

DATE: August 29, 2008
TO: City Manager
FROM: Planning & Development Services Department

APPLICATION NO. OCP07-0037 **APPLICANTS:** New Town Planning Services Inc.
Z07-0107 (Contact: Lisa Fraser)

AT: 3550 Lochrem Rd. **OWNER:** FortisBC Inc.

PURPOSE: TO AMEND OCP FUTURE LAND USE ON PORTIONS OF THE SITE FROM RURAL/AGRICULTURAL TO PUBLIC SERVICES/UTILITIES
TO REZONE A PORTION OF THE SUBJECT PROPERTY FROM THE A1 - AGRICULTURE 1 ZONE TO P4 - UTILITIES IN ORDER TO ALLOW FOR THE CONSTRUCTION OF AN ELECTRICAL SUBSTATION.

EXISTING FUTURE LAND USE DESIGNATION: RURAL / AGRICULTURAL
PROPOSED FUTURE LAND USE DESIGNATIONS: PUBLIC SERVICES/UTILITIES &
RURAL / AGRICULTURAL

EXISTING ZONE: A1 – AGRICULTURE 1
PROPOSED ZONES: P4 – UTILITIES / A1 – AGRICULTURE 1
REPORT PREPARED BY: NELSON WIGHT

THAT Official Community Plan Amendment Application No. OCP07-0037 to amend the future land use designation on a portion of Lot 2, Section 23, Township 23, O.D.Y.D., Plan 2257, Except Plan H15414, from Rural/Agricultural to Public Services/Utilities, in accordance with Map "A" be considered by Council;

AND THAT Council considers the Advisory Planning Commission public process to be appropriate consultation for the purpose of section 879 of the Local Government Act, as outlined in the report of the Planning and Development Services Department, dated August 29, 2008.

AND THAT Rezoning Application No. Z07-0107 to rezone a portion of Lot 2, Section 23, Township 23, O.D.Y.D., Plan 2257, Except Plan H15414, from A1 – Agriculture 1 to P4 – Utilities, in accordance with Map “B” be considered by Council;

AND THAT the OCP Bylaw Amendment No. OCP07-0037 and the zone amending bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the zone amending bylaw be considered subsequent to the requirements of the Works & Utilities Department, Ministry of Transportation, and NavCanada being completed to their satisfaction;

AND FURTHER THAT final adoption of the OCP amending bylaw and zone amending bylaw be considered subject the following:

1. Landscaping to be provided on the land be in general accordance with Schedule "C";
2. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value

Ph

of the landscaping, as determined by a professional landscaper.

2.0 SUMMARY

The applicant is seeking both an OCP amendment and rezoning application to allow for the development of an electrical substation on a portion of the subject property, (see attached map showing proposed zoning).

3.0 BACKGROUND

This proposal contemplates a rezoning of a portion of the subject property to accommodate a new electrical distribution substation for FortisBC. Only the westerly 2.0 ha (5 acres) portion of the 3.0 ha (7.5 acre) parcel is to be zoned P4, with the remaining 1.0 ha (2.5 acres) portion remaining as A1. Centred within the proposed 2.0 ha P4 portion of the property, Fortis intends to construct a substation within a fenced compound, approximately 0.5 ha (1.2 acres) in size (see attached site plan). This area allows for future expansion to allow a second transformer, similar to what would be constructed initially.

Please refer to the attached report from the applicant for additional information on this proposal. It should be noted that, subsequent to the writing of that report, the applicant has revised the land use proposal slightly, eliminating the proposed I1 – Business Industrial portion.

The proposed application meets the requirements of P4 – Utilities zone as follows:

CRITERIA	PROPOSAL	P4 ZONE REQUIREMENTS
Subdivision Regulations		
Lot Area	3.0 ha	n/a
Lot Width	45 m	n/a
Lot Depth	225 m	n/a
Development Regulations		
Height	(meets requirements)	10m principal buildings 23 m accessory bldg. no height restriction on mechanical structures
Front Yard	(meets requirements)	6.0 m
Side Yard (north)	(meets requirements)	4.5 m
Side Yard (south)	(meets requirements)	4.5 m
Rear Yard	(meets requirements)	4.5 m
Landscaping	(meets requirements)	Level 5 abutting ALR ^A Level 3 on east and south

^A Level 5: a landscape buffer is required for all land abutting ALR land where non-farm uses exist. The minimum buffer shall be 3.0 m wide and include an opaque barrier located on the ALR side of the buffer. This standard may be replaced or modified as a result of conditions of a decision by the Land Reserve Commission.

4.0 ADVISORY PLANNING COMMISSION

At a meeting held on February 12, 2008, the Advisory Planning Commission passed the following motion:

THAT the Advisory Planning Commission supports Official Community Plan Application No. OCP07-0037 for 3550 Lochrem Road, Lot 2, Plan 2257, Secs. 14 & 23, Twp. 23, ODYD, by New Town Planning (L. Fraser), to amend OCP future land use from Rural/Agricultural to Industrial;

AND THAT the Advisory Planning Commission supports Rezoning Application No. Z07-0107, for 3550 Lochrem Road, Lot 2, Plan 2257, Secs. 14 & 23, Twp. 23, ODYD, by New Town Planning (L. Fraser), to rezone from the A1-Agriculture 1 zone to the I1-Business Industrial zone to allow for the construction of an electrical substation.

Note: the application was revised subsequent to this resolution of the APC, as noted in Staff Comments at the end of this report.

5.0 ZONING AND USES OF ADJACENT PROPERTY

The subject property is located towards the northern extent of the City of Kelowna boundaries, across Hwy 97 from the airport. Lands to the north are both in the Agricultural Land Reserve (ALR) and designated for rural/agricultural uses on the Future Land Use Map of Kelowna 2020 – Official Community Plan. The Quail Ridge development lies to the west, and the Pier Mac gravel extraction operation to the south. Adjacent land uses are as follows:

- North: A1 – Agriculture 1
- East: CD12lp – Airport (Liquor Primary)
- South: A1 – Agriculture 1 (Pier Mac gravel pit)
P3 – Parks and Open Space
- West: A1 – Agriculture 1
CD6 – Comprehensive Golf Resort (Quail Ridge Development)

6.0 EXISTING DEVELOPMENT POTENTIAL

The subject property is currently zoned A1 – Agriculture 1. The purpose is to provide a zone for rural areas and agricultural uses as well as other complementary uses suitable in an agricultural setting.

7.0 TECHNICAL COMMENTS

(See attached)

8.0 CURRENT DEVELOPMENT POLICY

8.1.1 Agricultural Plan

Economic Enhancement

Quail Ridge – Dry Valley Area:

This ALR area lying generally west of the Kelowna Airport includes substantial land that is currently agriculturally undeveloped. The mostly undeveloped nature of the area should not be mistaken for poor agricultural capability. Increased availability of water would enhance the production capability of lands to the north of Lochrem Road. New urban development south of Lochrem Road could provide the infrastructure to make water available in the area.

8.1.2 Kelowna Official Community Plan (OCP)

Staff recommends that the Advisory Planning Commission public process should be considered appropriate consultation for the purpose of Section 879 of the Local Government Act, and that the process is sufficiently early and does not need to be further ongoing in this case. Furthermore, additional consultation with the Regional District of Central Okanagan, other boards, councils or agencies listed in Section 879 is not required in this case.

Staff has reviewed this application, and it may move forward without affecting either the City's financial plan or waste management plan.

Future Land Use

The subject properties are designated "Rural/Agricultural" in the OCP. Consequently, the proposal to rezone to an industrial zone is inconsistent with that designation.

Chapter 11 - Agricultural Policies

11.1.12 Sustained Agriculture. Encourage the retention of diverse agricultural uses through limits on urban development and non-farm uses on lands of sustainable production capability.

11.1.18 Service Corridors. Minimize the impact of penetration of road and utility corridors through agricultural lands, utilizing only those lands necessary and to the maximum capacity prior to seeking new corridors. Provision for farm traffic to cross major road should be made.

11.1.20 Buffering. Require that new developments adjacent to or abutting agricultural areas provide sufficient setbacks, onsite fencing and vegetative buffering to mitigate potential conflicts.

9.0 PLANNING AND DEVELOPMENT SERVICES COMMENTS

9.1 Amended Application

At the time this application was considered by the Advisory Planning Commission, the applicant was seeking to have the remainder of the land outside of the proposed P4 section designated and zoned for industrial development. However, in early August, the applicant provided a revised proposal, eliminating that industrial portion, essentially leaving the remaining land east of the proposed substation in its current state (future land use designation: Rural/Agricultural; zoning: A1 – Agriculture 1).

9.2 Future Land Use Designation

With reference to the attached map showing future land use designations for the subject property and surrounding area, it should be noted that those lands south of the site, which are hatched—although designated “rural/agricultural” and within the ALR—have the support of the City of Kelowna to develop for industrial uses, in accordance with the *Pier Mac Business Park Area Structure Plan*.

9.3 Land Use

It is acknowledged that this proposed electrical substation is needed to accommodate the ever-growing demand for electrical power within the City of Kelowna, and specifically within this immediate area,. Finding suitable locations for such infrastructure is vital in mitigating potential conflict of use issues, as well as addressing the aesthetic/health and safety concerns of the public.

