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CITY OF KELOWNA  
**MEMORANDUM**

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**Date:** November 1, 2007

**To:** City Manager

**From:** Planning and Development Services Department

**APPLICATION NO.** DVP07-0181

**OWNER:** City of Kelowna

**AT:** 550 Valley Road  
Fire Hall, Scenic & Valley Roads

**APPLICANT:** Ron Boyer  
Protech Consultants Ltd.

**PURPOSE:** To vary the front lot line setback requirement of Zoning Bylaw 8000 Section 16.4.5(b) P4 – Utilities Zone from 6.0 m to 1 m to allow construction of an above-ground pressure reducing station by the Glenmore-Ellison Improvement District.

**EXISTING ZONE:** P4 – Utilities

**REPORT PREPARED BY:** Corine (Cory) Gain, MCIP, CPT

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**1.0 RECOMMENDATION**

THAT Council authorize the issuance of Development Variance Permit No. DVP07-0181 for Lot 1 Section 4 Township 23 Osoyoos Division Yale District Plan 25285 located at 550 Valley Road, Kelowna, B.C.

AND THAT a variance to the following section of Zoning Bylaw No. 8000 be granted:

Section 16.4 P4 – Utilities: 16.4.5(b):

The minimum front yard is reduced from 6.0 m to 1.0 m for an above-ground pressure reducing station.

**2.0 SUMMARY**

The variance requested will allow the Glenmore-Ellison Improvement District (GEID) to construct an above-ground pressure (PRV) station on land owned by the City of Kelowna (Fire Hall at Scenic and Valley Roads) by way of a right of way negotiated by the Community Development and Real Estate Department. As the City of Kelowna will not allow above ground pressure reducing stations within the road right of way for insurance reasons and the need for above ground facilities has been established in this area of the Glenmore Valley, it is necessary for the facilities to be located on property adjacent to the road right of way. As such, the above referenced arrangements have been agreed to by the GEID and the City of

Kelowna. In order to facilitate the proposal a variance of the front yard setback requirements of the Zoning Bylaw is required.

### 3.0 BACKGROUND

The subject property is designated as Educational/Major Institutional in the Official Community Plan and zoned P4 – Utilities by Zoning Bylaw 8000. These designations are consistent with the use of the property for a fire hall. The zoning designation is also appropriate for the proposed GEID utility service installation.

The application meets the development regulations of the P4 - Utilities zone as follows:

CRITERIA	PROPOSAL	P4 ZONE REQUIREMENTS
Lot Area (m <sup>2</sup> )	N/A	N/A
Lot Width (m)	N/A	N/A
Lot Depth (m)	N/A	N/A
Setbacks		
Front Yard	1.0 m	6.0 m
Side Yard	N/A	4.5 m, except it is 7.5 m when adjacent to a residential zone.
Rear Yard	N/A	4.5 m, except it is 7.5 m when adjacent to a residential zone.
Building Height	3.84 m	10.0 m for principal buildings or structures and 23.0 m for accessory buildings or structures. There is no maximum height for mechanical structures.

The Glenmore-Ellison Improvement District reports that:

"The above ground facilities requirement has been supported by GEID's District Engineers. This requirement is for a number of reasons of which include:

- a) reduce the confined space access which is a WCB issues;
- b) due to the clay soils and high water table in the Glenmore area we have experienced water seepage into a number of existing stations resulting in replacement of works;
- c) below ground stations require increased safety measures and electrical hazards;
- d) below ground stations require increased general maintenance due to water seepage. This has become a budget issue; and
- e) Water discharge from the pumps creates a problem as there is a lack of storm sewers in many rural areas which means surface discharge becomes a problem."

The applicant has advised that the existing trees located to the north and south of the proposed building will remain and has undertaken to provide a vegetative screen behind the building to screen it from the fire hall located to the west on the subject property. The space between the road and the proposed building is inadequate to install a vegetative buffer. Further, such an installation would compromise access to the building.

