regional Park and the Grant Island bird habitat situated offshore of the park area.
- Develop Road Ends for safe public access as demand warrants

### Benefits of the Policy



- Improve overall experience of park users.
- Preserve significant foreshore habitat and sanctuaries.
- Absorb future growth by distributing demand and reducing impact in one particular area.
- Reduce the need to use motor vehicles to access park facilities.
- Reduces impact on adjacent property owners of existing parks by reducing load

## **Boat Launch Ramp**

### Discussion

It was felt by the focus Group to make this an issue of itself due to the impact it had on other Parks and Rec issues. It is also a topic of much debate. 54% of residents stated they wanted improved or additional boat launch facilities. At present there is only one such facility in the Carrs Landing area, at Coral Beach Park. The ramp there has very limited parking and is of a steep grade. Many residents use the launch ramp at Okanagan Center Safe Harbour ( 22%). Support for an additional boat launch site include non-boaters who wish to see congestion relieved at Coral Beach Park. The focus group undertook a study of potential boat launch sites and concluded by all the criteria applied that R.S. Marshall Park was the most suitable site for a launch site within District jurisdiction.

At present a proposal and application for tenure on this site has been made by the Lake Country Sail and Boating Association. The Parks and Recreation Master Plan also refers to this and recommends support. The Parks and Rec Focus Group have reviewed the proposals to date and support this proposal under some conditions:

- Provision is made for the public access to the boat ramp when the sailing Assoc. activities are not taking place
- The ramp be restricted to non-powered craft
- Parking is reduced to allow more green space and better positioning of the Assoc. compound.

While not serving the boating community as whole, having a location for non-powered craft to launch and recover would reduce their need to use existing facilities and provide some relief for those sites.

### Objectives

- Reduce congestion at Coral Beach Park
- Reduce risk potential from having a launch ramp at a multi-use facility.
- Absorb increased demand for launch sites from future growth

### Policy

- If Marshall Park is to be or remain a non-motorized launch facility, it is recommended that an additional site be identified for future development as a dedicated boat launch site. The criteria for this site would be maximum safety and utility as a launch site with a minimum of impact on the foreshore and neighbouring residents.

### Benefits of the Policy

- An additional boat launch site reduces conflict with other foreshore uses.
- An additional boat launch site will reduce congestion at existing facilities

**Road End/Foreshore Crown Access**  
**Worksheet**

***Identifying Name of Parcel:*** Juniper Cove  
Road adjacent to Lot 6&7, Plan 24099, Sec.20,TP 14, ODYD

***Location:***  
Between lot 6 and 7 in the Juniper Cove subdivision  
***Size:*** 80.7 m foreshore frontage, avge depth of property 140m

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:***  
Very steep hillside, then levels out close to the beach where dirt roadway is used by neighbouring property owners to access their property.

Include unique features

***Access:*** By water, via beach walking, or if you are part mountain goat, from the top of the access which is located on Juniper Cove Road then straight down the hillside.

***Vegetation:*** Native trees and vegetation

***Present Uses/Misuses:***  
Used by neighbouring property owners for parking cars, boats and personal property. Used as a destination by some (who know of the location) when walking the beach.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

***Park Development Potential:*** Enhanced

**This site would be suitable for a small marine park with buoys, signage on the foreshore describing its use ( this was also suggested by the CLC&RA in their park development plan a number of years ago.) picnic table and or bench on beach.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

***Timeline:*** 5-10 yrs

Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:*** Because of the site location and access, any further enhancement of the site might be a concern for the parks department to maintain the site

## Road End/Foreshore Crown Access Worksheet

**Identifying Name of Parcel:** North Coral Beach Access  
Road and Lot A, Plan 18054, Sec.17,TP 14, ODYD

**Location:**  
North End of the public portion of Coral Beach Road, west side of road  
**Size:** Shoreline 40.5m, avge depth of property 25m

Under *Size* include foreshore frontage in meters

**Topography/Description of Site:**  
Signed public access, covered refuse container, wooden bench, rock stairway path to beach, fence installed last year by DLC on the north side of road End, fencing on the south side along with landscaping, storage of 45 gallon drums( all encroachments by property owner to the south), 2 benches provided by the DLC were installed last year above the high water mark on the beach by volunteers and the CLC&RA, large rock outcropping on the south side of the site, native vegetation, small rocks on beach.