Staff were opposed to the initial proposal, which contemplated an industrial use on that portion of the subject property east of the substation site. In light of that change, however, and given the applicant's commitment to reclaim all lands outside the 0.5 ha (1.2 acre) substation area, Staff is supportive of the rezoning and OCP amendment applications, and recommends their approval subject to the conditions detailed on the first page of this report.



Shelley Gambacort
Planning and Development Services
NW//nw

ATTACHMENTS

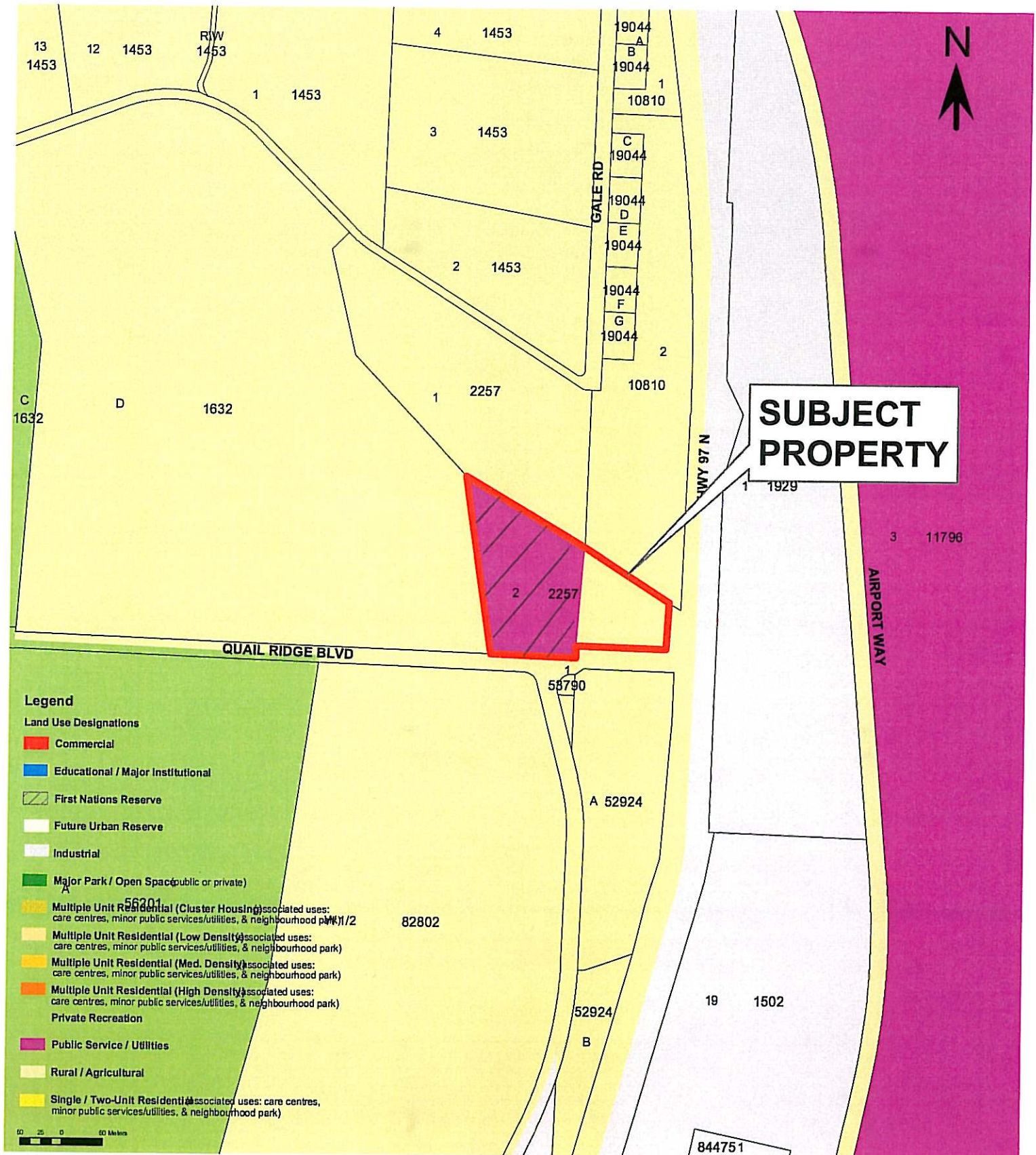
Location of subject property
ALR Map
Future Land Use Map
Proposed Rezoning (Revised Plans)
Site Plan
Applicant's Report (9 pages)
Landscape Plan
Technical Comments
Works and Utilities Report
Map "A"
Map "B"

Z07-0107

 **Public Services/Utilities**


MAP "A"

