

Memo



Date: April 7, 2010
File: S05-0078/S05-0101
To: City Manager
From: Ryan Smith, Subdivision Approving Officer
Subject: South Mission/Kettle Valley Road Network

Recommendation:

That Council receives for information a report from the Subdivision Approving Officer dated April 7, 2010 relating to the South Mission/Kettle Valley Road Network;

Background:

At the January 18, 2010 meeting, Council requested that staff report back with additional information pertaining to the road network in the Kettle Valley, Chute Lake Road, Gillard area.

The attached mapping shows both the layout prescribed in Kelowna's OCP and the road network layout as it has evolved to date. The Road labeled (1) is the proposed new connection between Gillard Forest Service Road and the City's Road network (Connection to Road 2 - Upper Mission Drive). Road 2 is the extension of Upper Mission Drive. This new road will link two existing sections of Chute Lake Road. The portion of Chute Lake Road which travels through Kettle Valley (shown in Green on the attached map) will eventually be re-named as "South Perimeter Way". Road (3) is a connection between the new Upper Mission Drive and the Mountainside neighborhood in Kettle Valley. Roads (4) and (5) are original road alignments for the area that are shown in the OCP. The road (4) alignment has been totally abandoned in favour of the new alignment shown as road (2). Road (5) has been partially eliminated and is now a cul-de-sac.

The following factors have impacted the road layout for this area and forced changes:

a) Gillard Forest Service Road alignment

-Logging trucks and dump trucks frequently use the Gillard FSR. The Ministry of Forests and Range has indicated that they are no longer interested in a re-alignment of the Gillard Forest Service Road in the near future. They neither support, nor oppose the proposed route; rather they are too busy to process any FSR alignment changes other than those that are vital to day to day operations.

b) Fortis BC Transmission Line Right of Way

-FortisBC would like to reduce potential conflicts (Gillard FSR) in the ROW for their transmission lines.

c) Terasen Gas Line Right of Way

-Terasen Gas has a high pressure gas line which traverses both the Kelowna Mountain and Trumpeter Ridge Estates developments. Relocation of major gas lines is costly and the process is very lengthy.

A handwritten signature in purple ink, appearing to be "R. Smith", located at the bottom right of the page.

d) Leon Creek Environmentally Sensitive Area

-During study of the Kelowna Mountain property prior to development, an un-mapped creek was discovered. Setbacks and environmental regulation associated with development in the creek corridor have influenced the road layout.

e) City Reservoir/Water Utility infrastructure requirements

-City is acquiring lands from Village of Kettle Valley to expand Adams Reservoir and add UV Treatment Facility.

f) Other environmentally sensitive areas

-Several grassland and gulley area's exist on the hillsides of this area which rank as having "High" environmental value (ESA1).

g) Topography

-Original road network from OCP 2020 Plan did not take into account the steep and variable topography in this area. Original road network design would have resulted in a very high degree of scarring on the landscape.

h) Development

-There are four groups developing within the map area that are working toward the attached plan. Each have varied opinions and interests impacted by the plan. Letters from the two developers impacted the most are attached to this report.

The road network as designed today was developed with the feedback from a variety of stakeholders. These include the development industry, utility providers and other government agencies. In addition, both Road (1) and Upper Mission Drive were designed to handle truck traffic from the Gillard FSR. The current Gillard FSR does not meet minimum City road standards and is a concern to Fortis BC because it criss-cross's their Right of Way.

While consultation between staff and developers did occur at the time of road network design, some of the developers impacted by proposed changes to the Gillard Forest Road alignment have expressed concerns regarding the routing of truck traffic through their future developments.

Existing Policy:

OCP 20 Year Major Road Network and Road Classification Plan

The OCP 20 Year Major Road Network and Road Classification Plan requires updating to be in accordance with proposed changes that have been triggered by the issues listed above. This proposed change to the OCP 20 Year Major Road Network and Road Classification Plan does not impact the Financial/Service strategies because development densities will remain the same. At Council's direction, staff will initiate an application to amend this portion of the OCP.

External Agency/Public Comments:

The developers of Trumpeter Ridge and Kettle Valley (among others) are concerned that the proposed connection of Gillard Forest Service Road to the City's road network on Road (1) will compromise safety and impact real estate sales negatively.