3.1 Site Context

The subject property is located at the corner of Scenic and Valley Roads in the Glenmore Valley. It is the location of the Glenmore Fire Hall. Surrounding land uses are as follows:

- North - A1 – Agriculture
- East - A1 – Residential and agriculture
- South - A1 – Sports field
- West - A1 – Sports field and agriculture

3.2 Site Location Map - See Attachments 'A' and 'B'.

4.0 TECHNICAL COMMENTS

See Attachment 'C'

5.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

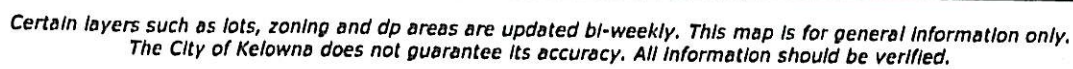
The proposed variance required for construction of a pressure reducing station by the Glenmore-Ellison Improvement District on the City of Kelowna's property located at 550 Valley Road is supported by the Planning and Development Services Department.

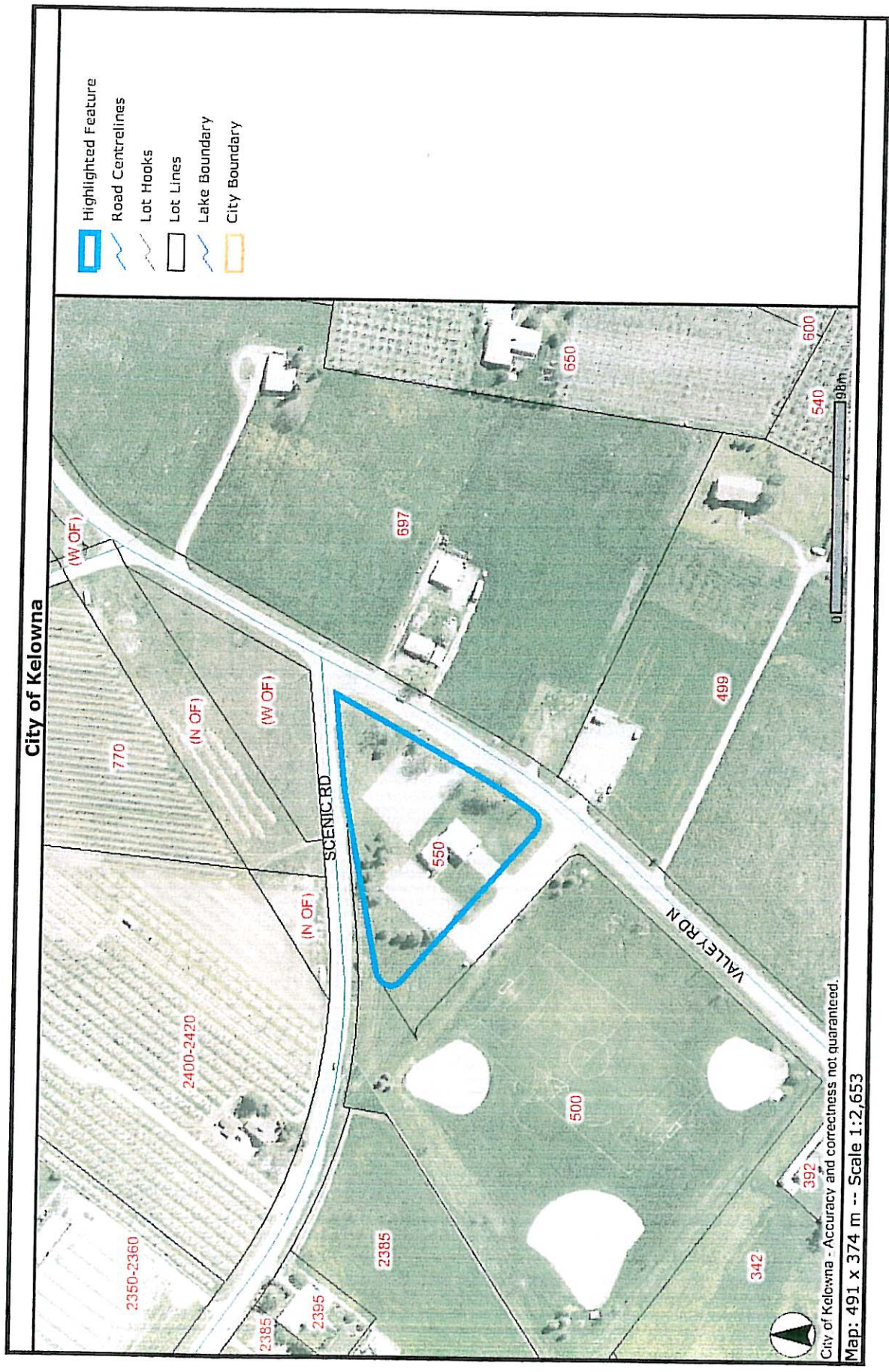
  
Shelley Gambacort  
Current Planning Supervisor

SG/cg

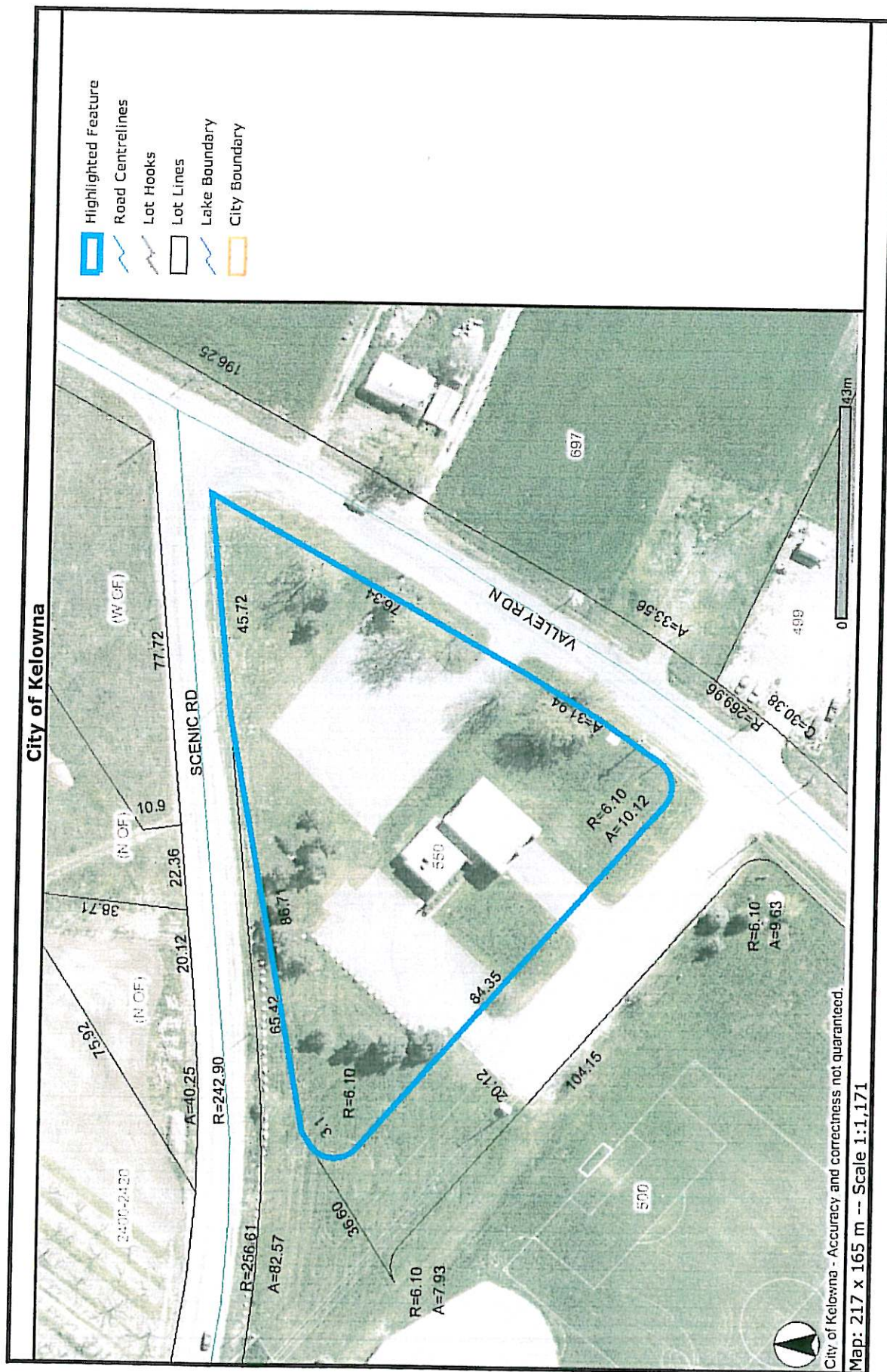
ATTACHMENTS

- A - Subject Property Map
- B - Zoning/Orthophoto Maps (2)
- C - Technical Comments
- D - Wingate Crossing, Scenic and Valley Roads, PRV Station – Site Plan (Drawing No. 6044-08 Rev. No. 1)
- E - Wingate Crossing, Scenic and Valley Roads, PRV Station – Details (Drawing No. 6044-07 Rev. No. 4)