Include unique features

**Access:** Coral Beach Road

**Vegetation:**  
Fir, Pines, Douglas Maple, Snow Berry, Saskatoons, Oregan Grape

**Present Uses/Misuses:**  
Encroachment by property owner to the south with landscaping, fencing, storage of 45 gallon drums. This site is used by area residents for swimming, pet beach, sitting, and access for walking the foreshore.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

***Park Development Potential:***

**This site has been enhanced in the last few years with signage, rock stairway, 2 benches, limited parking on Coral Beach Road,**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

***Timeline: 5-10***

Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:***

**The enhanced development of this site has been received well by neighbouring property owners, area residents use of the site include pet beach, swimming, sitting, access to the beach for walks on the foreshore. Further development of the site as use increases might be seasonal toilet facilities(portable type) and picnic table.**

## Road End/Foreshore Crown Access Worksheet

Identifying Name of Parcel: **South Coral Beach Access**

Road & Lot 9, Plan 31431, Sec.17, TP 14, ODYD

***Location:***

**South End of Coral Beach Road**

***Size:*** Foreshore 20.34m, depth to road 50m

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:***

Signed public access and covered refuse container on Carrs Landing Road, moderate dirt trail to beach, numerous fallen trees near the beach, small amount of surface water draining to beach on the north side, old building material(boards) on the north side near beach, fencing installed on the south side of this access by the property owner to the south, bench installed last year on the beach(provided by DLC and installed by volunteers), buoy off shore(ownership?)

Include unique features

***Access:*** Maki Road Trail and south End of Coral Beach Road (there is signage marking this public access at the top of the road End)

***Vegetation:*** pines, snow berries, saskatoons, rosehips, oregan grape, arrowleaf balsam root, douglas fir, cottonwoods

***Present Uses/Misuses:***

Yard waste and driveway crossing at the top of road End, storage of old building materials(boards) near the beach on the north side(finding the property pin would be helpful), numerous trees have been cut down(five were cut down a few years ago and three this year) it would appear that the property owner to the south did the logging, surface water drainage to the beach(north side), used by local residents for swimming, sitting, and part of a walking trail system to access the foreshore.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

***Park Development Potential:***

**This site has been enhanced in the last few years with a signage, trail, bench at beach, there is some parking on Coral Beach Road.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

***Timeline: 0-5 to remove encroachments and clean site***

Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:***

**This access has been well used since it was enhanced, by area residents as part of a trail system to access the foreshore for swimming, walks and connecting to the Maki Road Trail. Trail maintenance has been by volunteers and the Carrs Landing Community and Recreation Association.**



## Road End/Foreshore Crown Access Worksheet

***Identifying Name of Parcel:*** Gable Beach and Toby Road End

***Location:*** Carrs Landing Road Road & Lot 2, Block 39. Plan 712, Sec 17, TP 14 ODYD

***Size:*** 110m shoreline Gable to Toby, max. property depth 40m @ Gable Beach

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:***

Public Beach Access from Carrs Landing Road, some vegetation, native plants and trees, as well as grassland adjacent to neighbouring house (rear). Two picnic tables which are secured to the ground, both of which have suffered a small amount of graffiti. There is a small floating dock in the water, along with a red buoy. Presently there are 4 picnic chairs which have been left on the beach, this must have been recently as the chairs are in good repair, and probably think they are the property of the household at the rear of the park. See pictures for a clear identity of the site.

Toby Road End is virtually being used by the householders adjacent to the property, as access and for parking as well as a dumping area. There are presently no clear markings to identify this as public access, and the one sign on the foreshore is partially hidden by overgrowth and dumped objects. See photos.

*Benches and waste receptacle at Gable, bench at Toby*

Include unique features

***Access:*** Gable road is accessed from Carrs Landing Road, while Toby Road End is accessed from Gable Road.

***Vegetation:*** Natural plants and trees, and some planting (garden) which encroaches on the public access property (see photo). A large and unique stand of Cottonwood trees is near the shoreline to the north by Toby Rd End.