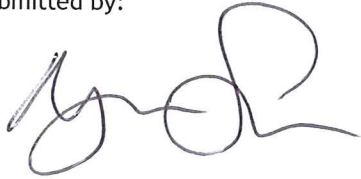
Internal Circulation:

Manager, Development Engineering Branch
Director, Land Use Management
Long Range Planning Manager
Traffic and Transportation Engineer

Considerations not applicable to this report:

Legal/statutory Procedural Requirements: N/A
Legal/Statutory Authority: N/A
Communications Considerations: N/A
Alternate Recommendation: N/A
Financial/Budgetary Considerations: N/A
Personnel Implications: N/A
Technical Requirements: N/A

Submitted by:



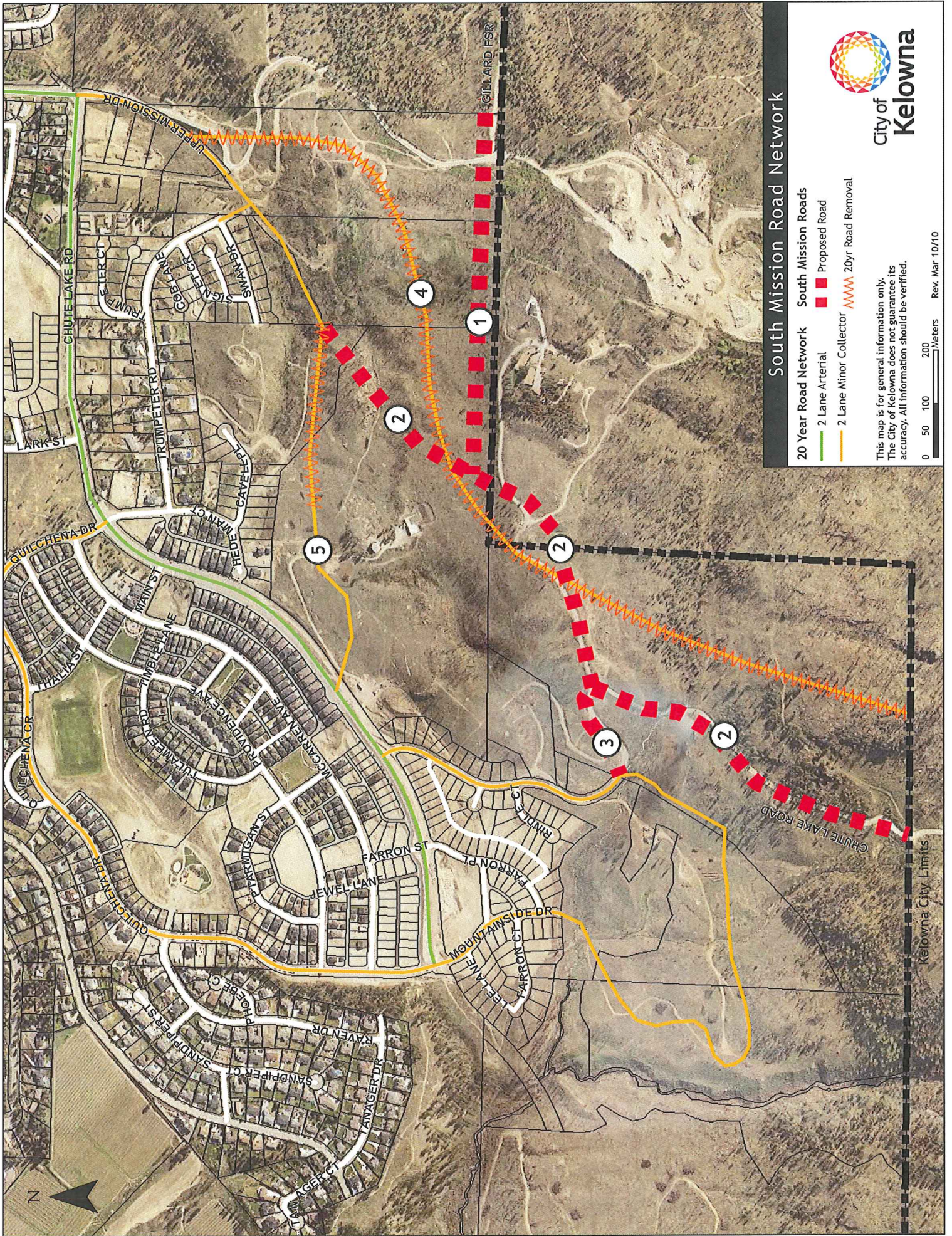
R. Smith, Subdivision Approving Officer

Approved for inclusion:



R. Dickinson, Director of Development Services

CC: City Manager
City Clerk
General Manager, Community Services



South Mission Road Network

- | | |
|--|---|
| 20 Year Road Network | South Mission Roads |
| — 2 Lane Arterial | - - - Proposed Road |
| - - - 2 Lane Minor Collector | ~~~~~ 20yr Road Removal |

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

CITY OF KELOWNA

APR - 7 2010

ADMINISTRATION
DEPARTMENT

*Copies also provided to
Council.*

Original to: ☒ Communications

Copied: ☒ Mayor
☒ City Manager
☒ Councillors

File Number:

1350-01

Initials:

jun

Date:

Apr. 7/10

**Opposition to the realignment of the
Gillard Forestry Road**

April 7, 2010

Submitted by: Carlos Bermudez, President of Village of Kettle Valley

With support from: Gary Engle and Jim Coyne, Owners of Village of Kettle Valley

Linda D. Craigen, Kettle Valley Resident Association

Bruce McKay, Principal of Chute Lake Elementary School

Wally Leong, Calcan Investments Inc.