This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



File: DVP07-0181

Existing Use:

Conform:

Proposed Use: above ground pressure reducing station

Proposed Lots: 1      Units:

Final Lots:      Units:      General Comment:

Remainder Lots:      ESA Remainder Comment:

Floor Space:      m2

Lot Size:      ha      m2

Front x Depth:      m X      m Irregular:

Development AreasZoning

Existing Zone: P4

# Lots: 1

Proposed Zone: P4

# Lots: 1

Fees

Invoice	Status	Date	Parameter	Fee	Charge
104164	Active	2007-07-30	Development Variance Permit		578.00
					578.00

File Progress

Step	Date	Comment
Application Accepted	2007-07-30	
Applicant Contacted Re Sign		
Application Circulated	2007-07-30	
All Agency Comments Received	2007-08-29	
E-Application Received	2007-08-01	
E-Report Sent to Planning	2007-08-17	Does not compromise W&U
Additional Info Required		
Additional Info Received		
Report Forwarded to Council		
Council Consideration		
Extension Application Rec'd		
Extension Rpt to Council		
Extension Council Consid		
Issuance of Permit		
Forwarded to L.T.O.		
L.T.O. Registration		
Renewal Applica. Rec'd		
Renewal Rpt to Council		
Renewal Council Consid		
File Closed		

File Circulation

Seq	Out	In	By	Comment
				B.C. Assessment Authority (info only)
				2007-07-30 2007-07-30
				Fire Department
				2007-07-30 2007-08-07
				MNEID
				No comment

MEMORANDUM

File No.: □DVP07-0181

To: ☐ Planning and Development Officer (CG)

From: Development Engineering Manager (SM)

Subject: □1957/1961 Kane Road, Lot 1, Plan 25285

The application to vary the front yard setback to 1.0m does not compromise Works & Utilities servicing requirements.

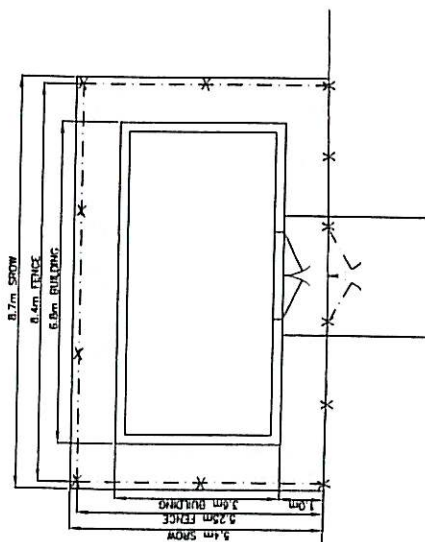
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**Steve Muenz, P. Eng.**  
**Development Engineering Manager**