***Present Uses/Misuses:*** It would seem that the Gable Road is and has been used for boat launching very recently, and is used as a sitting area by local residents. There is a white pipe which surfaces at the End of the grassed area, and at the time of viewing was Ending out quite a large amount of water, making the ground around very soggy. This pipe is adjacent to the concrete barriers. There is also a man-made stone surround fire pit on the

property (see pictures). The neighbour to the north (or right of the property has encroached on the public land with his dock, boat etc., (see identifying pictures). It would seem that both properties Gable and Toby Road End have been and are still being used by the adjacent property owners, with pump houses boat structures etc., At the time of viewing we were not sure of the size of the area, but we did notice that further along the beach which we know is public, several trees have been planted.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

***Park Development Potential: Recommend Enhanced Development***

**Both these areas could be used as public parkland with access to the lake, Gable Beach seems to be presently used by locals, however Toby Road End would need to be identified as a public access, and some clearing would be required with the overgrowth, and the dumping. In the not to distant future looking at the growth in the area, there could be a need for public toilets in the Gable Beach area, along with drinking water (i.e. fountain). If the Toby Road End access is activated, there could also be a need for a bench in the area along with a closed garbage can. Though it should be noted that there is limited parking in that area at the Toby Rd End, so it would be more of a walk to access**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables, grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

***Timeline: 0-5 years***

Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:*** Both of these parcels are part of the only public section of foreshore in the Carrs Landing Sector area. As such they provide key access to the foreshore and anchor one End of the foreshore parcel. This 330m foreshore parcel is identified in the Sector Plan for consideration to become a Conservation Area.

**Road End/Foreshore Crown Access**  
**Worksheet**

***Identifying Name of Parcel:*** Carrs Landing #2 Road End and Park

***Location:*** Between Lot 3 and Lot 4, Plan 38809, Sec.8, TP 14 O.D.Y.D.

***Size:*** Combined foreshore frontage of 38m x avge depth of 33m

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:***

A short, steep slope from the road and then a gradual grade to the foreshore, 5% or less. The property has dense thickets of bushes intermixed with open grass areas. The beach is small round washed pebbles and reasonably level with a gradual increase in water depth.

Include unique features

**Access:**

Carrs Landing Rd.

**Vegetation:**

Thickets include balsam arrowroot, Oregon grape and wild roses. Trees on site are ponderosa pine, cherry and a large willow tree near the foreshore

***Present Uses/Misuses:***

There is very little use of this site. There is a log on the beach which has been placed to allow people to sit there.

A culvert channels water from the ditch across Carrs Landing Rd. to the property

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

## **Park Development Potential: Undeveloped.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

### **Timeline:**

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Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:*** As evidenced by the extensive vegetation, this property absorbs a great deal of water run-off from the surrounding area and the hillside behind. As such it performs a vital role and should be left in its natural state.

**Road End/Foreshore Crown Access**  
**Worksheet**

**Identifying Name of Parcel: McCreight Road End**  
Road between Lot11 & 12, Plan 525, Sec.32, TP 20, ODYD

**Location:** Junction of McCreight Rd. and Carrs Landing Rd

**Size:** Foreshore frontage 65.1m, property depth 114.7m

Under *Size* include foreshore frontage in meters

**Topography/Description of Site:** The site has an initial moderate grade at the top, an intervening steep grade that levels out onto an area adjacent to the water. The beach is pebbles and rock on shore turning to sand. There is a track that leads down to the flat area from the laneway off McCreight Rd. that is easily negotiable by ATV or Bobcat type equipment.

Include unique features

**Access:** By road and laneway from McCreight Rd. There is no parking area at present but room for some at the top of the track.

**Vegetation:** Natural grasses occur along the upper portion of the parcel and the slopes. There are water dependent grasses on the flat area next to the water. A stand of birch and willow trees grow at the waters edge. At the top of the parcel are some abandoned fruit trees.