Lloyd Nestman, The Creeks in the Mission

Kathy Melton, Cavell Place

Marvin Dean, Iron Horse

Marty Pope, Kettle Valley Stone Company

April 6, 2010

Dear Kelowna City Council Members,

It is my understanding that you will soon be reviewing a report/plan outlining a proposed road network for the increasingly developed South Mission area. As the General Manager of the Village of Kettle Valley ("Kettle Valley"), I am writing to ask that your consideration take into account the adverse impact that this road network will have on our community.

Although I have not received a copy of City staff's full report, I do know that there has been some thought given to realigning the current Gillard Forestry Road. This realignment would involve having a significant portion of the forestry road re-routed through a planned upscale Kettle Valley residential neighbourhood, tentatively named The Summit at Kettle Valley ("The Summit"). This realignment would have a severely negative impact on The Summit. In fact, should such a realignment occur, the financial viability of developing this subdivision would be called into question.

The Village of Kettle Valley is governed by its CD2 designation and, as such, it was established many years ago that the area that comprises The Summit would someday be a residential neighbourhood. This being the case, it is difficult to understand why this realignment is being given any consideration at all. The idea of diverting large volumes of heavy truck traffic into an approved planned residential community seems to me would contradict sound planning principles. There is little doubt that it would only be a matter of time before one of these trucks would "lose their load" and potentially cause significant damage to property and/or personal injury. Furthermore, since inception the Village of Kettle Valley was designed as a neo-traditional community. As such, it is by definition premised on creating a living environment that encourages walking and other forms of non-motorized transportation. A heavily traveled forestry road through Kettle Valley would therefore undermine the basic principles on which our community was founded and on which our residents have relied when making their decision to live in Kettle Valley. As anyone who has spent any amount of time in Kettle Valley would attest, the sidewalks and streets are often crowded with young children and adults walking, roller-blading, and riding their bikes. If the Gillard Forestry Road were to be realigned, it would be done at the expense of their safety.

Although safety concerns are the over-riding basis for our opposition to the proposed realignment, there are other considerations that should be taken into account. In my 4 year tenure as the President and General Manager of the Village of Kettle Valley I have never been invited to any meeting where the realignment of the Gillard Forestry Road was the explicit reason for the meeting, nor where I was asked whether Kettle Valley had any objection to this realignment. To the contrary, on the rare occasion where the realignment was even mentioned, and I can think of only one instance, it was incidental to the conversation and discussed as if the realignment was a foregone conclusion that had already received all the necessary approvals.



Kettle Valley Development
5305 Main Street, Suite 201 – Kelowna, British Columbia, Canada V1W 4V3
Phone: 250.764.0999
Fax: 250.764.6116
www.kettlevalley.com

Although my predecessor, Graham Wood, is now deceased, I have not received any indication from anyone that he consented to this realignment. In fact, I worked closely with Graham during his final year, and he never once mentioned this realignment to me. As a developer, I would hope to be included in the decision making process on issues that have the potential to have a drastically negative impact on our pre-existing comprehensive development.

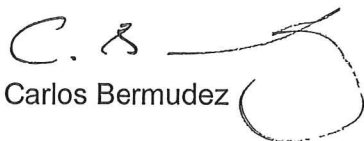
Lastly, the basic question of why this realignment is even under consideration should be addressed. Between Kettle Valley and Trumpeter Ridge, I believe we have spoken to or met with all of the parties that are either directly or indirectly impacted by the location of the Gillard Forestry Road. With the exception of Kelowna Mountain, I am yet to hear of anyone who is in favour of this realignment. Given that the current forestry road passes through Kelowna Mountain, this development's incentive to have the road re-aligned is obvious. However, it begs the question of why the City of Kelowna would even consider making a change that would benefit one development at the expense of another. This is especially disconcerting given that the benefiting development, Kelowna Mountain, is one that is relatively new to the area and that has only relatively recently applied for approval, while the injured development, Kettle Valley, is one that has been in existence for over 10 years and has front-ended the cost of much of the infrastructure that has made development in the South Mission possible for others.

For the reasons outlined above, I respectfully request that the proposed realignment be rejected and that the current location of the Gillard Forestry Road be preserved. I have included letters from the following people in which they also express their opposition to the realignment of the Forestry Road.

- Gary Engle and Jim Coyne, Owners of Village of Kettle Valley
- Linda D. Craigen, Kettle Valley Residents Association
- Bruce McKay, Principal of Chute Lake Elementary School
- Wally Leong, Calcan Investments Inc.
- Lloyd Nestman, The Creeks in the Mission
- Kathy Melton, Cavell Place
- Marvin Dean, Iron Horse
- Marty Pope, Kettle Valley Stone Company

Thank you for your consideration. Please feel free to contact me at your convenience if you would like to discuss this matter further.