SS

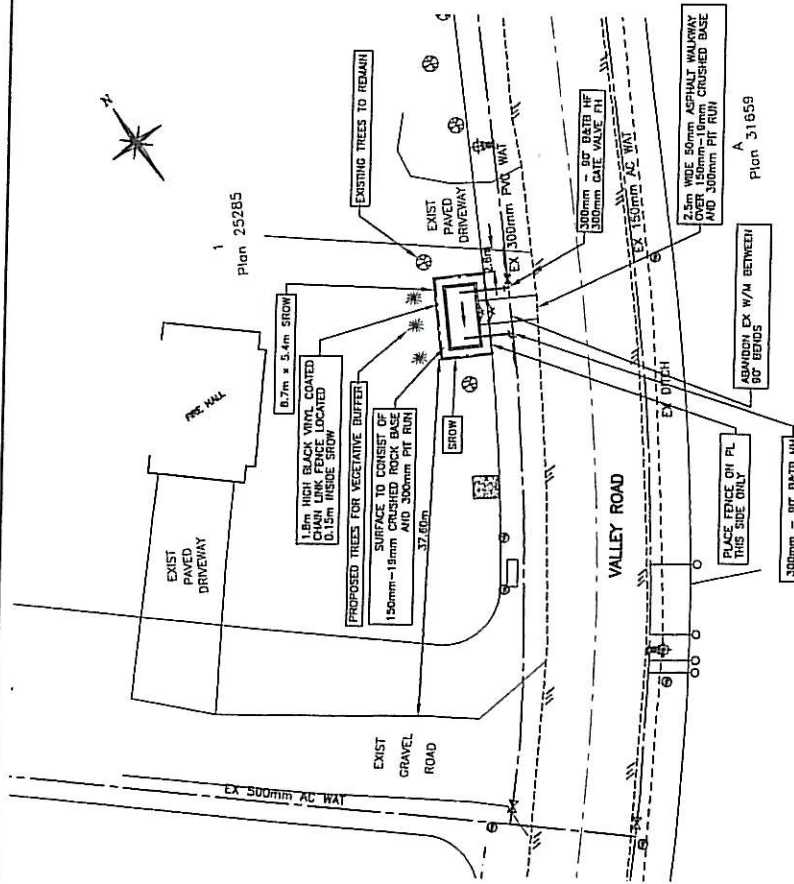
Remarks

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DIMENSION PLAN

SCALE 1:5

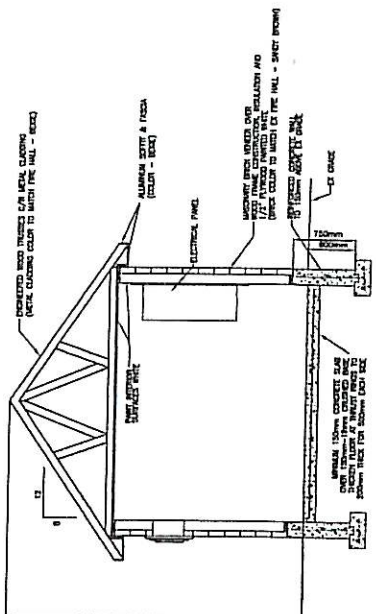
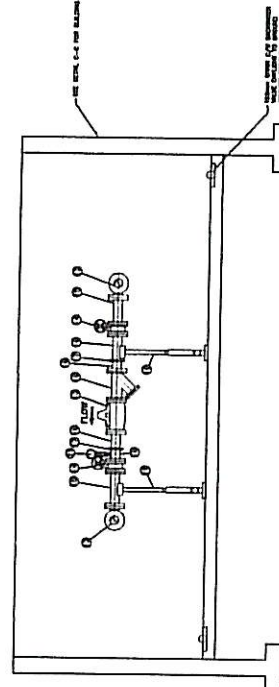
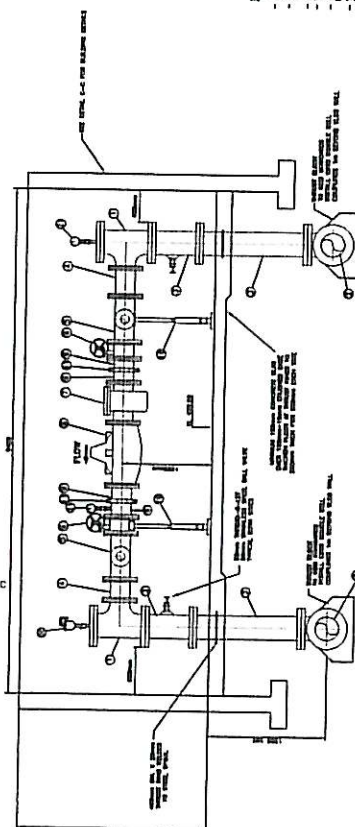
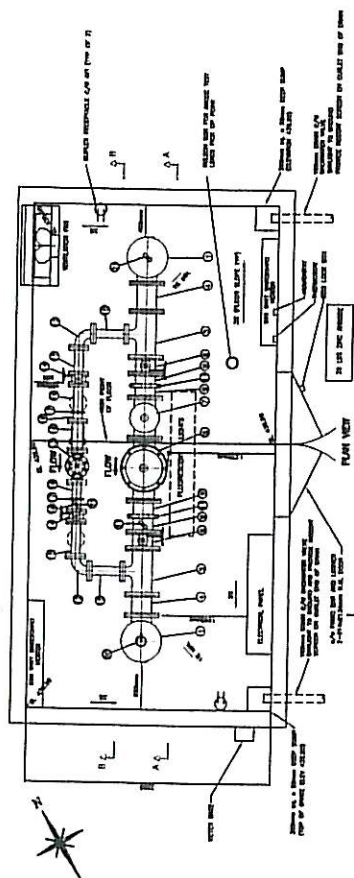


# SITE PLAN

SCALE 1:250

SEE DRAWING 6044-07 FOR DETAILS OF THE PRV STATION.