**Present Uses/Misuses:** There is a pump house at the north corner of the parcel used by a local water society. The storm drainage for the Forest Hills development as well as Lakepine and Moberly Rd is routed to this site where it is controlled by a municipal installed catch basin. The site is used by neighbouring residents for beach access. There are some canoes and dinghies left on the site. There is debris derived from adjacent property construction, maintenance work on the pump house and other litter in the form of plastic and steel 45 gal. drums

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments

*Park Development Potential:* **Initial development can be Enhanced and taken further if demand warrants. This parcel is suitable to be Fully Developed.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

*Timeline:* **5-10 years for Enhanced, +10 years for Fully Developed. Perhaps coincide with any development of housing in the Moberly Extension area.**

Estimate Only – 0-5 years, 5-10 years, +10 years

*Discussion:* This parcel has excellent potential for Full Development. It has a level foreshore area, good access and is geographically located a reasonable distance from any other Park sites or developments. There is a substantial population density immediately above this site in the Moberly/Lakepine Rd areas.

There is space for adequate parking.

A joint venture for stewardship could be considered with the Society which operate the pump house.

**Road End/Foreshore Crown Access**  
**Worksheet**

***Identifying Name of Parcel:*** Pixie Beach Road End

***Location:*** Between Lot 8 and 7, Plan 12231, Sec.29 , Tp 14 O.D.Y.D.

***Size:*** 20m foreshore x avge depth 42m

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:*** Moderate slope to the foreshore approx. 10%

Include unique features

**Access :** Pixton Rd

**Vegetation:** *One willow tree near foreshore and grass on the remainder of the property.*

***Present Uses/Misuses:***

The driveways to Lot 7 & 8 occupy the upper portions of the property This was done with permission of the District as it was felt it improved overall access an stabilized the upper slope of the property.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

## **Park Development Potential: Undeveloped.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

### **Timeline:**

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Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:*** The District long range water plan identifies the need for a pumping station for WOCWS in the Carrs Landing area. This property may be needed for this purpose.

Because the Pixie Beach Conservation Area is close by, there is no need or demand to develop this property



**Road End/Foreshore Crown Access**  
**Worksheet**

***Identifying Name of Parcel:*** Whiskey Cove Road End

***Location:*** Old Lot 2 Plan 4185, between Lot 8 &9, Sec.8, TP 14, O.D.Y.D.

***Size:*** Foreshore frontage 60.38m x avge depth 101.7m

Under *Size* include foreshore frontage in meters

***Topography/Description of Site:*** The property is unique in being virtually level. The foreshore has a shallow beach with a very gradual increase in depth. The beach is made up of small round washed pebbles, easy to walk on

Include unique features

**Access:** *Whiskey Cove Rd.*

**Vegetation:** Low scrub and bushes and some grasses.

***Present Uses/Misuses:***

Lot 9 to the south uses the property for its driveway access which bisects the property and swings to the south Lot 9.

An irrigation pumping station and pipeline are on the north edge of the property.

The property is sometimes used for the launching of canoes and kayaks. Its gradual beach grade makes it ideal for this.

Including encroachments, dumping, existing structures such as pump houses, sewers, septic, drainage ditches for upland developments.

**Park Development Potential: Enhanced.**

- 1) **Undeveloped** – left in a natural state with no encroachment tolerated. Limited access.
- 2) **Enhanced** – Improved access as required. Some facilities such as limited parking, waste containers, tables grass cutting.
- 3) **Fully Developed** – Full park status with toilets, waste containers, tables, parking & Required structures

**Timeline: 5-10**

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Estimate Only – 0-5 years, 5-10 years, +10 years

***Discussion:*** Whiskey Cove Road End has excellent park development potential but its close proximity to Kopje Regional Park makes this in some ways superfluous. However since Kopje does not permit animals, Whiskey Cove is an excellent choice as the local dog park in a similar manner as N. Coral Beach.

Whiskey Cove is also suitable for the hand launching of small craft such as canoes or kayaks. There is plenty of parking space on the site due to the level grade of the property.

## **Environment Focus Group Overview Report**

### **Background**

The Environment Focus Group was formed by the Steering Committee of the Carrs Landing Community Recreation Association (CLCRA) to investigate and discuss issues relating to the natural and cultural environment and to recommend policies and procedures to protect and enhance the environment in the Carrs Landing Sector Area.