Respectfully Submitted,


Carlos Bermudez

President and General Manager

Village of Kettle Valley

Gary D. Engle
James A. Coyne
20 Marshall St., Suite 104
South Norwalk, CT 06854
(203) 663-4204

April 6, 2010

To: Kelowna City Council

As the beneficial owners of Kettle Valley, we are writing to express our absolute opposition to any proposal that would have a forestry road realigned so that it passes through our residential development.

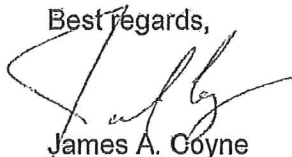
The Village of Kettle Valley was established as a comprehensive development zone more than 10 years ago. At the time the CD2 was created, parts of the land parcel that comprises our development were explicitly designated as residential. These residential areas include a section that we are developing under the name The Summit. A decision to reroute forestry traffic through The Summit would, at a minimum, contradict the spirit of our CD2 designation and would threaten the viability of this subdivision from both an economic and liability perspective.

The presence of the Forestry Road on our property will alienate buyers or, alternatively, require significant price concessions in order to consummate a sale. Therefore, the realignment of the Forestry Road would have a substantial negative impact on our return on investment and may make it impossible for us to utilize this land in the way it was intended in the CD2. Furthermore, even if the economic incentives to develop The Summit could be salvaged, the liability issue may prove to be insurmountable. Clearly this proposed realignment would cause extreme financial harm to our asset and create very serious safety issues.

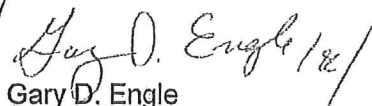
We have spent millions of dollars carefully planning and developing the Village of Kettle Valley as a premier residential community, and in so doing, we have also funded much of the infrastructure that has facilitated the development of other areas of the Upper Mission. Diverting heavy truck traffic into our community would disregard these facts and cause severe damage to our CD2 planned community.

If you have any questions, please feel free to contact either of us.

Best regards,



James A. Coyne



Gary D. Engle

April 6, 2010

To City Council,

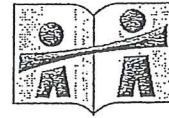
As the secretary of the Kettle Valley Residents Association, I speak on behalf of my fellow Kettle Valley residents in expressing my displeasure regarding the possibility of having the existing forestry road diverted into our community. The residents of Kettle Valley made their decision to live in this community in large part because of the safe and uncrowded streets. By diverting forestry and other truck traffic into Kettle Valley, the City would be jeopardizing what the developer and the residents of Kettle Valley have worked so hard to achieve over many years. I trust that the well-being of our community will be given the consideration it deserves.

Sincerely,

Linda D. Craigen

on behalf of:
Kettle Valley Residents Association

CHUTE LAKE ELEMENTARY



School District 23

Phone: 250-870-5139

Fax: 250-870-5039

5240 Lark Street

Kelowna BC V1W 4K8

March 31, 2010

To: The City of Kelowna

Re: Proposed relocation of logging road in Upper Mission

Dear Sir,

It has come to my attention that a proposed relocation of Gillard Forestry Creek Service Road will be before City Council in the near future. On behalf of the school staff and parent community I wish to express strong opposition to the relocation of this road to Upper Mission Drive. It appears that such relocation would bring the road directly through future residential streets and therefore would pose significant risk to young children and parents walking or biking to school.

Yours truly,

Bruce McKay

Principal,

Chute Lake Elementary School

Calcan Investments Inc.
PO Box 29188
Okanagan Mission RPO
Kelowna, BC
V1W 4A7

City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4

March 25, 2010

Re: Gillard Creek Forest Service Road Closure

To whom it may concern:

It is our understanding that Kelowna Mountain is making application to close a portion of the Gillard Creek Forest Service Road.

We oppose this road closure as the new alignment of the road would reroute and extend gravel and logging truck traffic thru the residential areas.

This proposal does not adhere to good planning principles. Why would council even consider closing an existing road that offers a direct access route to Kettle Valley Railway and Chute Lake to loggers, trucks and residents?

Moving this road would be contradictory to the principal of the S.W. Mission Sector Plan developed in 1995 which created a great neighbourhood in Kettle Valley.

If City Administration or Council would like to discuss further please do not hesitate to call.

Yours Truly


Wally Leong



City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4

March 25, 2010

Re: Gillard Creek Forest Service Road Closure

To whom it may concern:

This letter is being sent to you in opposition to the re-routing of the Gillard Creek Forest Service Road.

This road closure would require a new route that extends logging truck traffic thru residential areas which completely defies conventional planning principles.

If City Administration or Council would like to discuss further please do not hesitate to call.