<p>Legend</p> <p>Water _____</p> <p>Swamp _____</p> <p>U.S. Highway _____</p> <p>U.S. District _____</p> <p>Marshes _____</p> <p>Bay _____</p> <p>Sound _____</p> <p>Catch Basin _____</p> <p>Trunk _____</p> <p>Other _____</p>		<p>PROTECH CONSULTANTS LTD.</p> <p>200 - 1481 St. Paul Street, Kalamazoo, M.I. 49001</p> <p>Phone: (616) 771-1711</p> <p>Telex: 880-1384</p>		<p>THE CITY OF KELOWNA</p> <p>ENGINEERING DEPARTMENT</p> <p>WINGATE CROSSING</p> <p>SCENIC AND VALLEY ROADS</p> <p>PRV STATION - SITE PLAN</p>		<p>DIVISION</p> <p>8044-08 1</p>	
<p>DRAWN BY _____</p> <p>DESIGN BY _____</p> <p>APPROVED BY _____</p> <p>DATE _____</p> <p>SHEET _____</p> <p>NOTES _____</p> <p>AT SCALE _____</p>		<p>NO. 1</p> <p>NO. 2</p> <p>NO. 3</p> <p>NO. 4</p> <p>NO. 5</p> <p>NO. 6</p> <p>NO. 7</p> <p>NO. 8</p> <p>NO. 9</p> <p>NO. 10</p> <p>NO. 11</p> <p>NO. 12</p> <p>NO. 13</p> <p>NO. 14</p> <p>NO. 15</p> <p>NO. 16</p> <p>NO. 17</p> <p>NO. 18</p> <p>NO. 19</p> <p>NO. 20</p> <p>NO. 21</p> <p>NO. 22</p> <p>NO. 23</p> <p>NO. 24</p> <p>NO. 25</p> <p>NO. 26</p> <p>NO. 27</p> <p>NO. 28</p> <p>NO. 29</p> <p>NO. 30</p> <p>NO. 31</p> <p>NO. 32</p> <p>NO. 33</p> <p>NO. 34</p> <p>NO. 35</p> <p>NO. 36</p> <p>NO. 37</p> <p>NO. 38</p> <p>NO. 39</p> <p>NO. 40</p> <p>NO. 41</p> <p>NO. 42</p> <p>NO. 43</p> <p>NO. 44</p> <p>NO. 45</p> <p>NO. 46</p> <p>NO. 47</p> <p>NO. 48</p> <p>NO. 49</p> <p>NO. 50</p> <p>NO. 51</p> <p>NO. 52</p> <p>NO. 53</p> <p>NO. 54</p> <p>NO. 55</p> <p>NO. 56</p> <p>NO. 57</p> <p>NO. 58</p> <p>NO. 59</p> <p>NO. 60</p> <p>NO. 61</p> <p>NO. 62</p> <p>NO. 63</p> <p>NO. 64</p> <p>NO. 65</p> <p>NO. 66</p> <p>NO. 67</p> <p>NO. 68</p> <p>NO. 69</p> <p>NO. 70</p> <p>NO. 71</p> <p>NO. 72</p> <p>NO. 73</p> <p>NO. 74</p> <p>NO. 75</p> <p>NO. 76</p> <p>NO. 77</p> <p>NO. 78</p> <p>NO. 79</p> <p>NO. 80</p> <p>NO. 81</p> <p>NO. 82</p> <p>NO. 83</p> <p>NO. 84</p> <p>NO. 85</p> <p>NO. 86</p> <p>NO. 87</p> <p>NO. 88</p> <p>NO. 89</p> <p>NO. 90</p> <p>NO. 91</p> <p>NO. 92</p> <p>NO. 93</p> <p>NO. 94</p> <p>NO. 95</p> <p>NO. 96</p> <p>NO. 97</p> <p>NO. 98</p> <p>NO. 99</p> <p>NO. 100</p>		<p>NO. 1</p> <p>NO. 2</p> <p>NO. 3</p> <p>NO. 4</p> <p>NO. 5</p> <p>NO. 6</p> <p>NO. 7</p> <p>NO. 8</p> <p>NO. 9</p> <p>NO. 10</p> <p>NO. 11</p> <p>NO. 12</p> <p>NO. 13</p> <p>NO. 14</p> <p>NO. 15</p> <p>NO. 16</p> <p>NO. 17</p> <p>NO. 18</p> <p>NO. 19</p> <p>NO. 20</p> <p>NO. 21</p> <p>NO. 22</p> <p>NO. 23</p> <p>NO. 24</p> <p>NO. 25</p> <p>NO. 