A survey conducted by the CLCRA in Oct. 2002 among Carrs Landing residents revealed a number of environmental issues of concern. These included:

- Lakeshore preservation and restoration of shoreline ecosystems.
- Prevention of septic waste going into lake.
- Ensure that fences & docks do not obstructing the foreshore below high water level
- Light pollution with growing number of lights being installed on docks & wharves.
- Promote responsible boating and other forms of water recreation.
- Establish and retain wildlife corridors.
- Conservation of wildlife through preservation of habitat, particularly shorelines, wetlands, coniferous forest, rocky outcrops & grasslands.
- Promote the use of native plants for landscaping as attraction to wildlife.
- Coexistence of residential development with agriculture.
- Concern about the proliferation of deer fences and their impact on wildlife.
- Restrictions on wood burning, both agricultural and residential.
- Consultation and education between Orchardists and their residential neighbours regarding farming practices (including pesticide use) to minimize agricultural conflicts including spraying & noise.
- Encourage organic farming and domestic gardening.
- No clear cutting - the area directly across the lake is a constant reminder, day & night.

Recently, (Nov. 2005), a survey of residents of the sector plan area responded to specific issues as follows: (371 responses were received.)

- The natural environment of Carrs Landing (e.g. fish wildlife, and bird habitats) should be enhanced and protected by legislation. 86.5% agreed, 10.2% disagreed and 3.2% had no opinion.
- The sector plan should support and promote environmentally sound farming practices. 89.3% agreed, 5.6% disagreed and 4.6% had no opinion.
- Environmentally sensitive areas should be inventoried and protected from incompatible development. 84.1% agreed, 11.3% disagreed and 4.6% had no opinion.
- The sector plan should promote the protection and establishment of wildlife corridors connecting lakeshore, parks, open spaces, and wildlife habitat areas.

- Environmental awareness and stewardship should be promoted through initiatives such as Environmental Watch Neighbourhoods. 73.3% agreed, 19.9% disagreed and 6.7% had no opinion.
- Public access to the lakeshore and other natural features should be promoted where feasible and not detrimental to the environment. 93% agreed, 5.6% disagreed and 1.3% had no opinion.
- Lakeshore ecosystems (e.g. Grant Island gull sanctuary) and all watercourses should be preserved in their natural states. 90.8% agreed, 7.5% disagreed and 1.6% had no opinion.
- The sector plan should include recommendations to protect air quality. 84.4% agreed, 10.2% disagreed and 5.4% had no opinion.
- The sector plan should discourage “light pollution” (i.e. unnecessary and excessive use of lighting) so as to maintain the rural aesthetic. 72.0% agreed, 24.8% disagreed and 3.2% had no opinion.
- Okanagan Lake water quality is a serious community issue and should be considered in all zoning and development decisions. 94.9% agreed, 4.0% disagreed and 1.1% had no opinion.
- Xeriscape (drought-tolerant) gardening and other water conservation measures should be promoted in the sector plan to conserve water. 82.4% agreed, 14.6% disagreed and 3.0% had no opinion
- Alternative sewage treatment technologies (e.g. composting toilets and treatment systems) should be considered where appropriate. 85.5% agreed, 7.5% disagreed and 7.0% had no opinion

The Environment Focus Group proposes the following priorities for action under this plan:

- 1) Protection of the natural environment for future generations and preservation of wildlife habitat, especially the sensitive lakeshore ecosystems.
- 2) Promote the protection and establishment of wildlife corridors in concert with walking/hiking trails.
- 3) Promote dialogue between the agricultural and residential sectors of the community to mitigate contentious issues.
- 4) Ensure that responsible public access to the lakeshore and other natural features is not unreasonably impeded.
- 5) Protection of Okanagan Lake water quality by prevention of septic waste and residential and agricultural chemicals getting into lake.
- 6) Environmentally sensitive areas and species should be inventoried.
- 7) Discourage shoreline “light pollution” by regulating quantity and intensity of dock and landscape lighting.
- 8) Protect air quality by promoting alternatives to agricultural burning and discouraging the use of wood burning stoves and home heaters.
- 9) Promote water conservation through the promotion of Xeriscape (drought-tolerant) landscaping and other measures.