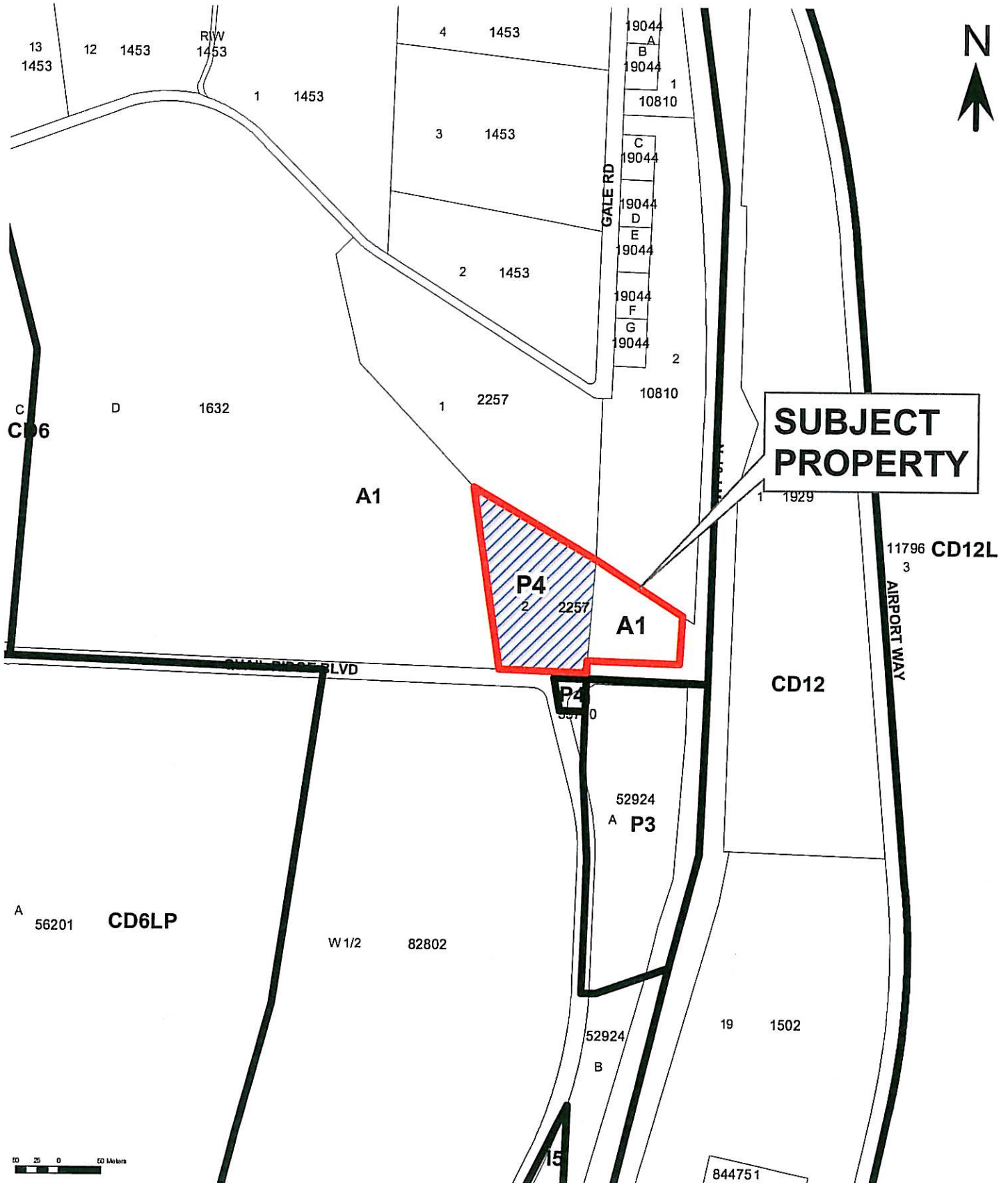
OCP Future land Use Amendment

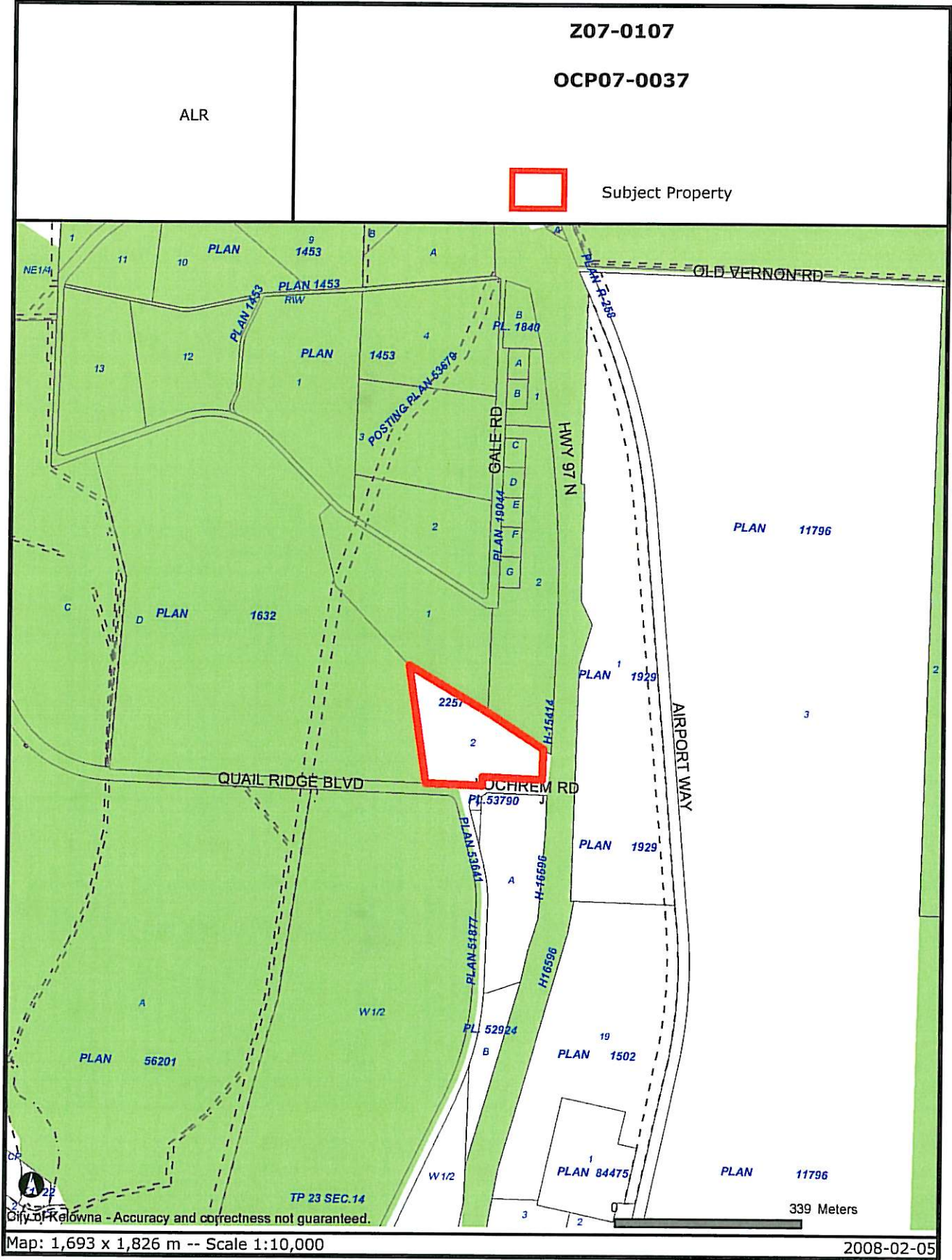


Z07-0107

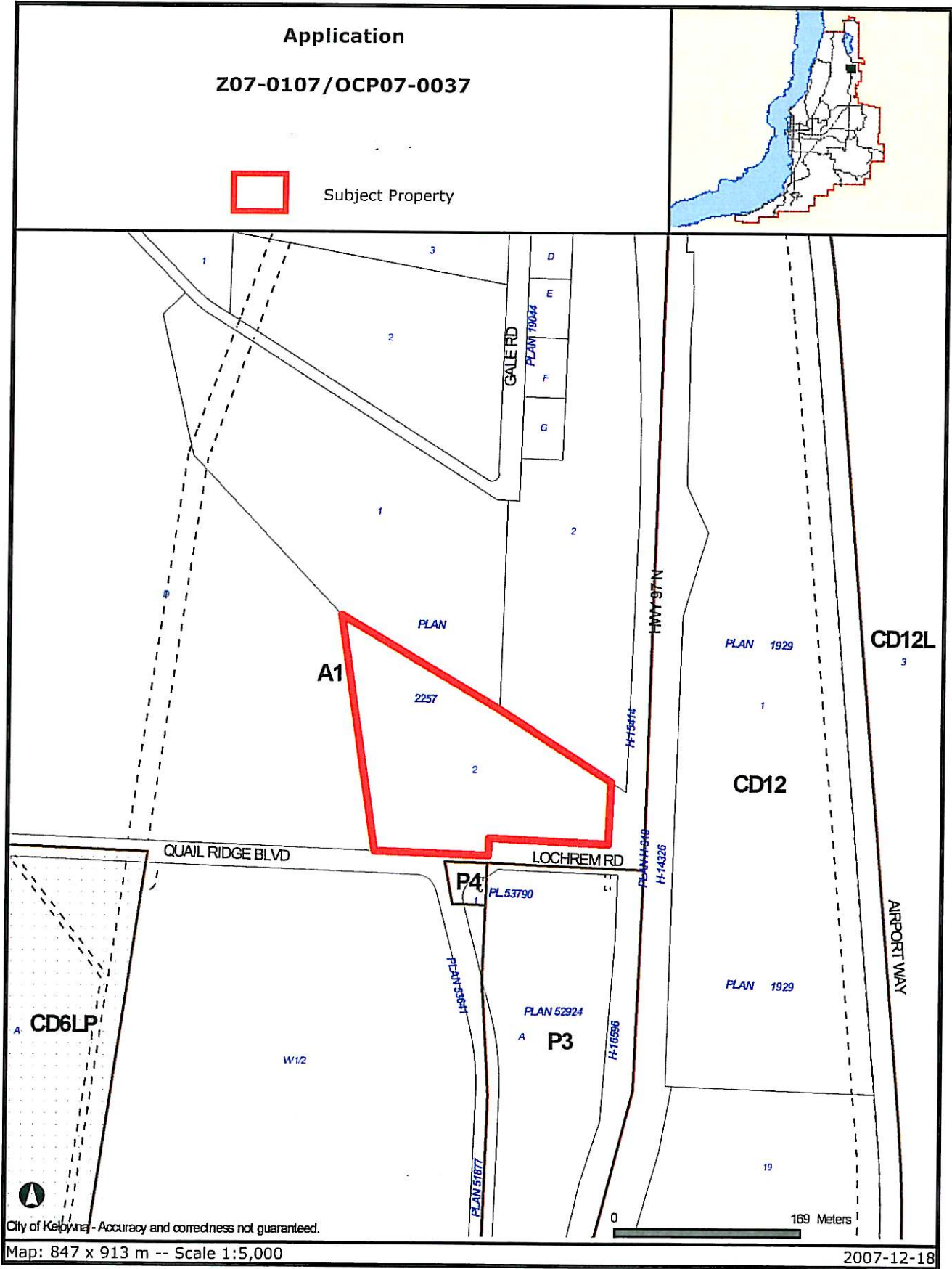
MAP "B" Zoning

 **P4 : Utilities**



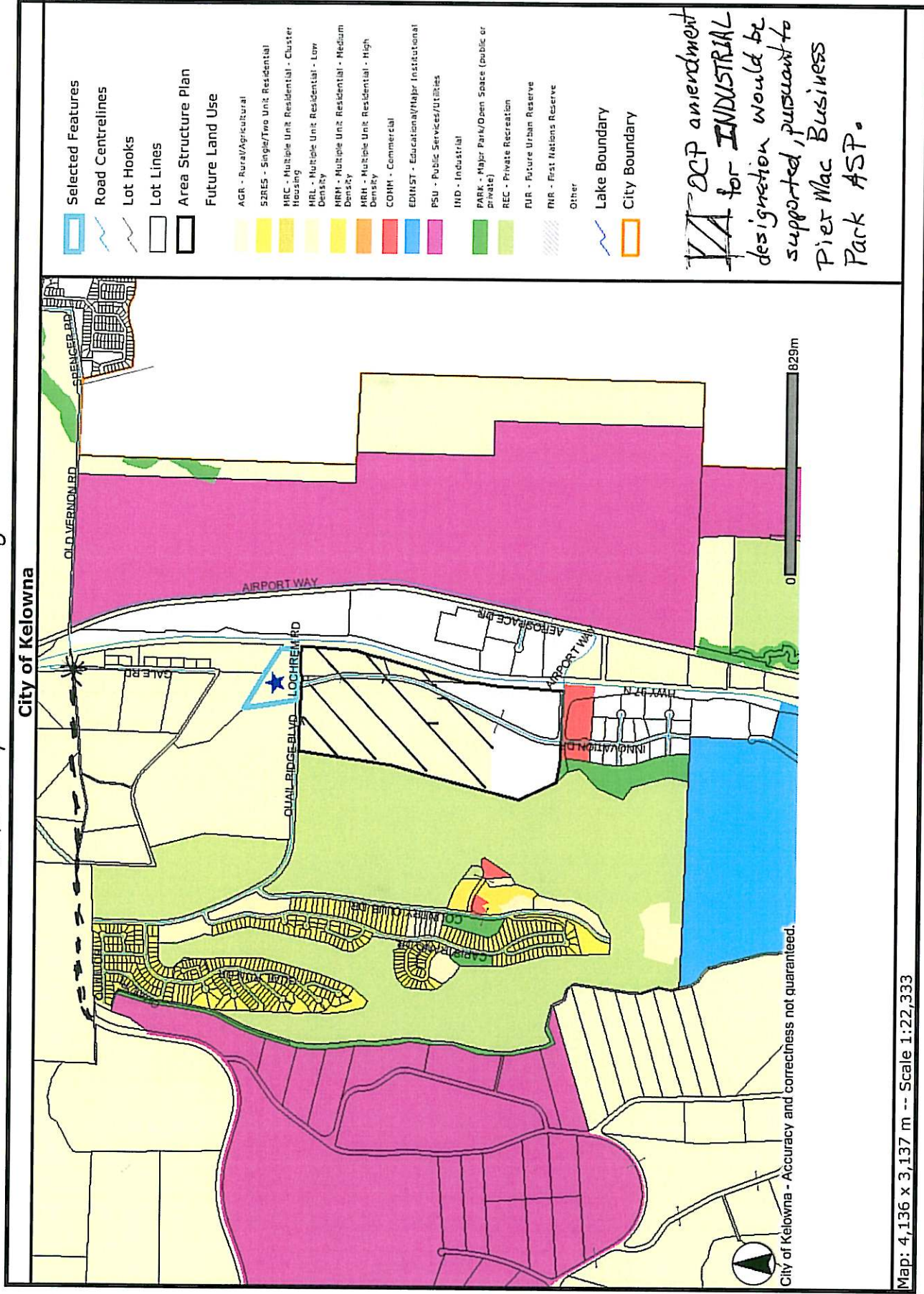


Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.



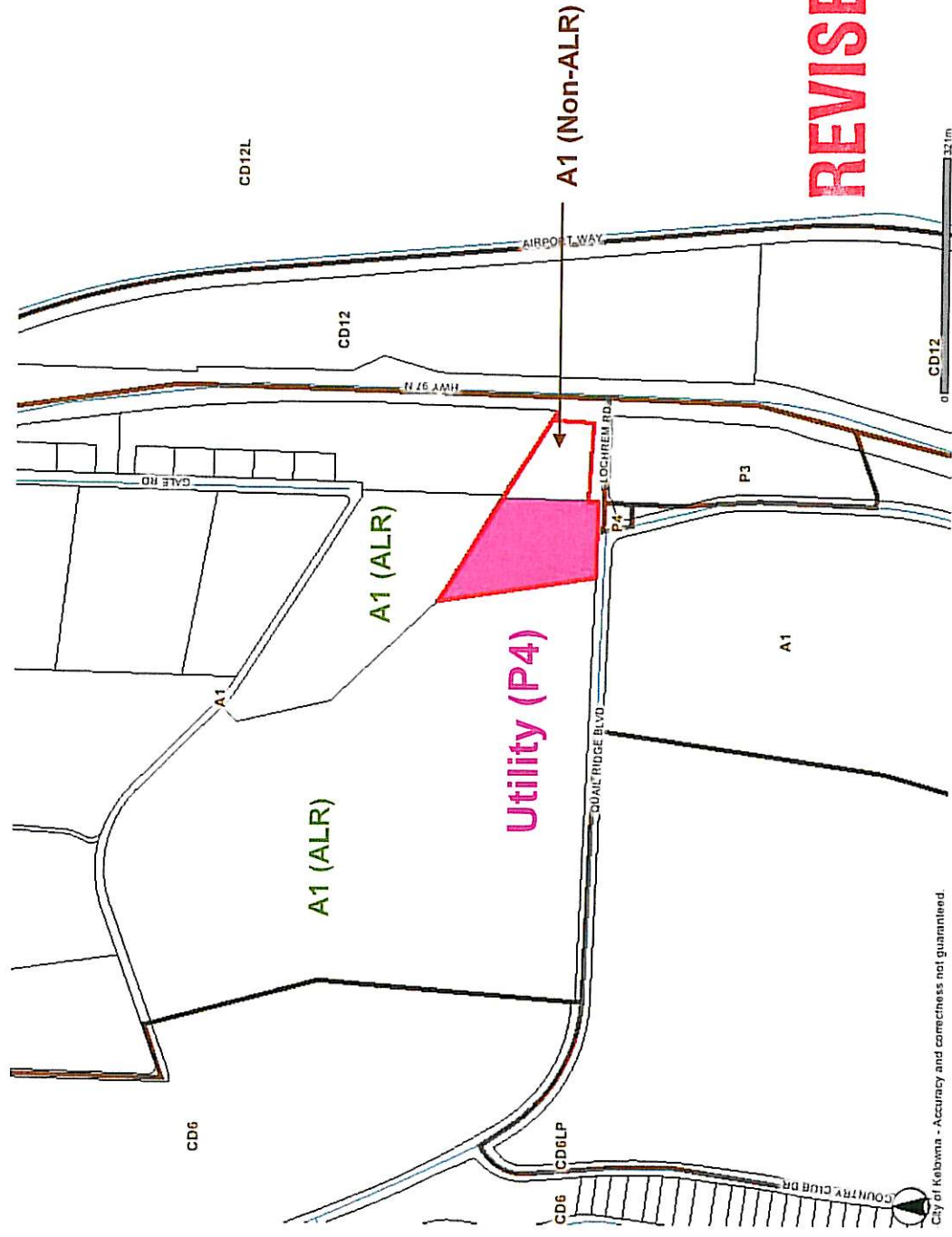
Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
