

# SCHEDULE A - Policies



**Subject:** 4690 Highway 97 N – Application for Exclusion from the ALR

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## **1.1 City of Kelowna Agriculture Plan (2017)**

Overall goals:

1. Develop clear policies that serve to protect and promote agriculture;
2. Identify opportunities to strengthen farming as an economic driver;
3. Increase the amount of, and access to, locally grown and produced food;
4. Promote and celebrate the agricultural character of Kelowna; and
5. Build resilience in communities against rising costs of food and risks from climate change.

## **1.2 Kelowna Official Community Plan (OCP)**

### **Chapter 4: Future Land Use**

#### **Resource Protection Area**

Generally, land areas within this designation (whether they are within the permanent growth boundary or not) will not be supported for exclusion from the ALR or for more intensive development than that allowed under current zoning regulations, except in specific circumstances where the City of Kelowna will allow exceptions to satisfy civic objectives for the provision of park/recreation uses.

#### **Permanent Growth Boundary**

Lands within the permanent growth boundary may be considered for urban uses within the 20 year planning horizon ending 2030. Lands outside the permanent growth boundary will not be supported for urban uses.

#### **Agricultural Land Use Policies**

##### **Objective 5.33 Protect and enhance local agriculture.**

Objective 5.33 Protect and Enhance Local Agriculture

Policy .1 Protect Agricultural Land. Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Policy .2 ALR Exclusions. The City of Kelowna will not support ALR exclusion applications to the ALC except in extraordinary circumstances where such exclusions are otherwise consistent with the goals, objectives and other policies of this OCP. Soil capability alone should not be used as justification for exclusion.

## Transportation Policies

### Objective 7.9 Ensure efficient and effective transit infrastructure and facilities.

Policy 2. Transit Expansions. Prioritize future transit expansions in accordance with Map 7.2 – Transit Plan

Policy 3. Transit Service. Implement a Primary Transit Network of high-frequency and convenient (including late night service) transit routes to connect Urban Centres and surrounding urbanized central areas as well as institutional and community services such as the hospital, university, college, and recreational facilities.

Policy 4. Base Level Transit Service. Provide a base level of transit service (every 30 minutes) to facilitate convenient access to transit in areas with sufficient population and employment intensity to achieve acceptable performance standards and return on investment.

### 1.3 Agricultural Land Commission Act (ALCA)

Purposes of the commission – Section 6 of the ALCA

The following are the purposes of the commission:

- (a) to preserve agricultural land;
- (b) to encourage farming on agricultural land in collaboration with other communities of interest;
- (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

# SCHEDULE B – Technical Comments



**Subject:** 4690 Highway 97 N – Application for Exclusion from the ALR

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## **1.1 Interior Health**

Thank you for the opportunity to provide comments on this application. It is our understanding the applicant is requesting to exclude land in the ARL to extend Hollywood Road and relocate BC Transit Regional Transit Facility. The following comments are from a population health perspective for your consideration.

This application for exclusion does not appear to support our local food system or our community's food security. The exclusion will result in the loss of agricultural land and the ability to support food related agriculture. However, Interior Health's Healthy Community program recognizes the historical context for the development of this ALR parcel, and the use of the land aligns with OCP policy which has ALC endorsement. In addition, this application appears to support public transit. Public transit is an integral component of a healthy transportation network and a new transit facility would build capacity of the current transit system increasing the availability and quality of public transit in the Central Okanagan. Actions to mitigate the loss of agriculture land are suggested.

Interior Health is committed to improving the health and wellness of all by working collaboratively with local governments and community partners to create policies and environments that support good health. Please do not hesitate to reach out if you require clarification or have questions.

## **1.2 Ministry of Agriculture**

Thank you for providing B.C. Ministry of Agriculture staff the opportunity to comment on the proposed exclusion application for the above noted property. We note that the subject property is proposed for a transit exchange and that, the City has discussed the proposed use with the Agricultural Land Commission (ALC) on a number of occasions since 1995; however, the subject property has not been excluded to date from the Agricultural Land Reserve (ALR), and that is the purpose of the current application.

The subject property has agricultural capability, as noted in the Agricultural Impact Assessment report, to support a wide range of crops, particularly with improvements made to the land. We note that a number of mitigation strategies are proposed to compensate for the loss of productive land. We have a concern that the valuation strategy used to determine the value of production lost and therefore the value of the mitigation that should occur may have been based on some broad assumptions that have resulted in an under valuation of the lost production.

First, the value has been based on the current use of the property which is for a single cut of hay. This is a relatively low value use given the soils and capability data suggest that the site could be used for much more intensive forms of agriculture and higher value crops. It is possible that effort to produce higher value crops has not been made precisely because the site has been earmarked for a transit exchange for more than 2 decades. The value of production lost should be based on the potential of the site if it were developed appropriately for agriculture, not based on the result of neglect and lack of effort.

Second, even if the valuation was done for one cut per year of hay production, the methodology used for valuation of the crop appears to have been based a Canadian average, rather than the actual production for this parcel. The Canadian average used does not appear capture the true production and value that would be expected for a hay crop in this region. Based on a realistic average of 2.0 tons for a single cut of non-irrigated hay in the region and a conservative price of

\$200/ton, the value of production for this property is double what was stated in the agrologist report. If there is local information that would suggest that the production for this site is lower than the expected average for the region, it would have been helpful to have that discussed in the report.

If the exclusion proceeds and if the mitigation strategies that are being proposed are based on the valuation of lost production provided in the agrologist report, we recommend reviewing those strategies in light of the additional information we have provided to determine if more or higher value mitigation strategies may be warranted.

Ministry staff also have concerns around the land speculation that often happens around transit exchanges. We recommend that some additional measures such as urban side edge planning and covenanting of the remaining agricultural lands to ensure they remain available for farming be included as part of the planning strategy for the transit exchange should the exclusion be approved.

### **1.3 Regional District of Central Okanagan**

RDCO staff has reviewed the proposal and provides the following, consider transportation and agricultural policies of the Regional Growth Strategy Bylaw No. 1336 such as:

- Support the protection of ALR lands and land uses which are supportive and/or complimentary to agricultural use; and
- Policy 3.2.9.1 of the RGS supports the Sustainable Transportation Partnership of the Central Okanagan as a means of administering, governing and coordinating the delivery of regional transportation planning and services.