

AGENDA

Development and Planning Services Committee

Monday, February 4, 2019

8:00 a.m.

**Council Chambers, City Hall
500 – 2 Avenue NE**

Page #	Item #	Description
	1.	CALL TO ORDER
	2.	REVIEW OF AGENDA
	3.	DISCLOSURE OF INTEREST
	4.	REPORTS
1 – 34	1.	Zoning Amendment Application No. ZON-1136 [Lawson Engineering & Development Services Ltd./Lawson, B./Hillcrest Mews Inc.; 2520 10 Avenue SE; R-1 to CD-19]
35 – 46	2.	Zoning Amendment Application No. ZON-1138 [Simpson, M. ; 2150 21 Street NE; R-1 to R-8]
47 – 54	3.	Zoning Amendment Application No. ZON-1139 [Green, S.; 1461 17 Street SE; R-7 to R8 & R-1]
55 – 70	4.	Zoning Amendment Application No. ZON-1140 [Tarnow, T. & K./Canoe Beach Properties Ltd/0753219 BC Ltd.; 4400 & 4600 Canoe Beach Drive NE; R-4 to R-6]
71 – 78	5.	City of Salmon Arm Community Heritage Register - 450 and 500 2 Avenue NE
	5.	PRESENTATIONS
	1.	Director of Engineering & Public Works – City of Salmon Arm Ice & Snow Control Program
	6.	FOR INFORMATION
	7.	IN CAMERA
	8.	LATE ITEM
	9.	ADJOURNMENT

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CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council

Date: January 28, 2019

Subject: Zoning Bylaw Amendment Application No. 1136

Legal: Parcel A (DD20184F) of the North ½ of the North East ¼ of Section 12, Township 20, Range 10, W6M, KDYD, Except Plans 5250, 8442 and 12764
Civic: 2520 – 10 Avenue SE
Owner: Hillcrest Mews Inc.
Applicant: Lawson Engineering & Development Services Ltd. / B. Lawson

MOTION FOR CONSIDERATION

THAT: A bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Parcel A (DD20184F) of the North ½ of the North East ¼ of Section 12, Township 20, Range 10, W6M, KDYD, Except Plans 5250, 8442 and 12764 from R-1 (Single Family Residential Zone) to CD-19;

AND THAT: Final reading of the rezoning bylaw be withheld pending receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of the fencing and landscaping proposed for buffering.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

BACKGROUND

The applicant has submitted a detailed and comprehensive report including site plans to provide their clear intent and approach toward their proposal (Appendix 1). The proposal is to rezone the parcel from R-1 (Single Family Residential Zone) to CD-19, to facilitate a 20-22 lot, bare land strata development.

The approximately 2.53 acre (1.02 hectare) subject parcel is located at 2520 - 10 Avenue SE, west of the "five corners" intersection and east of Hillcrest School (Appendix 2 and 3).

The subject parcel is designated Low Density Residential in the City's Official Community Plan (OCP) and zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 4 and 5). This area is largely comprised of R-1, R-8 and A-2 zoned parcels containing single family dwellings (with and without secondary suites), with an R-6 mobile home park development to the south-east. The parcel is currently vacant (until recently it contained a single-family home which has been demolished), with the south end being heavily treed. Site photos are attached as Appendix 6.

The Zoning Map attached shows the mix of zones in the immediate area. Land uses adjacent to the subject parcel include the following:

North: Road (10 Ave SE) with Single-Family Residential (R-1) parcels beyond,
South: Mobile Home Park (R-6) parcel,
East: Rural Holding Zone (A-2) parcels, and
West: Single-Family Residential (R-1)

4.1

Despite the larger 2.53 acre size of the subject parcel, the configuration, in particular the relatively narrow width of the parcel relative to parcel size and roadway requirements, limits the subdivision potential under R-1 zoning. Thus, the CD Zone has been proposed aligned with the OCP's Low Density Residential designation to support a strata development of smaller parcels served by an access route. The proposed CD zone is outlined below:

SECTION 57 - CD-19 - COMPREHENSIVE DEVELOPMENT ZONE - 19

Purpose

- 57.1 The purpose of the CD-19 Zone is to provide for low density, small lot strata development consisting of *single-family dwelling* and *duplex* use on a relatively narrow parent *parcel*.

Regulations

- 57.2 On a *parcel* zoned CD-19, no *building* or *structure* shall be constructed located or altered and no plan of subdivision approved which contravenes the regulations set out in the CD-19 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 57.3 The following uses and no others are permitted in the CD-19 Zone:

- .1 *single family dwelling*;
- .2 *duplex*;
- .3 *accessory use*, including *home occupation*;
- .4 *public use*; and
- .5 *public utility*.