The City of Kelowna does not guarantee its accuracy. All information should be verified.

Future Land Use Designations



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

Proposed Rezoning from Agricultural (A-1) to Utility (P4)



REVISED PLANS

City of Kelowna - Accuracy and correctness not guaranteed.

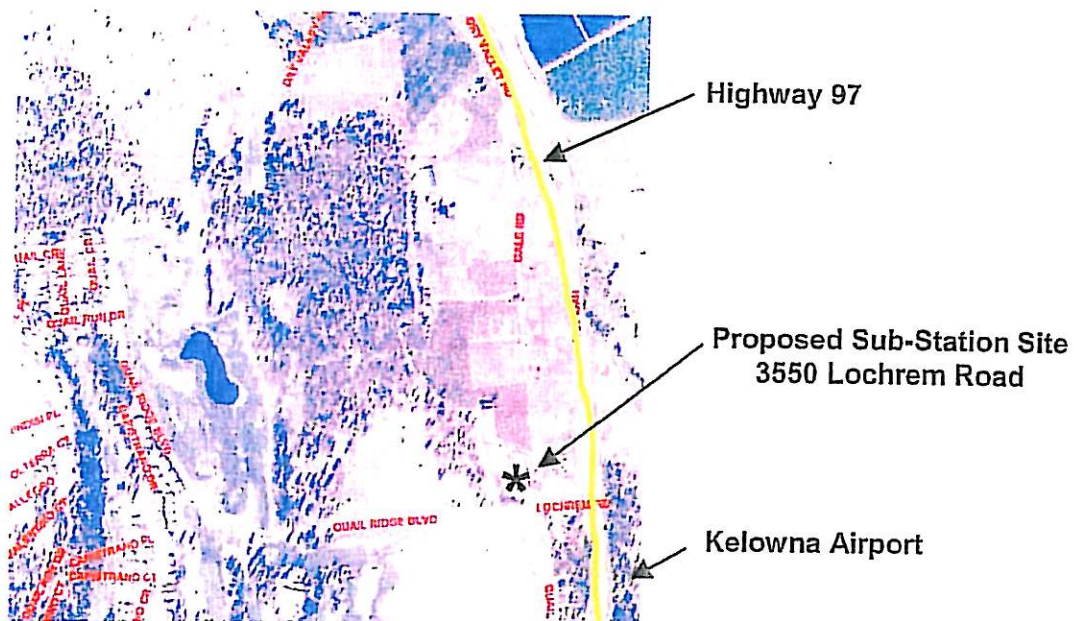
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3550 Lochrem Road, Kelowna, BC

