

**CTQ - #20021**

October 26, 2020

City of West Kelowna  
2760 Cameron Road  
West Kelowna, BC V1Z 2T6

ENGINEERING

PLANNING

URBAN DESIGN

**Attention: Ms. Carla Eaton, Senior Planner**

**RE: Sol-Aqua Terraces - Marina Proposal Rationale**

The proposed marina is a complementary component of the Sol-Aqua Terraces development on the West Kelowna waterfront. It adds a special amenity feature to the residential units that is in keeping with high quality and strategic location along Okanagan Lake. Furthermore, the proposed marina is not only a complement to the uplands development, it will also serve as a standalone operation and regional amenity. Although the marina operation and leasing will have a strong connection to the uplands residential development, it is also envisioned as a broader public amenity which would be available to all West Kelowna residents. In turn, the combined product translates into adding a prestigious value to the neighbourhood, economic impact to the community, and continued increasing profile of the City of West Kelowna. It is expected that a marina in this location could also ultimately complement a small agri-tourism opportunity on the adjacent agricultural land.

**The following rationale is offered for the marina at 2211 Campbell Road.**

## 1. Environmental

The proposal to construct a marina in the chosen location was subject to scrutiny by the two main approving government authorities, The BC Ministry of Forests, Lands, Natural Resource Operations and Rural Development, and Transport Canada. This involved careful study by environmental specialists in aquatic science, especially fisheries. The design of the elevated marina was conducted in collaboration with and oversight by Ecoscape Environmental Consultants of Kelowna. Construction of the facility will involve monitoring by Professional Biologists in accordance with Provincial Standards. To date, the proposed marina design has gone through the same rigorous review process that ensures all foreshore developments are adhering to high environmental standards which serve to protect aquatic values. As a result, preliminary approval for this marina has been provided by the Province. Remarks by the environmental specialists has suggested that the chosen site is one of the best sites in the area for a feature such as a marina, largely due to the absence of aquatic life and especially fish/Kokanee spawning along that foreshore. Nevertheless, it has been agreed that the facility will not include any boat launch, no watercraft maintenance, no fuel sales nor related retail and service activity, avoiding detrimental impact on the natural integrity of the lake.

## 2. Approvals by The Province and Transport Canada

Approvals have been granted by Provincial (MFLNRO) and Transport Canada/Fisheries and Oceans Canada Offices under their respective Acts, giving them authority to approve both lease/Crown land tenure and use for boat marina. Understandably, the approval is conditional upon Zoning being granted for the intended use by the City of West Kelowna. The development application to the City has requested a W3 Zone which will be modified to ensure only the permitted use of moorage of watercraft. The application for the proposed marina was subject to a full environmental assessment completed in 2014, and subsequently a series of applications that resulted in a Water Sustainability Act Section 11 approval. All levels of government have continued to grant extensions in support of the approval process with the City of West Kelowna.

Ecoscape Environmental Consultants have verified that their previous work will stand as is and does not require updates due to the conditional approval for the marina.

### 3. Size of Facility

The design of the marina/moorage facility constitutes four fingers extending out into the lake from the foreshore, a distance of approximately 130 meters. The zoned area will occupy the Crown Lease boundary surrounding the structure. The maximum amount of boat slips that have been approved by the Provincial and Federal authorities is 242. This constitutes the following approximate breakdown:

- 1 slip per Residential Unit at Sol-Aqua Terraces - 140 (include approx. 8-10% flex factor based on buildable area, or 150)
- Emergency watercraft – 4 (Includes RCMP, Fire, Rescue slips which will be officially posted for Emergency Use Only)
- Additional (1) slips for Luxury Units – 28
- 30 slips for Visitors (max 48-hour moorage as per Bylaw)
- 30 slips for Local Use and Future agri-tourism (includes disabled access for local users) (20+10)

### 4. Access/Connection to Residential

The existing driveway along the edge of the agricultural land will be used as a local pedestrian connection for the residents. This will result in zero impact to agricultural production or values on the site. This right of way can be formalized to further solidify protection of the agricultural values. Although the landside of the marina will not be required for vehicular or trailer parking, it should not preclude a small area for emergency vehicle drop-off and pick up, handi-dart transport for disabled water enthusiasts, or temporary parking of electric carts to transport supplies between the moored boats and the residential area above Campbell Road. The only area to be used would be in the vicinity of the heritage house and existing roadway so as to not compromise any additional farmland.