**CARRS LANDING SECTOR PLAN**  
**INFRASTRUCTURE FOCUS GROUP OVERVIEW**  
**REPORT**

The infrastructure focus group was formed by the steering committee of the Carrs Landing Community Recreation Association. (CLCRA)

CLCRA had accepted the responsibility of preparing the Sector Plan for the Carrs Landing Area. The area was expanded by request of resident in areas South of the Neighborhood Constituency Boundary.

Two surveys were distributed during the process to all affected residents and formed the basis of discussions and investigations regarding issues for the Plan Area.

Public meetings with residents invited responses to already identified issues and also invited additional recommendations or concerns for consideration.

**ISSUES:**

- Potable water systems
- Firefighting water fire flow
- Metering of water consumption
- Surface water drainage
- Sewage collection and treatment
- Carrs Landing road
- Barkley Road extension
- Emergency services

These issues have been reviewed, analyzed and verified by the focus group and recommendations are attached.

## **CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP**

### POTABLE WATER OWNERSHIP AND OPERATION

Discussion: The area is serviced by a multitude of systems, which are to a great extent owned by private operators. District of Lake Country (DLC) has started to take over systems that requested takeover. Profit margins of potable water systems dwindle over time when the equipment requires upgrades or replacements. Traditionally, operators do not provide for adequate financial reserves for replacement of aging equipment.

McCreight, Pixie Beach and Coral Beach are currently owned and operated by DLC. The balance of the Sector Plan Area is owned by private operators or is an individual homeowner operated service.

Current policies of DLC state that DLC will contemplate accepting water systems provided that there be no capital outlay for the acquisition and the existing owner requests the transition of ownership. Considering that all private systems currently in operation are constructed at different times and to different standards, DLC will have to appraise each system for level of operation and repair or restoration requirements prior to deciding to accept the system under the Municipal umbrella.

WOCID water system is supplied mainly from natural water reservoirs located east of the Winfield area. This resource is limited and with the recent drought periods is under pressure to adequately supply the system. It is recommended that the supplementary source from the “Hiram Walker system” (Lake Okanagan) be brought into operation to reduce the dependency on the eastern natural reservoirs.

Objectives: To establish a well engineered and properly operated potable water system that will ensure a long term reliable supply of good potable water.

Policy:

- ❑ DLC to make concerted effort to purchase or accept responsibility for private utility systems and to incorporate these acquired systems into the municipal operations.
- ❑ DLC to undertake a Master Water Plan.

Survey Question    DLC to acquire private water systems and operate?

IN FAVOR	NOT IN FAVOR	NO OPINION				#
			<b>FOR</b>		NO OPINION	
233	115	23	<b>63%</b>	<b>31%</b>	<b>6%</b>	#30

## **CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP**

### FIREFIGHTING WATER FIREFLOW

Discussion: Presently in most of the Carrs Landing Sector Area the water supply to fire hydrants does not meet rural fire flow standards. Considering the Urban/Wildland interface and the dollar value of assets present in the area it is recommended that the system be upgraded to meet established standards.

Objective: In conjunction with the acquisition of the private water systems over time, the Focus Group recommend that DLC improve fire flow to meet rural (or ULC accepted) standards. This would reduce the anxiety level of the residents of the Plan Area and improve the capability of local fire departments to deal effectively with fire related emergencies.

Policy:

- DLC to improve the water supply system for fire fighting hydrants to meet rural fire flow standards, in combination with the acquisition of private water systems.

Survey question: Municipal water systems to meet DLC Fire flow standards?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			<b>FOR</b>	<b>AGAINST</b>	<b>NO OPINION</b>	<b>#</b>
296	47	28	<b>80%</b>	<b>13%</b>	<b>8%</b>	<b>#31</b>

## **CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP**

### METERING OF WATER CONSUMPTION

Discussion: At the public meetings held there proved to be strong support for metering and billing according to water consumption in the Plan area. Furthermore there seemed a concern regarding the agricultural consumption of potable water.

In discussions with the DLC it came to light that some of the cooperative water systems were originally put in place to supply growers with treated water. The municipality has a system in place to monitor the quantity of water used by orchards. Metering and billing per unit used would reverse traditional entitlement of growers to water supply in the Plan Area.

Since most of the area is serviced by private systems and only a small section by Municipally owned and operated systems the focus group had deferred recommending a policy for this issue. When additional water treatment systems are included in the municipal operations the issue of metering should be revisited.