Background

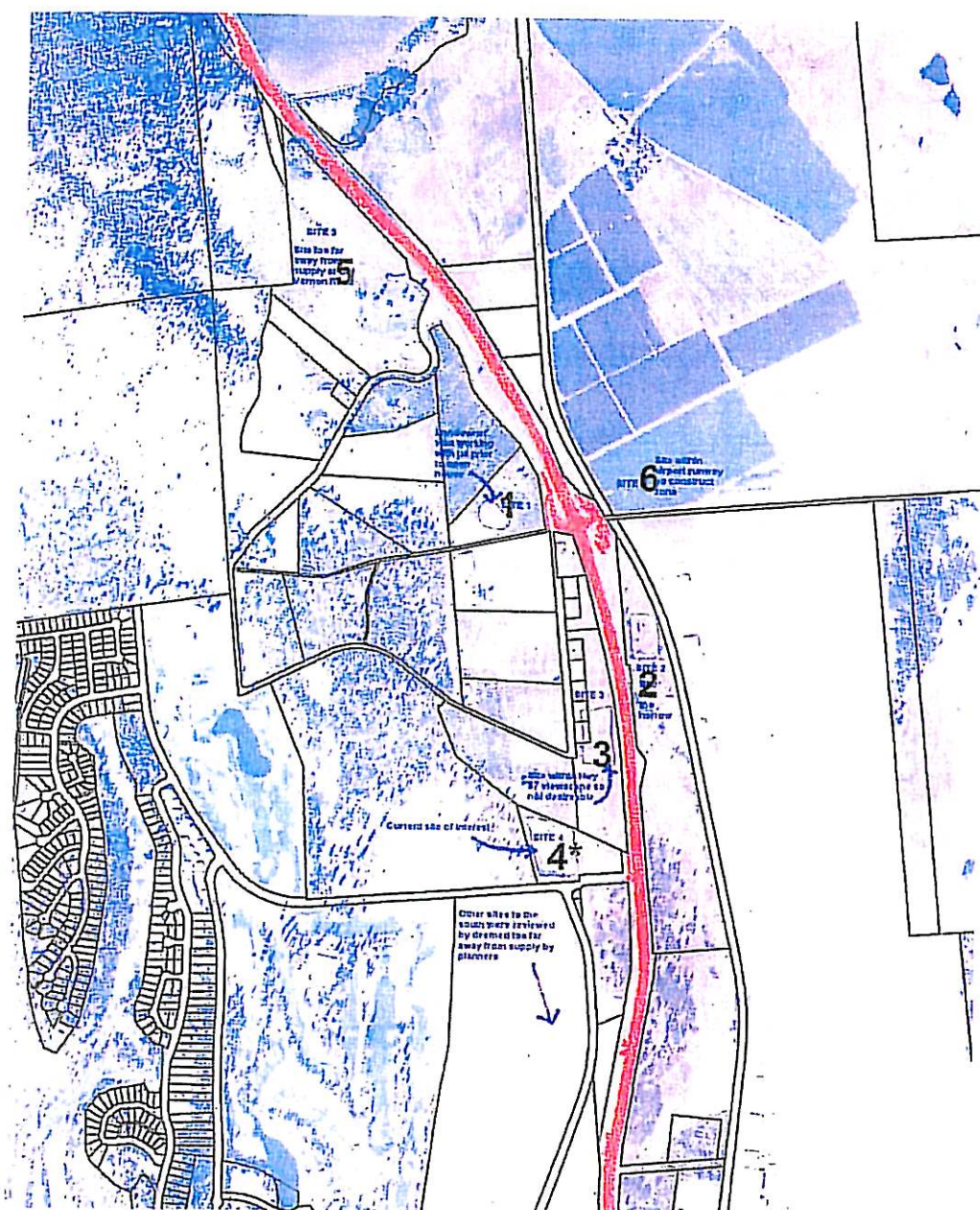
In an opening statement made at that British Columbia Utilities Commission (BCUC) Public Hearing, FortisBC representatives advised that the growing demand for electricity will exceed the ability to service this area within two years. In addition, the reliability of the existing system serving the north Kelowna area will begin to decrease as additional demands are placed upon it.

The property under application is just under 7.5 acres (3.02 Ha) and is a former gravel pit that is currently vacant. While the lands surrounding the parcel are within the ALR and are working farming operations, the subject site is not within the Land Reserve although its present and future land use designation is Rural Agricultural.



Siting Rationale

Over the last 18 months FortisBC has investigated numerous sites within the area. The map below identifies potential sites that were considered and the table on the following page outlines the decisions made for each site. The initial site selection process took into account the proximity to existing transmission lines and load center, access to the distribution network, costs, and impact to area residents and ALR or environment. Identified sites were then evaluated further based on land availability, adjacent land use and price. Ultimately the subject site has proven to be the best option for both FortisBC and the community it serves and has received BCUC approval.



SITE	COMMENTS
1	Dry Valley Road – original preferred site – vendor decided not to sell
2	Airport Site – City of Kelowna opted not to sell
3	Within viewscape of Highway 97 travelers – deemed inappropriate
4*	Lochrem Road – preferred site – vacant gravel pit with natural screening
5	Highway 97 viewscape – considered too far from load centre
6	Unwilling vendor – within airport runway “no-construct” zone
Others	Sites to the south of the area were considered too far away from the load centre

Wherever possible, the preferred option utilizes existing transmission and distribution rights-of-way to minimize community impact and cost.

British Columbia Utilities Commission (BCUC) Process

Upon completion of the site selection process, FortisBC held public consultations and stakeholder meetings and subsequently submitted an application to the BCUC in accordance with regulatory requirements on October 27, 2006.

Over 200 members of the public registered with the BCUC as intervenors. The majority of the intervenors were residents of the Quail Ridge community and expressed concerns related to the substation in four general categories as follows:

- i) Noise concerns;
- ii) Visual impacts and aesthetics;
- iii) Perceived health risks (EMF);
- iv) Impact on property values.

The BCUC proceeding included an Information Request Phase as well as a one-day oral hearing in which intervenors, represented by two separate lawyers, and the BCUC cross-examined FortisBC representatives.

At the conclusion of the process the BCUC issued an order that concluded that the Lochrem Road site is the best site that balances the needs of the community and electricity ratepayers.

Neighbourhood Impacts

The subject site is bordered by a farming operation to the east and a working orchard to the north, both of which are located within the ALR. Highway 97 and the airport businesses are located to the west of the site, while the southern boundary of the property is bordered by Lochrem Road and Quail Ridge Boulevard, with the Pier Mac Lands beyond. The Pier Mac lands are within a designated Area Structure Plan area and are expected to be planned within approximately five (5) years.

With the exception of the two ALR properties immediately adjacent, the closest residential neighbours are the residents of Quail Ridge, over 800m away.

FortisBC is committed to continued cooperation with the adjacent property owners and the Quail Ridge Residents Association. A number of meetings with these groups have taken place over the last year.

Public Safety - Electromagnetic Fields (EMF) Levels

Public safety is a priority to FortisBC and FortisBC recognizes the public concerns over the possible health effects from electromagnetic fields (EMF). Scientific knowledge about the health effects of EMF is substantial and is based on a large number of epidemiological, animal and invitro studies.

National EMF standards are based on the guidelines set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). This non-governmental organization evaluates scientific results from all over the world and is formally recognized by the World Health Organization (WHO).

The magnetic fields for both the proposed substation and the associated power lines for the project are well within the guidelines suggested by ICNIRP. The levels projected for the property line of the subject site are expected to be more than 1,000 times lower than the current guidelines. As field strength is dependent on the distance from the EMF source and normally decreases rapidly away from it, the levels at the closest house in the Quail Ridge community would be so low that they would not be distinguishable from the ambient household and community levels.

The EMF issue was a key component of the BCUC Hearing and the BCUC concluded that the EMF levels for the proposed project are well within recognized safety guidelines.

Noise and Pollution Levels

FortisBC does not anticipate any noise nor congestion or dust related to the operation of the substation.

Noise from a substation can be characterized as a low hum that is a result of the transformer operation. The closest residence to the site is approximately 200m from the proposed transformer and, even in the absence of any noise mitigation; the sound would not likely be detected from that distance.

This issue was addressed at the BCUC Hearing and it was established that no additional noise would be detected by residents in the vicinity of the substation. Access to the substation will be from Quail Ridge Boulevard. Once the station is functioning FortisBC expects minimal traffic to and from the site. Maintenance visits are expected to occur approximately once a month.