Maximum Height of Principal Building

- 57.4 The maximum *height* of *principal building* shall be 10.0 metres (32.8 feet).

Maximum Height of Accessory Building

- 57.5 The maximum *height* of an *accessory building* shall be 6.0 metres (19.7 feet).

Maximum Parcel Coverage

- 57.6 The total maximum *parcel coverage* for *principal* and *accessory buildings* shall be 50% of the *parcel area*, of which 10% shall be the maximum *parcel coverage* for *accessory buildings*.

Minimum Parcel Area

- 57.7 .1 The minimum *parcel area* for a *single family dwelling* shall be 325.0 square metres (3,498 square feet).
- .2 The minimum *parcel area* for a *duplex* shall be 650.0 square metres (6,996 square feet)

Minimum Parcel Width

- 57.8 .1 The minimum *parcel width* for a *parcel* line common to a *highway* shall be 50.0 metres (164 feet).
- .2 The minimum *parcel width* for a bare land *strata lot* intended for a *single family dwelling* fronting an *access route* shall be 10.0 meters (32.8 feet).
- .3 The minimum *parcel width* for a bare land *strata lot* intended for a *duplex* shall be 20.0 meters (65.6 feet).

Minimum Setback of Principal Building

57.9 The minimum *setback* of the *principal building* from the:

- | | | |
|----|---|-----------------------|
| .1 | <i>Front parcel line</i> | |
| | - adjacent to a <i>highway</i> shall be | 3.0 metres (9.8 feet) |
| | - adjacent to an <i>access route</i> shall be | 2.0 metres (6.6 feet) |
| .2 | <i>Rear parcel line</i> shall be | 3.0 metres (9.8 feet) |
| .3 | <i>Interior side parcel line</i> | |
| | - adjacent to a <i>parcel zoned</i> | |
| | CD-19 shall be | 1.2 metres (3.9 feet) |
| | - all other cases shall be | 1.8 metres (5.9 feet) |
| | - not applicable to <i>dwelling units</i> within the same <i>duplex</i> | |
| .4 | <i>Exterior side parcel line</i> | |
| | - adjacent to a <i>highway</i> shall be | 3.0 metres (9.8 feet) |
| | - adjacent to an <i>access route</i> shall be | 2.0 metres (6.6 feet) |

Minimum Setback of Accessory Buildings

57.10 The minimum *setback* of an *accessory building* from the:

- | | | |
|----|---|------------------------|
| .1 | <i>Front parcel line</i> shall be | 5.0 metres (16.4 feet) |
| .2 | <i>Rear parcel line</i> shall be | 1.0 metre (3.3 feet) |
| .3 | <i>Interior side parcel line</i> shall be | 1.0 metre (3.3 feet) |
| .4 | <i>Exterior side parcel line</i> shall be | 5.0 metres (16.4 feet) |

Maximum Density

57.11 The maximum *density* shall be no greater than 22 *dwelling units* per hectare.

Parking

57.12 Parking shall be required as per Appendix I.

Screening & Landscaping

57.13 Parcel lines of the strata development adjacent to residential zoned parcels shall be screened with a combination of fencing and/or landscaping as per Appendix III.

OCP POLICY

The subject parcel is designated Low Density Residential in the OCP, located within the outer edge of the urban containment boundary, and is within Residential Development Area A, the highest priority area for development. The proposed CD zone has been drafted to align with the Low Density land use designation and the City's related policies to generally support a compact community.

The proposal reasonably aligns with OCP Policy 4.4.3, which encourages all growth to be sensitively integrated with neighbouring land uses. Furthermore, the proposed zoning aligns with the Urban Residential Objectives of Section 8.2 and Urban Residential Policies listed in Section 8.3, including providing a variety of housing types and providing housing options. OCP Policy 8.3.13 permits a maximum density of 22 units per hectare on Low Density Residential land, while OCP Policy 8.3.14 supports Duplexes on Low Density designated lands. In terms of siting, the proposal appears to match several OCP Siting Policies under Section 8.3.19, including good access to recreation, community services, and utility servicing.

In terms of managing growth, the long-term consequence of developing Low Density designated lands at a higher density would be increased pressure on municipal services including increased traffic and subsequent congestion, related wear on existing infrastructure, and long-term increases in maintenance.