Yours Truly

Lloyd Nestman

April 5, 2010

City of Kelowna
1435 Water St.
Kelowna, B.C. V1Y 1J4

Attention: Members of Council

RE: Proposed Gillard Forestry Road Realignment
Shown on South Mission Road Network map (rev Mar10/10)

On behalf of Sundowner Holdings Ltd. and Woodlawn Projects Inc., the developer of Cavell Place, and owner of residual lands in the area, I am writing to express our opposition to the proposed relocation of the Gillard Forestry Road indicated on the above referenced map. We feel that relocating the road in such a manner is both unnecessary and negatively impacts the community.

Safety is our greatest concern. The current location of the Gillard Forestry Road has very little impact on the residents and pedestrian users in the area. The proposed relocation of the Gillard Forestry Road will load densely populated residential streets with numerous forestry, gravel and sand trucks. This will have a direct effect on public safety in the area. The proposed road relocation will intersect with other collector roads, such as Trumpeter Road and Upper Mission Drive making greater potential for accidents.

With the large number of existing and future residents in the area and the number of children attending the new Chute Lake School, I think road safety should be paramount in the consideration of any road relocation.

In addition to safety concerns, the proposed relocation of the forestry road and corresponding heavy truck traffic will create significant noise pollution in an area of greater residential concentration.

I trust that our position will be considered in evaluating the proposal and the impact on area landowners. Please keep me informed as to the status of this proposal. Please feel free to call me at 403 830-1752 if you would like to discuss in greater detail.

SUNDOWNER HOLDINGS LTD./ WOODLAWN PROJECTS INC.



Kathy Melton
Principal

To whom it may concern,

Please be advised that the community of Iron Horse strongly opposes any road realignments in the upper Mission that would reroute truck traffic. Given the proposed realignment, we feel it would be just a matter of time before there is a serious accident, especially with the new school open.

Sincerely,

On behalf of the residents of Iron Horse
Marvin Dean
Iron Horse Developments
250-878-0666



QUALITY NATURAL STONE PRODUCTS

204 Cambro Road, Kelowna, British Columbia, Canada V1X 7T3
Phone: 250-491-0405 Fax: 250-491-4959 Toll Free: 1-877-670-ROCK (7625)

March 5, 2010

To Whom It May Concern:

I am writing to express my concerns in relation to the relocation of the Gillard forestry road.

As it is the main access for our sand and gravel quarry you should know in our busy schedule (March – June and September – November) we have approximately fifty trucks per day on and off that road, and we hope to increase that number.

Safety has been and always will be our number one concern. With the new homes being built and the new Chute Lake school (of which we supplied the aggregate) I am concerned at the increase in the amount of houses (some with suites) we will have to drive past each day.

In the original plan (that was not given to us as prior to the sub division approval) the road when moved would go by approximately thirty homes. The latest proposal has a steeper grade (heavy use of engine retarders or Jake brakes on the trucks) then joins up on the future Upper Mission Drive passing approximately fifty five homes. Add the amount of logging trucks and the fact we use super B configuration (Forty one thousand tone payloads sixty two five gross) to supply our shop in Kelowna I feel risk levels and noise levels will be raised dramatically and unnecessarily.

If the road was to remain where it is with some improvement it could still be radio controlled, and only affect less than ten homes and of those all are proposed large lot (one acre) as well as adjoining the proposed recreation corridor that would follow the power lines.

Please consider my concerns when you are deliberating this matter.

Marty Pope
General Manager



www.kettlevalleystone.com

info@kettlevalleystone.com

FOR: MAYOR SHEPHERD AND COUNCILLORS – CITY OF KELOWNA

RE: Road Traffic Plan for Lower Mission and Kettle Valley Area

Ladies and Gentlemen:

It has recently come to our attention that the Kelowna City Council will be reviewing a proposed road and traffic plan for the Lower Mission and Kettle Valley areas at an in-camera meeting in early April of this year. We, as long term developers in this region, will consequently not be allowed to speak to this report and are unaware of all the city staff recommendations that will be brought forward. However, we have been informed, in no uncertain terms, that there is included in this report a recommendation for the diversion of heavy logging and rock truck traffic from the current route up and down the Gillard Creek Forestry Service Road (GCFSR) onto local "road E". This road (see attached map) courses through proposed residential areas of both the Kettle Valley and Trumpeter Ridge developments.

We feel strongly that this is a potentially dangerous recommendation which would expose local residents, including both adults and children as pedestrians, cyclists or motor vehicle drivers, to needless interactions with the heavy truck traffic. This opinion is shared by staff of the Chute Lake Elementary School as well as the School District #23 Traffic Safety Officer. The truck volume varies from 50 to greater than 100 vehicles per day moving up and down the GCFSR. The downhill route is characterized by significant noise from brake application and engines. The proposed use of local "road E" as a truck route clearly increases the hazard to local residents accessing driveways along a sloped road as well as to pedestrian traffic walking in the neighborhood or children walking to and from the local school. In discussing this situation with numerous uninvolved third parties the uniform response is one of disbelief that such a recommendation would be considered.