Visual Impact

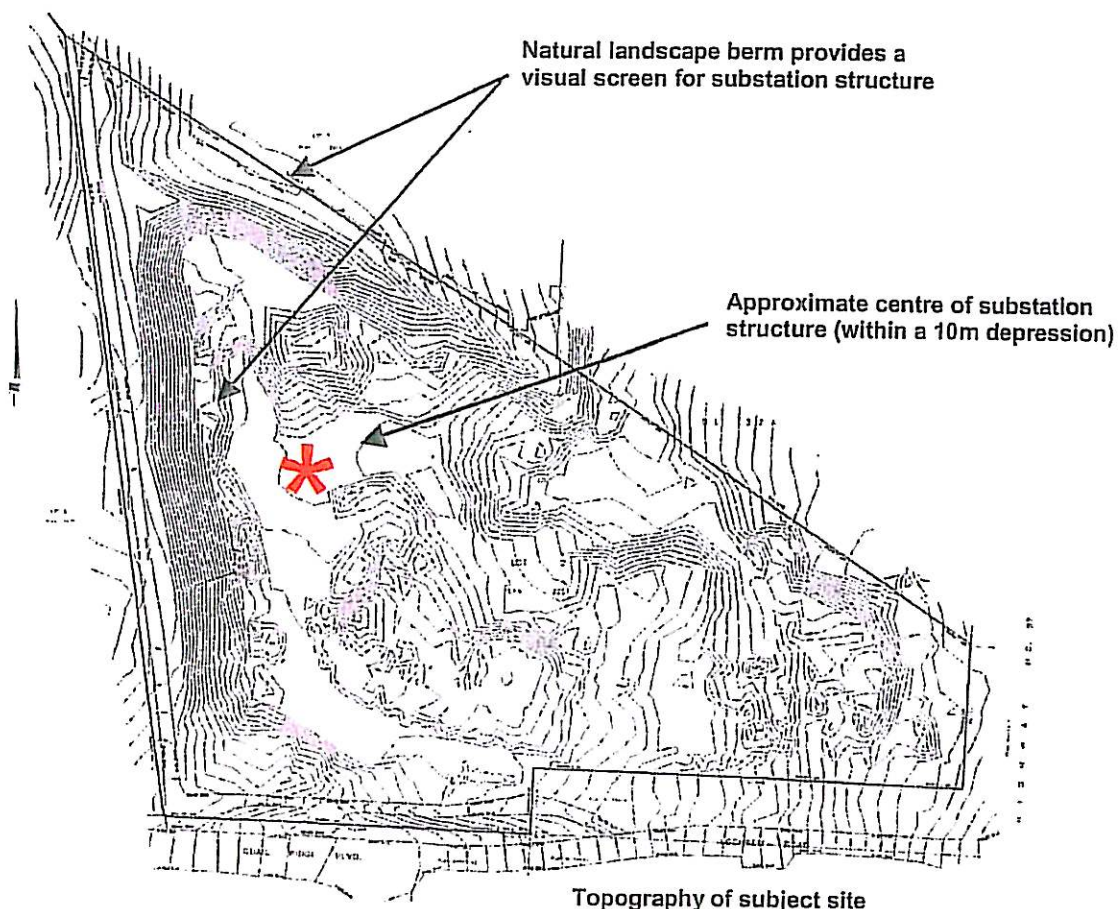
The substation will occupy approximately 15% of the parcel and will be fenced. The actual station footprint will measure about 50m x 65m with the fenced portion

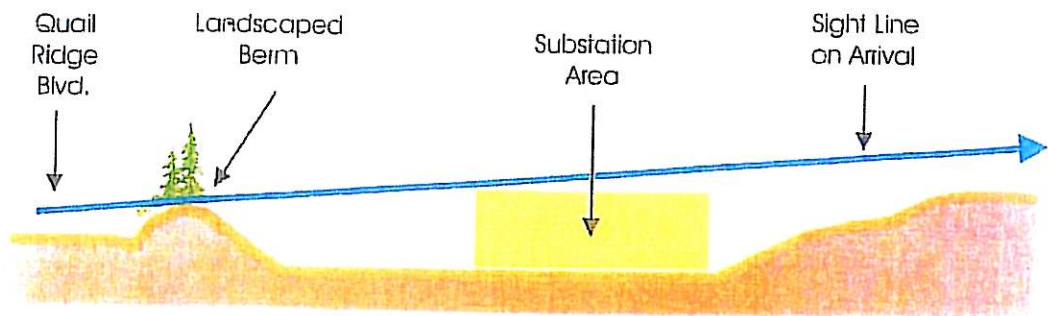
being approximately 65m x 75m (1.2 acres). Motion-activated security lighting will be installed around the station.

The substation will be sited within a natural depression on the site and the topography of the land will allow the substation to be well screened from the surrounding area. The structures will be less than 10m (30ft) in height and, due to the location and slope of the site; the visual impact is expected to be minimal.

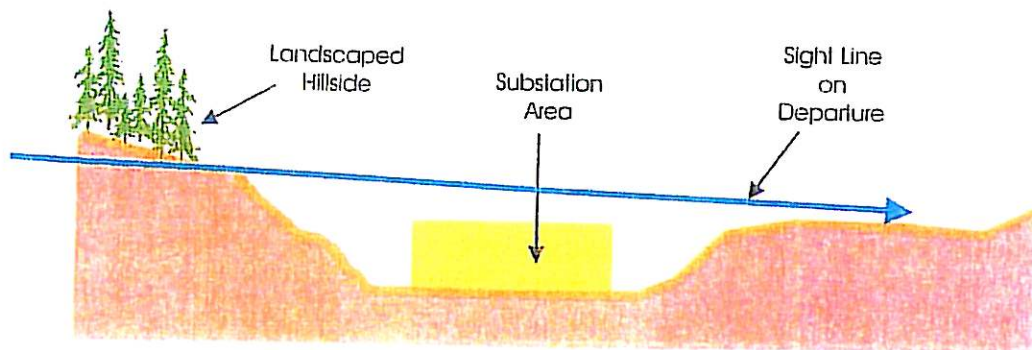
A landscaped berm will be provided on the southern edge of the site fronting Quail Ridge Boulevard. This landscape buffer will provide visual screening for traffic approaching from the Hollywood Road extension. Conventional landscaping requirements will be honoured through the posting of a bond. Cost estimates have been prepared by a registered landscape architect and are enclosed as part of this application.

FortisBC has committed to working with the closest resident to provide additional visual screening if appropriate.

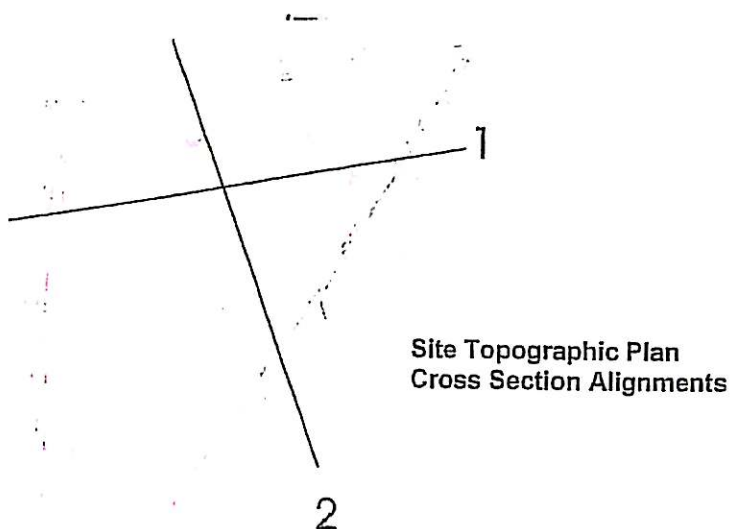


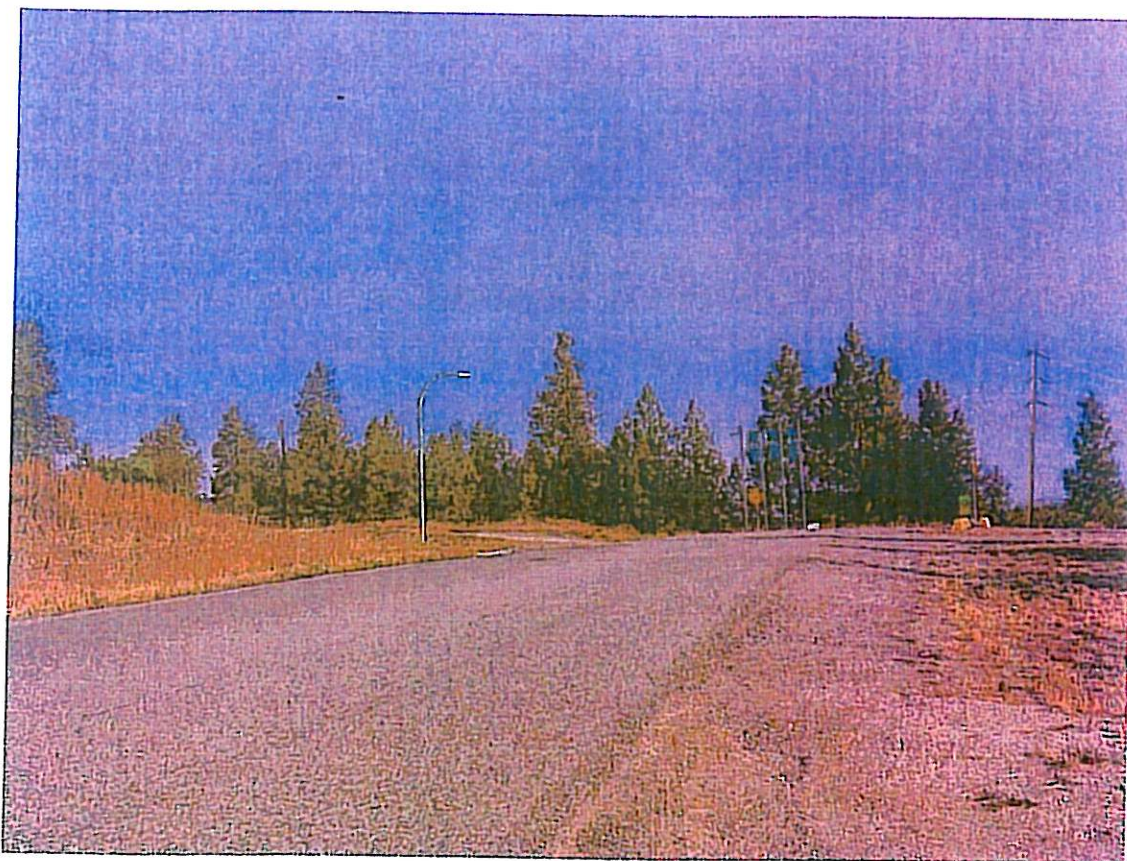


North - South Substation Site Cross-Section 1



East - West Substation Site Cross-Section 2





Conceptual view of proposed substation site (from Quail Ridge Blvd as approached from the south)

Public Consultation

Extensive public consultation has already taken place and the BC Utilities Commission (BCUC) has approved the subject site for the substation.