Objective: The public expressed an interest in working towards a responsible management of a limited resource. The installation of water meters has proven that water consumption is reduced with the user's knowledge that size of monthly charge is related to quantity used.

Recommendation of a policy is deferred until all or most of Plan Area water systems are under the control of DLC. The committee is in support of metered consumption and recommends the Plan Area move in that direction when the entire DLC municipality is ready for metered water consumption.

Policy: NIL. Recommendation only.

Survey question: Municipal water connections to be metered?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			<b>FOR</b>	<b>AGAINST</b>	<b>NO OPINION</b>	<b>#</b>
199	159	13	<b>54%</b>	<b>43%</b>	<b>4%</b>	<b>#32</b>



# CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP

## SURFACE WATER DRAINAGE

Discussion: In order to gain an understanding of existing and potential surface water flows, an accurate plan has to be established. These flows may be in existing creeks, drainage channels and over land, resulting from runoff and/or heavy rainfalls.

Surface drainage in certain areas flow into and over road Ends prior to reaching the lake.

Increasing encroachment onto potential run off areas and further development in the region requires an accurate inventory of available lands for storm water flows.

Green zones set aside for the purpose of drainage may be used for recreation and environmental buffer zones.

Objective: To enable DLC to, based on established data, provide development regulations and prepare ditches, culverts, run off retention and overflow areas. This serves to minimize damage to developed lands and structures and to reduce lake contamination.

Policy:

- DLC to proceed with the preparation of a drainage Master Plan.

Survey question: DLC to prepare Water Drainage Master Plan?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			<b>FOR</b>	<b>AGAINST</b>	<b>NO OPINION</b>	<b>#</b>
291	38	42	<b>78%</b>	<b>10%</b>	<b>11%</b>	<b>#34</b>

# CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP

## SEWAGE COLLECTION AND TREATMENT

Discussion: The entire Plan area utilizes septic sewer systems. A number of areas are on a satellite system, which is a combination of various residential wastewater sites being treated in a collective septic system. The majority of properties are on individual septic systems.

In the past few years, changes in health regulations have increased the setback from the lake for location of septic systems for lakeside properties.

Enhanced treatment systems, although usually more expensive, are available on the market.

Quite a few new residents are moving from an urban area into the Plan Area and are not familiar with the operation and maintenance of septic systems, causing neglect and possible environmental problems.

Objective: Pending the possible installation of a municipal sewer collection and treatment system, use of satellite collection systems is recommended and preferred.

Policy:

- ❑ DLC to instigate a public awareness program regarding operation and maintenance of rural septic systems.
- ❑ DLC to approaching the local Health Unit regarding modification of the regulations affecting installation of enhanced treatment systems in Plan Area.
- ❑ DLC to promote satellite systems in development of high density housing areas.
- ❑ Sewer satellite installations to be integrated as part of DLC operated systems.
- ❑ DLC to set a high priority for improvements to sanitary sewer facilities.

Survey questions: #35 Satellite sewer systems to be promoted for new development?  
#36 Where possible integrate sewer installation into DLC system?  
#37 Municipal sewer installation a priority for waterfront properties?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			FOR	AGAINST	NO OPINION	#
317	23	31	85%	6%	8%	#35
307	51	13	83%	14%	4%	#36
286	70	15	77%	19%	4%	#37

## **CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP**

### CARRS LANDING ROAD

Discussion: Carrs Landing, the main artery serving all of the Plan Area, has been a concern for most residents. Issues raised are safety, road condition, maintenance and bylaw enforcement.

Objective: To improve the safety of the main artery serving the Plan Area.

Policy:

- DLC to improve Carrs Landing Road, where financially and technically possible.