26</p> <p>NO. 27</p> <p>NO. 28</p> <p>NO. 29</p> <p>NO. 30</p> <p>NO. 31</p> <p>NO. 32</p> <p>NO. 33</p> <p>NO. 34</p> <p>NO. 35</p> <p>NO. 36</p> <p>NO. 37</p> <p>NO. 38</p> <p>NO. 39</p> <p>NO. 40</p> <p>NO. 41</p> <p>NO. 42</p> <p>NO. 43</p> <p>NO. 44</p> <p>NO. 45</p> <p>NO. 46</p> <p>NO. 47</p> <p>NO. 48</p> <p>NO. 49</p> <p>NO. 50</p> <p>NO. 51</p> <p>NO. 52</p> <p>NO. 53</p> <p>NO. 54</p> <p>NO. 55</p> <p>NO. 56</p> <p>NO. 57</p> <p>NO. 58</p> <p>NO. 59</p> <p>NO. 60</p> <p>NO. 61</p> <p>NO. 62</p> <p>NO. 63</p> <p>NO. 64</p> <p>NO. 65</p> <p>NO. 66</p> <p>NO. 67</p> <p>NO. 68</p> <p>NO. 69</p> <p>NO. 70</p> <p>NO. 71</p> <p>NO. 72</p> <p>NO. 73</p> <p>NO. 74</p> <p>NO. 75</p> <p>NO. 76</p> <p>NO. 77</p> <p>NO. 78</p> <p>NO. 79</p> <p>NO. 80</p> <p>NO. 81</p> <p>NO. 82</p> <p>NO. 83</p> <p>NO. 84</p> <p>NO. 85</p> <p>NO. 86</p> <p>NO. 87</p> <p>NO. 88</p> <p>NO. 89</p> <p>NO. 90</p> <p>NO. 91</p> <p>NO. 92</p> <p>NO. 93</p> <p>NO. 94</p> <p>NO. 95</p> <p>NO. 96</p> <p>NO. 97</p> <p>NO. 98</p> <p>NO. 99</p> <p>NO. 100</p>		<p>NO. 1</p> <p>NO. 2</p> <p>NO. 3</p> <p>NO. 4</p> <p>NO. 5</p> <p>NO. 6</p> <p>NO. 7</p> <p>NO. 8</p> <p>NO. 9</p> <p>NO. 10</p> <p>NO. 11</p> <p>NO. 12</p> <p>NO. 13</p> <p>NO. 14</p> <p>NO. 15</p> <p>NO. 16</p> <p>NO. 17</p> <p>NO. 18</p> <p>NO. 19</p> <p>NO. 20</p> <p>NO. 21</p> <p>NO. 22</p> <p>NO. 23</p> <p>NO. 24</p> <p>NO. 25</p> <p>NO. 26</p> <p>NO. 27</p> <p>NO. 28</p> <p>NO. 29</p> <p>NO. 30</p> <p>NO. 31</p> <p>NO. 32</p> <p>NO. 33</p> <p>NO. 34</p> <p>NO. 35</p> <p>NO. 36</p> <p>NO. 37</p> <p>NO. 38</p> <p>NO. 39</p> <p>NO. 40</p> <p>NO. 41</p> <p>NO. 42</p> <p>NO. 43</p> <p>NO. 44</p> <p>NO. 45</p> <p>NO. 46</p> <p>NO. 47</p> <p>NO. 48</p> <p>NO. 49</p> <p>NO. 50</p> <p>NO. 51</p> <p>NO. 52</p> <p>NO. 53</p> <p>NO. 54</p> <p>NO. 55</p> <p>NO. 56</p> <p>NO. 57</p> <p>NO. 58</p> <p>NO. 59</p> <p>NO. 60</p> <p>NO. 61</p> <p>NO. 62</p> <p>NO. 63</p> <p>NO. 64</p> <p>NO. 65</p> <p>NO. 66</p> <p>NO. 67</p> <p>NO. 68</p> <p>NO. 69</p> <p>NO. 70</p> <p>NO. 71</p> <p>NO. 72</p> <p>NO. 73</p> <p>NO. 74</p> <p>NO. 75</p> <p>NO. 76</p> <p>NO. 77</p> <p>NO. 78</p> <p>NO. 79</p> <p>NO. 80</p> <p>NO. 81</p> <p>NO. 82</p> <p>NO. 83</p> <p>NO. 84</p> <p>NO. 85</p> <p>NO. 86</p> <p>NO. 87</p> <p>NO. 88</p> <p>NO. 89</p> <p>NO. 90</p> <p>NO. 91</p> <p>NO. 92</p> <p>NO. 93</p> <p>NO. 94</p> <p>NO. 95</p> <p>NO. 96</p> <p>NO. 97</p> <p>NO. 98</p> <p>NO. 99</p> <p>NO. 100</p>	