An option open to the Trumpeter Ridge and Kettle Valley owners of the affected properties is to shelve the development of the subdivisions along the route of "road E" which would preserve the current use of the GCFSR for heavy truck traffic. However, this would be an unfair situation for the developers who acquired these properties in good faith assuming that it would be reasonable to develop them fully. This would create a significant economic stress as clearly the land values of both Trumpeter Ridge and Kettle Valley would be impacted negatively. The Trumpeter Ridge development has already lost sales because of buyer concerns regarding the potential noise and safety issues.

Our inquiries have led us to believe that there are no legal or contractual agreements between Fortis, the B. C. Ministry of Forests and the City of Kelowna that would preclude the continued use of the GCFSR for truck traffic as it has been successfully used for many years. There are long term alternatives available for truck traffic that would not involve the local roads in the Kettle Valley or Trumpeter Ridge subdivisions.

In view of the above, we would strongly recommend that local "road E" be designated as a "no heavy truck route".

If we can provide any further information to the Members of Council, we would be pleased to do so.

Submitted by:

A handwritten signature in black ink, appearing to read "D. J. Mulholland". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

D. J. Mulholland, for Trumpeter Ridge Developments

TRUMPETER RIDGE SUBDIVISION

3832 Capozzi Road
Kelowna, BC V1W 3L2
Phone: (250) 870 3678 Fax: (250) 861 8013

March 22, 2010

To all City Councillors
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Subject: Trumpeter Ridge Development - Particularly Road layout

Dear council members,

The developers of the above noted subdivision are seeking your assistance and recommendation to staff.

In 2006 Council approved the rezoning and subdivision of the 37 acre parcel legal description: Lot A, sect 24, TWP 28, SDYD, Plan 18646, City file # S05-0101, Chute Lake Road. Approval was granted for 125 units. In early 2006, drawings were submitted to City staff for layout approval.

On February 15, 2006, preliminary approval was issued by City Staff (Mr. Shaugnessey). This approval was based on the plan submitted and the original 125 units were reduced to 103 units after several meetings with staff.

As stated in the P.L.A., water supply was not available for the whole development and after many meetings, it was agreed that Trumpeter would construct an additional pump station and reservoir to accommodate our development and future developments of 240 units.

In April 2006, a meeting was called by staff to discuss the water supply, sewer and storm sewer. In attendance were: staff, Trumpeter, Mr. W. Leong, Mr. Nesbitt, and Mr. Jacobs. It was decided then that those services were to go under the proposed Road A. Staff also increased the water capacity to 740 units. The additional cost to Trumpeter was approximately \$1 million for a total of approximately \$2.6 million.

The waterline was and is located under Road E. City staff and Trumpeter agreed with the provision that late-comer charges will be collected by the City on behalf of Trumpeter. Please see attachment.

As per the layout approval on page 7 and 8 Road E is designated as Urban Local Road which allows for roll-over curbing and parking. As far as the developer (Trumpeter) is concerned, this was not changed. Temporary lane access was indicated on the drawings until such time that Road D was to be connected to the designated Forestry Road.

The forestry Road is to connect to Road A which configuration has a minimal impact on the residential developments in the area as a whole. In discussion with Forestry officials, more particularly Mr. Henrikson, Area Manager, the layout plan was submitted, waterline crossing permit was issued, and in general, there were no objections voiced by Forestry when the road layout was discussed at that time.

The developer (Trumpeter) proceeded with the waterline construction from the Adam Reservoir to a new state of the art pump station and water lines through Road E and Forestry Road to a new and expanded reservoir to accommodate 740 residential units.

On May 21, 2008, a meeting was called by Mayor S. Shephard through Mr. Dickinson; at the meeting were residents of Rindhall Court who were denied occupancy permits on their newly constructed dwellings because of inadequate water pressure.

The issue was resolved and Trumpeter gave assurance that the new water supply would be operational by the end of 2008; this was accomplished by December 22, 2008 under very trying circumstances due to the severe weather (temperatures 20° below freezing). This is one example of many where Trumpeter Ridge developers have gone the extra-mile to accommodate staff in a difficult situation.

All staff and developers involved were satisfied and the road issue was never discussed until our engineering firm Pilling and Associates submitted plans for the latest phase of Trumpeter Ridge Development. Road E was now designated as an urban collector road with heavy truck traffic (logging trucks, gravel and rock trucks with pup trailers going through developments i.e. Kelowna Mountain, Trumpeter Road, and Kettle Valley Village.

We spoke to Gorman who has a logging operation towards Chute Lake and beyond; also, talked to Tolko which is operating in the area, and although they do not wish to become directly involved in this issue, their opinion is that the latest connection of Forestry and Road A is by far the preferred route for heavy truck traffic.

Forestry officials both in Victoria and Vernon have taken no position other than that logging trucks can go in and out and are quite content with the status-quo. It is our understanding that changes in the layout of Kelowna Mountain made staff consider Road E as a collector contrary to the layout approval granted on February 2006.