Recommended improvements are:

- Pavement condition
- Shoulder condition
- Walk/Bike shoulders in certain areas
- Upgrading of major intersections

Survey questions: #38 Upgrades to CLR to be prioritized based on safety?  
#39 Bike and walk path to be included in upgrade to CLR?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			<b>FOR</b>	<b>AGAINST</b>	<b>NO OPINION</b>	<b>#</b>
317	43	11	<b>85%</b>	<b>12%</b>	<b>3%</b>	<b>#38</b>
300	68	3	<b>81%</b>	<b>18%</b>	<b>1%</b>	<b>#39</b>

## CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP

### BARKLEY ROAD EXTENSION

Discussion: A concern was expressed regarding access and exit into the Plan Area. In case of an emergency affecting Carrs Landing Road, the Plan Area may be isolated. With the impending housing increase north of the Plan area, it would be advantageous to improve traffic flow and an additional road through the Plan Area would be beneficial.

Objective: DLC to investigate the building of a by-pass into the Plan Area. To look at the long-term traffic impact for Carrs Landing Road, resulting from development north of Plan Area.

Policy:

- DLC to give priority towards crating a secondary access into and out of the Plan Area.

Survey question: High priority to secondary access into CL from Oceola?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			<b>FOR</b>	<b>AGAINST</b>	<b>NO OPINION</b>	<b>#</b>
215	122	34	<b>58%</b>	<b>33%</b>	<b>9%</b>	<b>#40</b>

# CARRS LANDING SECTOR PLAN INFRASTRUCTURE FOCUS GROUP

## EMERGENCY SERVICES

Discussion: Emergency preparedness and firefighting are maintained at a high standard in Plan area. We recommend that local emergency services be trained and equipped to the best possible standards, especially where Urban/Wildland Interphase fire fighting is concerned

Objective: DLC be able to respond and deal with emergencies in Plan area.  
Establish education of residents and visitors to the Plan Area regarding local bylaws and hazard conditions.

Policy:

- DLC to maintain local emergency response unit and fire hall.
- DLC to ensure that equipment and training are maintained to current or better standards.

Survey questions: #41 Police protection is currently adequate?  
#42 Fire protection is currently adequate?

IN FAVOR	NOT IN FAVOR	NO OPINION				
			FOR	AGAINST	NO OPINION	#
232	91	48	<b>63%</b>	<b>25%</b>	<b>13%</b>	#41
229	82	60	<b>62%</b>	<b>22%</b>	<b>16%</b>	#42

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CARRS LANDING SECTOR PLAN  
INFRASTRUCTURE FOCUS GROUP

**Feasibility study for Barkley Road Area**

There appears to be a desire for increased land use density, as expressed by the majority of landowners in the Barkley Road area.

As part of the Sector Plan preparation a survey of the Carrs Landing area was held in October 2004.

Specific question pertaining to Barkley Road area:

Survey question: Would you like to see increased density in the Barkley Road area?

Survey results were, 50% in favor, 32% against and 18% no opinion.

We request that the District of Lake Country conduct a feasibility study for the Barkley Road area, Sector Area 3, Map 5.0, Carrs Landing Sector Plan. Also refer to Map 7.0 .

Purpose of the study:

- a) determine the development goals and desires of area property owners
- b) determine if additional roads are required to meet future demand
- c) and if required, where should those roads, or road allowances, be located

Steering Committee

## **20. REFERENCES**

1. Development Cost Charge Bylaw #96-027 (1996) District of Lake Country
2. Home Occupation Bylaw #467 (2004) District of Lake Country
3. Official Community Plan 2001-2021 (November 2001) District of Lake Country
4. Oyama Sector Plan OCP Bylaw Amendment #144 (2004) District of Lake Country
5. Parks & Recreation Master Plan – District of Lake Country (1999) PERC Consulting
6. Satellite Sewer and Enhanced Septic Policy (2003) Director Engineering, DLC
7. Subdivision and Servicing Bylaw #97-139 (2000) District of Lake Country
8. The Greenspace Plan – Okanagan Centre and Pixton Road prepared by Okanagan Foreshore Study Committee for Regional District of Central Okanagan
9. Transportation Plan for District of Lake Country, Phases 1 and 2 (2003-2004) Creative Transportation Solutions Ltd.
10. Wastewater Management Plan, Stages 1, 2 and 3 (1998-1990) Associated Engineering (BC) Ltd.
11. Woodsdale Neighbourhood Plan (1999) TRUE Consulting Group
12. Zoning Bylaw #176 (1981) District of Lake Country
13. Ministry of Health Services, Sewerage System Standard Practice Manual (2005)