If this parcel was in closer proximity to other MDR lands, staff may be able to consider such a comprehensive proposal at a higher density to be a reasonable expansion aligned with neighbouring lands envisioned for similar densities and associated services, however in this location, the lot is disconnected from similar forms of multi-family development, transit and commercial services.

OCP Map 11.2 designates a proposed greenway at the south-west corner of the subject property which would tie into a developing network extending from adjacent developments to the west between Hillcrest School and the 5-corners intersection (Appendix 7). As this proposed greenway network crosses BC Hydro land and right-of-ways, the attached map has been reviewed by BC Hydro staff who have noted the proposed greenways as a "compatible use". The attached report indicates a willingness on the part of the developers to provide trail dedication along the south property boundary. The requirement of land dedication and trail construction has been included as a condition of subdivision.

COMMENTS

Engineering Department

While not conditions of rezoning, full municipal services are required, including service upgrades and improvements to 10 Avenue SE.

The attached comments have been provided to the applicant (Appendix 8).

Building Department

Some portions of the property are affected by steep slopes. Geotechnical review recommended.

Fire Department

No concerns.

Planning Department

Keeping in mind the Low Density Residential OCP designation, the subject parcels are located in an area well-suited for low density residential development, removed from the commercial areas of the City but within walking distance to the community facilities in the area.

The maximum residential density permitted under the Low Density land use designation is 22 dwelling units per hectare of land. As the subject property is just over 1 hectare in area, the maximum permitted density would be 22 dwelling units assuming some form of strata development and the present gross areas of the subject parcel.

The relatively long and narrow shape of the parcel presents some challenges for subdivision and development as detailed in the applicant's project outline. While the resulting configuration of the subject parcel is reasonable, the proposed strata lots presents some contrast with adjacent development, specifically with smaller parcel sizes, setbacks, and some duplex style buildings. However, staff note that duplex style buildings proposed are supported under the Low Density designation, while the setbacks proposed exceed what could apply under R-1 zoning.

A narrow site presents some challenges relative to visitor parking, snow clearance, emergency access and turn-around traffic. Opportunity for on-street parking at this site is very limited and the proposed front yards of the units (2 m) offer limited opportunity for parking in front of the proposed garages, thus it is important that the development meet or exceed parking requirements. The preliminary site plan provided indicates sufficient parking, including a turn-around and snow storage areas, while potential visitor parking between buildings is discussed in the proposal document. As the proposal is for a strata development, the access route will not be maintained or managed by the City. Screening with the use of fencing and plantings is proposed for adjacent residential parcels. The fencing and landscaping was negotiated with staff and the applicant simply as a measure to ensure a buffer between two different types of residential subdivisions. Additionally, a screened refuse/recycling area would also be required.

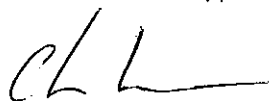
OCP attributes include a greenway trail at the south-east corner. While small relative to the larger greenway network, a potential greenway connection through the south portion of the parcel could be a significant component enabling a feasible connection in the area connecting five corners to Hillcrest School (Appendix 7). Recent developments to the west and south of this proposal have included significant dedication for pathways.

OCP Map 11.2 designates the proposed greenway. OCP Policy 11.3.19 allows for the Approving Officer to require land dedication for a trail as a condition for subdivision (stratification). Dedication or a statutory right of way and construction of a trail has been made a condition required at time of subdivision.

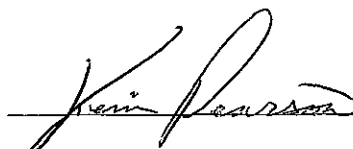
CONCLUSION

It is the opinion of Staff that the proposal represents a reasonable balance between growth management principles and respecting existing land uses: the proposed density appears reasonably compatible with established neighbouring land uses.

The proposed CD zoning of the subject property is aligned with the Low Density Residential OCP policies and is therefore supported by staff.



Prepared by: Chris Larson, MCP
Planning and Development Officer



Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services

OCTOBER 20, 2018

COMPREHENSIVE DEVELOPMENT PLAN & PROJECT OUTLINE FOR REZONING & SUBDIVISION APPLICATION

PREPARED FOR: HILLCREST MEWS AND CITY OF SALMON ARM



EXECUTIVE SUMMARY

The Official Community Plan identifies areas for future development on a priority basis in order to ensure that growth within the City of Salmon Arm is done at a rate and in a manner that is best suited for the community. Prior to considering this growth the City of Salmon Arm often looks at completion of a Comprehensive Development Plan (CDP) for future growth plans at more of a neighborhood level. These plans look at the ultimate land uses, densities, phasing, utility and community servicing requirements and economic impact for neighborhoods.