The proposal by staff to reroute heavy truck traffic through residential areas is not only impractical, but in our opinion, and many others' very dangerous, especially with the opening of the new school and children in the subdivisions.

At a meeting in January 2010, Mr. S. Muentz, City Engineering Manager, suggested a no trucking sign at Road E. However, some days later at a subsequent meeting we were informed this was not feasible.

To Summarize:

- Road E should remain an Urban Local Road.
- Road A should be a Collector Road and as at present enter the enhance Forestry Road as part of Road A.

This will have NO or little impact on residential dwellings and avoid any school pedestrian traffic. Overall, a win-win situation.

Our engineer D.A. Pilling has also included some future Road suggestion for the overall 20 year Road-Grid in the area. Please see following four attachments.

Respectfully submitted,



Tony Lockhorst



D.E. PILLING & ASSOC. LTD.
CONSULTING ENGINEERING

City of Kelowna
1435 Water Street
Kelowna BC, V1Y 1J4

March 16, 2010
File: 1801

Attention: Mayor Sharon Shepherd & Council

Dear Mrs. Shepherd

Re: Gillard Creek Forestry Road

As the City of Kelowna is updating its road network plan, we wish to draw the concerns about the Gillard Creek Forestry Road to your attention.

The Forestry Road presently joins Upper Mission Drive approximately 320 meters south of Chute Lake Road, the City of Kelowna now proposes, to connect it to Upper Mission Drive further south in order to lessen the grade on the Forestry Road.

However since the original subdivision review done in early 2006, most of the options available have been lost due to Leon Creek being designated an ESA area.

The latest option proposed calls for the Forestry road to be extended along the upper (south) side of the Consiglio, Randhawa and Kettle Valley properties joining Upper Mission Drive approximately 970 meters south of Chute Lake Road.

The new route has a major impact on all the properties, and results in logging and gravel trucks being routed through residential areas.

If the Forestry Road remains where it is, it has minimal impact on the residential areas, and in our option that is where it should stay.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

Dale Pilling, P.Eng.

c.c. Tony Lockhurst - Randhawa
Doug Mulholland

DP/vl

#200 - 540 GROVES AVE., KELOWNA, B.C. V1Y 4Y7
TEL. (250) 763-2315 FAX (250) 763-6559 EMAIL engineering@pilling.ca

"PROVIDING TECHNICALLY SOUND SOLUTIONS AT THE LEAST COST TO THE CLIENT."



Mayor Sharon Shepherd and Councilors – City of Kelowna

RE: Road E, Phase III, Trumpeter Ridge Estates

I am writing to express my concern regarding the re-routing of the Gillard Forestry Road and quarry truck route along proposed Road E to the Trumpeter Ridge subdivision continuing through to Kettle Valley's subdivision and down the new proposed Upper Mission Drive.

It is estimated there will be in excess of 75 heavy duty trucks per day travelling back and forth along Road E through the Trumpeter Ridge and Kettle Valley subdivisions. This means 150 trucks will pass by the front doors of approximately 45 to 55 residential homes every day while hauling quarry rocks and logs. It is difficult to understand how & why City Planners have come to this decision.

The location of the Gillard Forestry Road and quarry truck route as it is now situated has a much lower impact upon residential neighborhoods & families as it only has five homes currently along its route with a potential of nine homes in total within the Kelowna Mountain subdivision.

The Upper Mission area has long been favored as a prime location to live in Kelowna. It also has a good reputation for attracting families because of the high standard of neighborhoods and quality schools. It would be very disappointing to see trucks being allowed to travel through these prime residential neighborhoods.

As the primary realtors for Trumpeter Ridge Estates we have advertised and marketed to the public the beauty of living in the Okanagan and especially the Upper Mission where "the lake views are panoramic and the location is ideal". We have placed emphasis on the local area being a "family friendly & safe neighborhood with plenty of parks, playgrounds and within easy walking distance to the new elementary school". In addition, the Okanagan lifestyle allows many to enjoy outdoor activities including such simple daily pleasures as walking the dog, cycling, jogging, skateboarding, etc.

RE/MAX

Kelowna

each office independently owned and operated

#100 - 1553 Harvey Ave.,

Kelowna, B.C. V1Y 6G1

Ph: (250) 717-5000

Fax: (250) 860-0016 Realtor

Fax: (250) 861-8462 Admin.

Toll Free: 1-800-663-5770

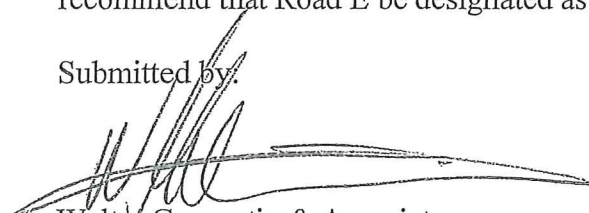
The decision to allow heavy duty truck hauling on Road E will negatively impact the market values of the homes near its route and cause concerns with regard to noise and safety issues for neighborhood residents. Changing the route from the existing Gillard Forestry Road through a more populated residential area obviously increases the risk of potential collision between truck hauling traffic and the public.