### 5. Campbell Rd Pedestrian Crossing

The movement of the Sol-Aqua residents using the marina below Campbell Road will warrant a pedestrian crossing in line with the above noted access road to the marina. The design and placement of such a feature would be subject to a “pedestrian warrant” study. This would include appropriate signage to alert drivers and control of speed along Campbell Road. Such a facility is used often including where pedestrians and golf carts cross roads within golf courses.

## 6. ALR Implications

The integrity of orchard lands near the marina site should be protected by posted signs and fencing, especially along the driveway leading down to the marina. The steep slopes leading down to the marina would naturally limit people from accessing the orchard area. The walkway and ramp leading down to the marina/moorage area would be fitted with appropriate gates to help control movement of the marina users.

It is expected that a non-farm use application to the ALC would be required to formalize the access/driveway through the ALR component of the site, which we will be happy to pursue following Council's consideration of the proposal. Furthermore, if the City and the landowners will consider an emergency access connection between the adjacent WFN and the ALR site, the ALC may request proper treatment of a gateway along that boundary to avoid any regular passage onto the ALR.

## 7. Parking

The marina will be a water-access only facility where boat launch will need to occur at other areas along the lake. This implies permanent or temporary parking or storing of trailers in the vicinity of the marina will not be permitted. Gated control can be installed at the top near Campbell Road and in the area where drop-off (disabled, etc.) near the marina may occur.

Parking of boat trailers, tow vehicles or boats can only occur in designated areas at the Terraces. The tenants/strata owners would be advised of the numerous other sites to store their trailers in West Kelowna. Joint use agreements can also be considered with property owners in other locations.

## 8. Private/Public Use (Includes Visitor /Temporary Moorage)

The proposal for this facility associated with tenancy/ownership at Sol Aqua Terraces should not preclude protecting some slips for public use. Moorage will be managed by signage, communication, and strict controls to avoid conflict. "Good Neighbour" protocol can be used to extend invitation to Casa Loma residents as a priority. This could also include registered passes for those residents.

## 9. Limited Use

The W3 Zone with text amendment has been suggested to limit any use that may be beyond the traditional moorage and risk contamination of the water.

## 10. Water Use Management

The small size of the marina and its proximity to the strata owners lends credibility to a closely managed facility. This would imply means to incorporate strata rules within the confines of Strata Bylaws for the Sol Aqua Terraces. Enforcement of water use, safety, environmental integrity, and standard boating operations would be undertaken by the Marina operator. This would also allow for close collaboration with the RCMP Lake Patrol, Community Association and other organizations that will help ensure sustainable use of the lake especially in the vicinity of the Casa Loma/Campbell Road neighborhood.

In conclusion, the Applicant views both the proposed Uplands residential development, as well as the development of the future marina as two separate but related development proposals, and as such, these two zoning applications are advanced as separate but related items. It is the applicant's view that both initiatives are intended to bring a wealth of economic activity to the area, and a great economic benefit to the City of West Kelowna and its residents. The ability to responsibly transform these lands and foreshore area into a quality residential address, complemented by a strong and desirable recreational opportunity will enhance the region's and municipality's reputation as a place to live, work and play.

Respectfully Submitted,

Sincerely,



Ed Grifone, MCIP, RPP, M. A.  
Senior Consultant (Agent)  
**CTQ Consultants Ltd.**