The following is a brief outline of some of the neighbourhood meetings and discussions. These are in addition to the BCUC hearings.

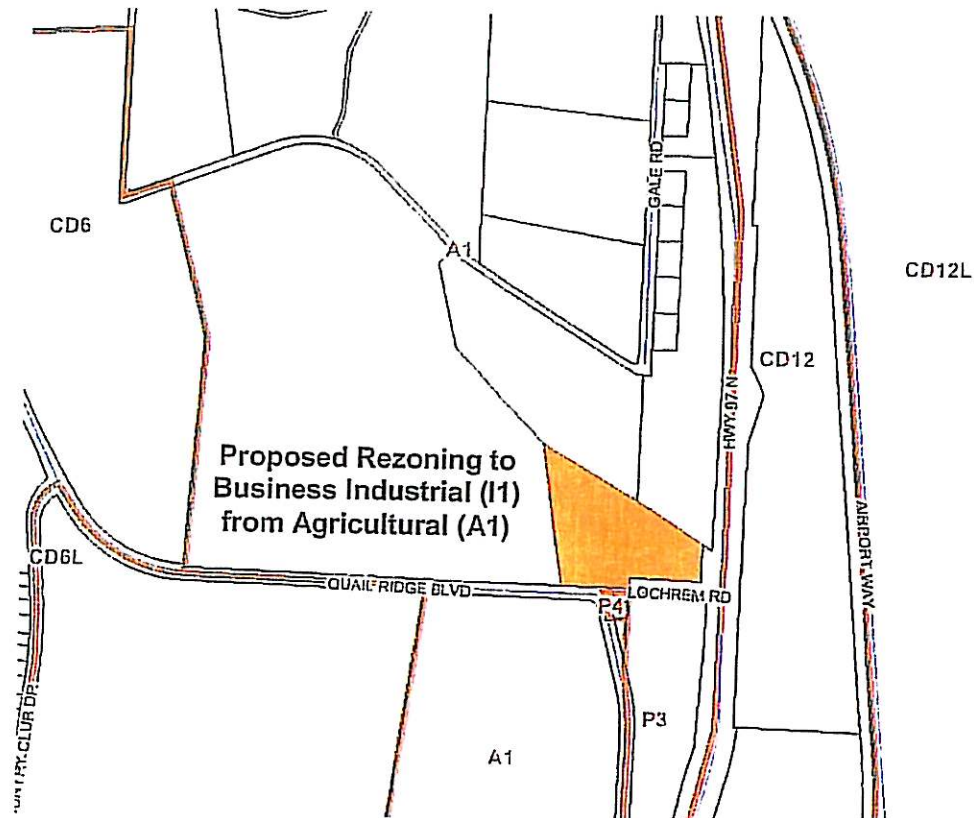
Ellison Open House	July 2006
Dry Valley Road Neighbourhood Association	August 2006
Quail Ridge Residents Association Representatives	August 2006
Quail Ridge Residents Association Open House	October 2006
BCUC Open Workshop	January 2007
Ellison Hearing	April 2007
Quail Ridge Residents Association Representatives	August 2007
Quail Ridge Crescent residents	Sept/Oct 2007
Quail Ridge Annual General Meeting	October 2007

In response to neighbourhood concerns about the effect of the proposed substation on their property values, FortisBC commissioned Kent-Macpherson Appraisals to

assess these perceived impacts. It was concluded that "there is no quantifiable impact or injurious affection to the adjoining lands."

Zoning Proposal

FortisBC is requesting that the site be rezoned from Rural Agricultural to Business Industrial. As the Official Community plan designates the future land use for this site to remain at Rural Agricultural an OCP Amendment is also required.



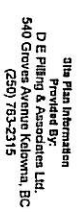
The Business Industrial designation is deemed appropriate as it allows not only for the utility service required but also provides for appropriate uses for the portion of the site not occupied by the substation.

It is expected that FortisBC will look for a buyer for any easterly portion of the site that may not be required for the utility. The revenue earned from the sale of the extra land will help to offset the project costs thereby minimizing unnecessary costs to the electrical consumer.

While the OCP does not foresee a business or industrial use for this site, these uses exist and are forecast for lands located immediately to the south and east. This site is well suited for business use that is complementary to the surrounding agriculture and airport uses.

Summary

The growing north Glenmore and McKinley areas require the addition of a substation in this area and FortisBC representatives have invested considerable time and expertise in determining the best possible location for the utility. The location of the site with respect to surrounding residential neighbourhoods and existing infrastructure as well as the natural topography of the site mean that the impact of the substation to the greater community will be minimal.

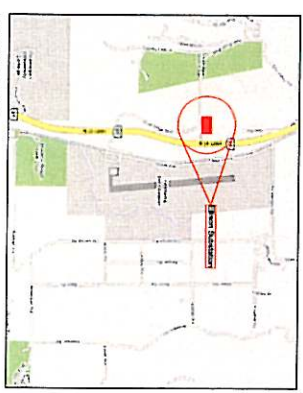


3550 Lochrem Road
Kelowna, BC

Project No: 07-078
Design By: TW
Drawn By: SP
Checked By: FC
Date: Jan. 9, 2008
Scale: 1:200

Outland Design
Landscape Architecture
205-1869 Spall Road
Kelowna BC V1Y 4R2
Tel: (250) 868-9270
Fax: (250) 868-9279
www.outlanddesign.ca

1.1 of 1



Native Plant Material
Pockets of native plant material (stiled above) to be installed in restoration area to increase open canopy grassland environment.

Water Management Strategy

This municipality's perspective is based on no irrigation being provided. The water supply is not designed to provide irrigation for the seasonal vegetable food crops. The water supply is designed to provide irrigation for the annual crops (corn, soybeans, etc.). Each main line station can be opened to the base of each woody plant and will act as a municipal reservoir.

Water Management Strategy

This municipality's perspective is based on no irrigation being provided. The water supply is not designed to provide irrigation for the seasonal vegetable food crops. The water supply is designed to provide irrigation for the annual crops (corn, soybeans, etc.). Each main line station can be opened to the base of each woody plant and will act as a municipal reservoir.

Proposed grass seed mixture	Dry weight	Dry Species
Blue bunch wheat grass	40%	10%
Rough fescue	25%	21%

[illegible][illegible]

Plant	Number of leaves	Number of stems	Number of flowers	Number of fruits	Number of seeds
1. <i>Adiantum</i>	12	2	2	2	2
2. <i>Adiantum</i>	12	2	2	2	2
3. <i>Adiantum</i>	12	2	2	2	2
4. <i>Adiantum</i>	12	2	2	2	2
5. <i>Adiantum</i>	12	2	2	2	2
6. <i>Adiantum</i>	12	2	2	2	2
7. <i>Adiantum</i>	12	2	2	2	2
8. <i>Adiantum</i>	12	2	2	2	2
9. <i>Adiantum</i>	12	2	2	2	2
10. <i>Adiantum</i>	12	2	2	2	2
11. <i>Adiantum</i>	12	2	2	2	2
12. <i>Adiantum</i>	12	2	2	2	2
13. <i>Adiantum</i>	12	2	2	2	2
14. <i>Adiantum</i>	12	2	2	2	2
15. <i>Adiantum</i>	12	2	2	2	2
16. <i>Adiantum</i>	12	2	2	2	2
17. <i>Adiantum</i>	12	2	2	2	2
18. <i>Adiantum</i>	12	2	2	2	2
19. <i>Adiantum</i>	12	2	2	2	2
20. <i>Adiantum</i>	12	2	2	2	2
21. <i>Adiantum</i>	12	2	2	2	2
22. <i>Adiantum</i>	12	2	2	2	2
23. <i>Adiantum</i>	12	2	2	2	2
24. <i>Adiantum</i>	12	2	2	2	2
25. <i>Adiantum</i>	12	2	2	2	2
26. <i>Adiantum</i>	12	2	2	2	2
27. <i>Adiantum</i>	12	2	2	2	2
28. <i>Adiantum</i>	12	2	2	2	2
29. <i>Adiantum</i>	12	2	2	2	2
30. <i>Adiantum</i>	12	2	2	2	2
31. <i>Adiantum</i>	12	2	2	2	2
32. <i>Adiantum</i>	12	2	2	2	2
33. <i>Adiantum</i>	12	2	2	2	2
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38. <i>Adiantum</i>	12	2	2	2	2
39. <i>Adiantum</i>	12	2	2	2	2
40. <i>Adiantum</i>	12	2	2	2	2
41. <i>Adiantum</i>	12	2	2	2	2
42. <i>Adiantum</i>	12	2	2	2	2