This report provides, at a micro level, a Comprehensive Development Plan for the property located at 2520 10th Avenue SE and outlines the intent for this property with regards to the current OCP, the current zoning bylaw, the available servicing, and the Developers opinion on the residential needs within this area of Salmon Arm including the economic impact for the "Hillcrest" neighborhood.

In addition, this report outlines real estate trends within the City of Salmon Arm, housing statistics, residential construction rates including preliminary costing, and the target market of this development.

The intent of this report is to provide information to council and to staff regarding the goal of this development, the benefits the developers see that this development will provide, and reviews the economic and social impact to the neighborhood and the City of Salmon Arm.

The overall general intent that the Developers are looking to achieve with this development is to provide a more affordable housing option to people in a family orientated neighborhood. In researching this objective, the developers have reviewed ways to bring housing affordability rates down and have contributed this to some of the following general conditions:

- Reduced raw land cost;
- Reduced servicing standards or requirements;
- Smaller individual parcels;
- Smaller housing footprints;
- Slab on grade construction;
- Moderate Finishing's – Interior and Exterior;
- Organized Construction Sequencing.

To do this the developers are requesting to re-zone the property from R-1 Low Density Residential to a Comprehensive Development Zone. The Comprehensive Development Zone would allow for a Bareland Strata Subdivision of 20-22 lots approximately 325-375m² in size. The access road entering the site would be to the City standard for a private access. The reduced front and rear parcel setbacks would allow for a more desirable building footprint on this narrow existing lot, but would be consistent with setbacks for other medium density type strata developments in Salmon Arm. Upon successful re-zoning of this parcel, the developers would proceed to develop the land at an affordable rate and produce a "more affordable housing" option for families in the Hillcrest neighborhood, with a target price point of \$399,000-\$429,000 for detached single family homes and duplexes.

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APPENDICES

APPENDIX A – PRELIMINARY SUBDIVISION SKETCH PLAN

APPENDIX B – SUBDIVISION RENDERINGS

APPENDIX C – ESTIMATED AND ANTICIPATED RESIDENTIAL CONSTRUCTION COSTS

APPENDIX D – ESTIMATED AND ANTICIPATED SITE SERVICING COSTS

1. INTRODUCTION

The subject property is situated in the Southeast quadrant of Salmon Arm, directly East of the Hillcrest Elementary School on the lower slopes of Mt. Ida. The subject property and legal description are depicted on the attached "Overall Subdivision Sketch Plan" and "Overall Location and Study Area Plan" attached.

The subject property is approximately 2.53 acres in size and is situated in a family-oriented area of Salmon Arm. As outlined in the most recent version of the *City of Salmon Arm Official Community Plan*, this property is next to two larger parcels that were recently included into the Urban Containment Boundary. In the Official Community Plan review the City saw these two parcels as an area that would provide an opportunity in the short term to develop low density single family residential lots. They were identified as such, since they are located adjacent to existing residential development, adjacent to the Hillcrest Elementary School and they have access to City servicing. This subject property is located next to this recent UCB expansion and provides similar attributes and benefits.

Where the developers see an opportunity, slightly different than the above noted UCB expansion intent, is that the developers see an opportunity in the Hillcrest – family orientated area of Salmon Arm, to provide a slightly higher density, and provide housing options at a more affordable rate. The Official Community Plan indicates that there is a need for higher density, or multi-family development in the City UCB. It notes that there is a demand for about 60% single family and 40% multi-family, and this trend is anticipated to continue. The growth in Salmon Arm over the past decade has been primarily in single family dwellings, and the majority of this has been for R1 fee simple development.

Over the past 5 years, the City has seen a recent trend in some higher density strata type development. More specifically this development has been geared towards the 55+ age demographic and has been situated close to the downtown amenities. It is the developers goal for this development to attract a younger demographic. The demographic anticipated would be for a family type setting given the proximity to the Hillcrest Elementary School, Shuswap Middle School, to sports fields, to Parks and to Churches around the SE quadrant of the City and to the Salmon Arm Industrial Park.

2. PROPOSED LAND-USE AMENDMENTS

The Salmon Arm Official Community Plan identifies future land uses (or land use designations) within the City limits. The current Official Community Plan land use designation for the subject property is Low Density Residential. This designation category incorporates housing forms such as single-family homes, semi-detached homes and manufactured homes. This land use designation also limits the development to a maximum density of **22 units per hectare** (8.90 units per acre). Meaning that under the current OCP designation, the property would allow for a total maximum of 22 units.