We would also like to bring to your attention that four families chose to cancel their purchase of lots along Road E as a result of their conversation with Mr. Ryan Smith, City Planner wherein Mr. Smith confirmed that it will be designated as the future forestry/truck route.

We also have a further three families that plan to cancel their Contracts of Purchase and Sale if Road E is designated as a truck route.

On behalf of myself, current residents and future potential residents we strongly recommend that Road E be designated as a "no heavy duty truck route".

Submitted by:



Walter Grapentin & Associates
RE/MAX Kelowna
250-859-2361

March 15, 2010

To Her Honorable Mayor Shepherd & Kelowna City Councillors

Dear Madams/Sirs:

Re: Road E, Trumpeter Ridge Phase III

On September 21, 2009 we entered into four Purchase and Sale Contracts with the Developers of Trumpeter Ridge Estates for four lots along Road E.

We are favorably impressed with the location, view and size of the lots and as we all currently live near this area we are familiar with its family friendly amenities including various parks, creeks, walkways and especially the newly built and opened Chute Lake Elementary School.

As all four families have young children that would attend the new elementary school the lots were ideal as they are located within easy walking distance.

We heard of rumors that the Gillard Forestry Road was going to be re-routed through the Trumpeter Ridge & Kettle Valley subdivisions via Road E and along Upper Mission Drive. This would have the effect of passing not only our 4 lots but an additional 42 residential lots. We were disturbed to learn in a telephone conversation with Ryan Smith, City Planner with the City of Kelowna that this was not a rumor and, in fact, the new roadway for the forestry and quarry route was not only going by our four lots but also continuing through Kettle Valley to Upper Mission Drive.

As concerned residents that currently live in the Upper Mission we made further inquiries with the logging & quarry companies and have learned that an average of 24 logging trucks and 45 to 50 quarry trucks will use this new route every day. That is approximately 150 trucks travelling back and forth every day through a highly populated, family oriented, residential neighborhood.

We discussed this with the realtor for the Developer who advised us that he was surprised to hear of this as it was his understanding that the forestry road would remain where it currently is and not effect the residential subdivision of Trumpeter Ridge.


We requested and received cancellation of our Contracts and the return of our deposits.

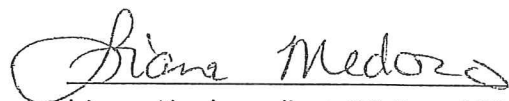
We confirm that we have since purchased from a different developer four lots in the Upper Mission where we feel our families and the safety of our children will not be impacted by the negative effects of the forestry/quarry road.


We cannot understand or agree with the City Planners allowing this re-routing of large trucks past the front doors of approximately 46 residential homes many with young children using these roadways to walk or bike to school as well as many adults walking their dogs, riding bikes, jogging, etc.

Given the growth of the Upper Mission and the fact that this re-routing of the forestry road would affect so many people in this prime area, it is our opinion that the forestry road's location should stay where it is.

Regards,


Melony Lund (Lot 28 Road E)


Liana Medoro (Lot 29 Road E)


Shannon Panton & Anthony Panton (Lot 30 Road E)


Darcie Carter (Lot 34 Road E)



204 Cambro Road, Kelowna, British Columbia, Canada V1X 7T3
Phone: 250-491-0405 Fax: 250-491-4959 Toll Free: 1-877-670-ROCK (7625)

March 5, 2010

To Whom It May Concern:

I am writing to express my concerns in relation to the relocation of the Gillard forestry road.

As it is the main access for our sand and gravel quarry you should know in our busy schedule (March – June and September – November) we have approximately fifty trucks per day on and off that road, and we hope to increase that number.

Safety has been and always will be our number one concern. With the new homes being built and the new Chute Lake school (of which we supplied the aggregate) I am concerned at the increase in the amount of houses (some with suites) we will have to drive past each day.

In the original plan (that was not given to us as prior to the sub division approval) the road when moved would go by approximately thirty homes. The latest proposal has a steeper grade (heavy use of engine retarders or Jake brakes on the trucks) then joins up on the future Upper Mission Drive passing approximately fifty five homes. Add the amount of logging trucks and the fact we use super B configuration (Forty one thousand tone payloads sixty two five gross) to supply our shop in Kelowna I feel risk levels and noise levels will be raised dramatically and unnecessarily.

If the road was to remain where it is with some improvement it could still be radio controlled, and only affect less than ten homes and of those all are proposed large lot (one acre) as well as adjoining the proposed recreation corridor that would follow the power lines.

Please consider my concerns when you are deliberating this matter.

A handwritten signature in black ink, appearing to read "Marty Pope".

Marty Pope
General Manager



www.kettlevalleystone.com

info@kettlevalleystone.com