File: Z07-0107

Application

File: Z07-0107

Type: REZONING

File Circulation

Seq	Out	In	By	Comment
		Agricultural Advisory Committee 2007-12-18 2008-01-31		No response
		B.C. Assessment Authority (info only) 2007-12-18 2008-01-31		
		Community Development & Real Estate Mgr 2007-12-18 2008-01-07	SALEXANC	CD&RE Comments for Inclusion in Council Report
		Fire Department 2007-12-18 2008-01-25	MNEID	Please contact the Land Agent for road dedications over 20 metres in width, land dedications and land transfers to or from the City of Kelowna, road closures and road reserves. Depending on the type of land transaction being contemplated, the processing time can vary from 3 weeks to 3 months. The Land Department requires a full size copy, together with an 8 ? x 11 copy, of any survey plans
		FortisBC 2007-12-18 2008-01-31		Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw.
		Inspections Department 2007-12-18 2008-01-04	RREADY	No response
		Irrigation District - GEID 2007-12-18 2008-01-08		No comment
		Mgr Policy, Research & Strategic Plannin 2007-12-18 2008-01-03		No Comment
		Ministry of Transportation 2007-12-18 2008-03-27		Comments too extensive for posting here. Please refer to related comments in email dated January 3, 2008. Revised comments provided - see e-mail dated August 29, 2008 (nw) MoT has reviewed the proposed rezoning and advise that we have no objections in principle, subject to the following: The existing access at Lochrem Road and Highway 97 to be physically removed and closed. Full restoration of the shoulder, ditch and remainder of the right-of-way shall be done to the complete satisfaction of the MoT representative. Eradication of the existing left turn lane on Highway 97 and all associated lane markings IE: arrows, white line separating the left turn lane and all the yellow hatching. Re-establishing the centre painted median. The applicant and/or their agent can call or email me directly to discuss the restoration works that is required prior to MoT affixing signature to the bylaw. Regards, Rob Bitte District Development Technician Phone: 250-712-3662 Fax: 250-712-3669 Cell: 250-470-7279
		Park/Leisure Services Dir. (info only) 2007-12-18 2008-02-04		
		Parks Manager 2007-12-18		No comment.
		Public Health Inspector 2007-12-18 2008-01-21		No comment.
		RCMP 2007-12-18 2007-12-28		No comment
		School District No. 23 2007-12-18 2008-02-04		No response
		Shaw Cable 2007-12-18 2007-12-21		No requirements for Shaw Cable
		Telus 2007-12-18 2008-01-21		TELUS will provide underground facilities to this development. Developer will be required to supply and install conduit as per TELUS policy.
		Terasen Utility Services 2007-12-18 2008-01-02		No Comment
		Works & Utilities 2007-12-18		

PRSP Comments (revised August 29, 2008)

The subject property is designated as Rural / Agricultural in the OCP and as such this proposal would not be in compliance and an OCP amendment to an Institutional land use designation would be required. In addition, this site is also included within the Wildland Fire Hazard DP Area.

While we are not supportive of the extension of industrial uses along the Hwy corridor into an agricultural area we could support the proposed Fortis substation as an institutional use. An institutional designation would not put as much pressure on adjoining agricultural operations by raising the expectation that more lands could be excluded from the ALR for Industrial purposes.

While this property is not in the ALR it is adjacent to and almost surrounded by ALR land. Admittedly some of these lands are not actively farmed at the present time but with the provision of water from urban development to the south there could be farm improvements that may be viable, even on the subject property. We should not support the extension of Industrial use along the Highway 97 corridor north of Lochrem Rd.

The Economic Enhancement chapter of the Agriculture Plan contains policy direction to support the agricultural potential of the area with water service extensions.

Agriculture Plan Excerpts:

ECONOMIC ENHANCEMENT

Sub-Area Details

Quail Ridge - Dry Valley Area:

This ALR area lying generally west of the Kelowna Airport includes substantial land that is currently agriculturally undeveloped. The mostly undeveloped nature of the area should not be mistaken for poor agricultural capability. Increased availability of water would enhance the production capability of lands to the north of Lochrem Road. New urban development south of Lochrem Road could provide the infrastructure to make water available in the area.

Economic Enhancement Objectives

- To consider specific enhancement opportunities for areas with drainage or irrigation impediments.

Economic Enhancement Policies

The City of Kelowna will:

8. **Area North of Lochrem Road.** Require improvements to the water supply infrastructure to the lands north of Lochrem Road, through urban development of lands to the south, to enhance the production capability of the lands in the Quail Ridge – Dry Valley Road area;

OCP policy direction is as follows:

11.1 Agricultural Policies

The City of Kelowna will:

Considerations in Reviewing Development Applications

Uses to be Encouraged

- .12 Sustained Agriculture.** Encourage the retention of diverse agricultural uses through limits on urban development and non-farm use on lands of sustainable production capability;

Uses to be Discouraged

- .18 Service Corridors.** Minimize the impact of penetration of road and utility corridors through agricultural lands, utilizing only those lands necessary and to the maximum capacity prior to seeking new corridors. Provision for farm traffic to cross major roads should be made.

Special Requirements

- .20 Buffering.** Require that new developments adjacent to or abutting agricultural areas provide sufficient setbacks, on-site fencing and vegetative buffering to mitigate potential conflicts;

Not only do we need to consider the impact of a power substation in this area but we also need to recognize that there will need to be power lines to / from this site that will impact adjacent properties and all properties along the intended power line. Has Fortis provided details with respect to power lines to / from this site? It has also recently come to our attention that there may be a concern from the Airport Operations with respect to the impact of a power substation on navigation instruments and other equipment at the Airport. It is suggested that Airport Operations be contacted to provide their comments on this proposed substation.

There will be new industrial development to the south (Pier Mac) once they have removed the balance of their land from the ALR. We have supported the redevelopment of the gravel pit to provide for an Industrial / Business Park. Why not include provision for the substation within the Pier Mac development?

Access would be from Hollywood Road. MoT has already indicated that Lochrem Road is to remain closed in favour of Airport Way access to Hwy 97 as part of the Quail Ridge development / Pier Mac developments.

The development of a substation at this general area would not impact the Financial Plan or the Waste Management Plan.

It is recommended that this application to amend the OCP to consider a Fortis substation under an Institutional designation be supported, subject to support by Airport Operations and compliance with Wildland Fire DP provisions.

Gary Stephen,
Long Range Planner

CITY OF KELOWNA
MEMORANDUM

Date: March 13, 2008
File No.: Z07-0107
To: Planning and Development Officer (NW)
From: Development Engineering Manager (SM)
Subject: 3550 Lochrem Road – Lot 2, plan 2257 Sec. 23 Twp 23 ODYD

The Works & utilities Department comments and requirements regarding this application to rezone the subject property from A1 to I1 are as follows:

Works and Utilities comments are subject to the Ministry of Transportation comments and requirements.

1. Subdivision.

- a) Dedicate the necessary right of way along
- b) Provide easements as may be required, including the amendment of the currently registered description of the detention pond location.

2. Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- a) Overall site suitability for development.
- b) Slope analysis (i.e. 0-10 %, 10-20 %, 20-30% and over 30 %).
- c) Presence of ground water and/or springs.
- d) Presence of fill areas.
- e) Presence of swelling clays.
- f) Presence of sulfates.
- g) Potential site erosion.
- h) Provide specific requirements for footings and foundation construction.
- i) Provide specific construction design sections for roads and utilities over and above the City's current construction standards

3. Domestic water and fire protection.

- a) The subject property is within the service area of the Glenmore & Ellison Improvement District (GEID). The developer is required to make satisfactory arrangements with the

GEID for these items. All charges for service connection and upgrading costs are to be paid directly to the GEID.

- b) The water system must be capable of supplying domestic and fire flow demands for the requested zone in accordance with the Subdivision & Servicing Bylaw. The applicant must provide water computations for this development to confirm the available water supply.

4. Sanitary Sewer.

The subject property is not currently serviced by the municipal sanitary sewer collection system. The owner is responsible to make arrangements with the City to apply to connect to the municipal sanitary sewer collection system.

5. Drainage.

A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application.

6. Road improvements.

a) Lochrem Road

Lochrem Road shall be closed in the future and access to the site from highway 97 will not be permitted.

b) Quail Ridge Boulevard

- It should be noted that the North-South portion of Quail Ridge Blvd may be realigned to the west upon development of the southerly properties.
- The applicant is responsible for the upgrade the Quail Ridge Boulevard frontage to a paved urban collector standard (SS-R5). The construction consists of curb, gutter and sidewalk, fillet paving, storm drainage works, street lights, removal and/or relocation of utilities as may be required, etc. The estimated cost for this work, for bonding purpose, would be **\$58,800.00**, inclusive of a bonding contingency (Utility poles relocation not included).

8. Engineering.

Design, construction, supervision and inspection of all off-site civil works and site servicing must be performed by a consulting civil Engineer and all such work is subject to the approval of the city engineer.

9. DCC Credits.

None of the works qualifies for DCC credit.

10. Bonding and Levies Summary.

a) Performance Bonding

Quail Ridge Boulevard frontage upgrade **\$58,800.00**

Note that the applicant is not required to do the construction. The construction can be deferred and the City will initiate the work later at its own construction schedule, the cost would be reduced to **\$51,100.00**

b) Levies

Sanitary Connection Fees **TBD**



Steve Muenz, P. Eng.
Development Engineering Manager

DC