## SECTION D-C BUILDING DETAILS

[illegible][illegible]

<div>Legend</div> <div><div><div><div><div></div><div>White</div></div><div><div></div><div>Green</div></div><div><div></div><div>Power Pole</div></div><div><div></div><div>Street Light</div></div><div><div></div><div>Sewer</div></div><div><div></div><div>Gas</div></div><div><div></div><div>Catch Basin</div></div><div><div></div><div>Manhole</div></div><div><div></div><div>Hydrant</div></div><div><div></div><div>Valve</div></div><div><div></div><div>U.I.C.</div></div></div><div><div><div><div></div><div>Mowfield</div></div><div><div></div><div>White</div></div><div><div></div><div>Power Pole</div></div><div><div></div><div>Street Light</div></div><div><div></div><div>Sewer</div></div><div><div></div><div>Gas</div></div><div><div></div><div>Catch Basin</div></div><div><div></div><div>Manhole</div></div><div><div></div><div>Hydrant</div></div><div><div></div><div>Valve</div></div><div><div></div><div>U.I.C.</div></div></div></div></div></div>										<div>PROTECH CONSULTANTS LTD. 200 - 1141 St. Paul Street, Richmond B.C. Phone: 860-1771 Telex: 200-1174</div>										<table><tr><td>8</td><td>1 JAN 11/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>7</td><td>1 JAN 8/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>6</td><td>1 JAN 5/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>5</td><td>1 JAN 5/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>4</td><td>1 FEB 11/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>3</td><td>1 FEB 11/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>2</td><td>1 JAN 24/67</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>1</td><td>1 DEC 8/66</td><td>REVISED AS PER ORD</td><td>DESIGN</td><td>REV</td></tr><tr><td>REV</td><td>DATE</td><td>BY</td><td>DATE</td><td>BY</td></tr></table>										8	1 JAN 11/67	REVISED AS PER ORD	DESIGN	REV	7	1 JAN 8/67	REVISED AS PER ORD	DESIGN	REV	6	1 JAN 5/67	REVISED AS PER ORD	DESIGN	REV	5	1 JAN 5/67	REVISED AS PER ORD	DESIGN	REV	4	1 FEB 11/67	REVISED AS PER ORD	DESIGN	REV	3	1 FEB 11/67	REVISED AS PER ORD	DESIGN	REV	2	1 JAN 24/67	REVISED AS PER ORD	DESIGN	REV	1	1 DEC 8/66	REVISED AS PER ORD	DESIGN	REV	REV	DATE	BY	DATE	BY	<div>THE CITY OF KELOWNA 1200-1200 STREET WINGATE CROSSING SCENIC AND VALLEY ROADS PRV STATION - DETAILS</div>										<div>DRAWING NO. 6044-07</div> <div>REV 6</div>									
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