The Salmon Arm Zoning Bylaw # 2303 designates the subject parcel as R-1 Single Family Residential Zone. The purpose of this zone is to provide for single family residential areas to be developed to an urban density. As outlined in the zoning bylaw, the R-1 Zone has several restrictions with regards to area, setbacks and function of properties with this zoning designation:

Minimum Parcel Area = 450.0 square meters

Minimum Parcel Width = 14.0 meters

Minimum Setback of Principal Building:

Front Parcel Line = 6.0 meters

Rear Parcel Line = 6.0 meters

Interior Side Parcel = 1.5 meters

Exterior Side Parcel = 6.0 meters

Under the current OCP designation and zoning, this property would be restricted to reach its maximum development potential. The OCP would allow the property to have a maximum of 22 units and would allow the property to be zoned either R-1, R-2 or R-8 without the need for an OCP amendment. Since there is a requirement to service the lots with roads and further infrastructure, the maximum development potential for this property under the R-1 zoning, would be less. The zoning requirements that contribute to this maximum development potential include the minimum parcel area, the minimum building setbacks, and the minimum parcel width. This zoning bylaw requirement paired with the narrow existing lot dimensions of the property restrict the subdivision under the R1 zoning to 12 lots.

An alternative to the fee simple single-family subdivision would be to develop this land under the R1 zoning but develop as a conventional strata. This would allow the Developer to get the density desired on this property; however, the Developers feel that this arrangement is not well suited for this particular area of town.

As such, the developers are requesting to amend the current land-use. Knowing that the City of Salmon Arm underwent a comprehensive review of the City's needs in their most recent OCP, the developers are looking to work around the requirements of the current OCP designation. The request outlined here is that the City consider re-zoning the property to a **Comprehensive Development Zone** with the following criteria:

- *Allowed under the Low Density Residential Designation;*
- *Allow for Bareland Strata Subdivision;*
- *Allow for Single Family or Duplexes*
- *Allow for Minimum Parcel Area = 325m²*
- *Allow for Minimum Parcel Width = 11.0m*
- *Allow for Minimum Parcel Setbacks:*
 - *Front = 2.0m*
 - *Rear = 3.0m*
 - *Interior Side = 1.2m*
 - *Exterior Side = 6.0m*
- *For duplexes, an interior side-yard setback is not required at the common side lot line between two paired lots along which the duplex residential building is located, provided that no doors, windows or other openings are provided on that side by the building.*
- *Allow for Maximum Parcel Coverage = 45% of the parcel area*
- *Allow for Maximum Height of Principal Building = 10.0m*
- *Maximum number of dwellings shall be one per parcel.*

The above noted criteria are similar to that which are outlined in the City of Salmon Arm Zoning Bylaw Designation CD-7; however, the intent of this Comprehensive Development Zone is to provide for the "medium density" OCP designation.

The Developers understand that the property is within an area of the City that is well Developed, and that the neighboring properties to the West may lose a certain level of "buffering" in their back yards. Given the reduced "rear-yard" setback request, we would propose to make a condition of re-zoning to ensure that a buffer (or privacy) can be maintained between the properties. This condition would be that the Western parcel line would maintain a 6' fence, and a vegetation buffer throughout.

In addition, the Developers understand that an existing trail corridor exists along the properties to the West and South, the Developers intend to participate in this trail corridor and anticipate providing dedication along the South property boundary to maintain access through the trails system and towards the 30th Avenue SE connector.

3. SITE DESCRIPTION

The site is located at 2520 10th Avenue SE in Salmon Arm, BC. The development property is approximately 2.53 acres in size and is in an area of town that has all utilities available or within short proximity to the subject site. The site is approximately 2.2 km southeast of and 200m higher in elevation than the Shuswap Lake. The property is bound to the West by a newer single family residential development, to the North and North-East by older larger lot residential parcels, to the South-East by an existing BC Hydro Substation property, and to the South by the "Broadview Mobile Villa" modular home development.

The site is dry on the surface and is vegetated with grasses, shrubs and Douglas Fir trees. The tree cover becomes denser towards the southern (undeveloped) portion of the property. The site is gently grading throughout, with exception to grades in the South-East corner of the property which run at approximately 15-25% up to an existing flat bench beyond the extents of the subject parcel. The site topography is well suited for residential development and presents no outlying concerns at this stage of planning and development.

4. PROPOSED LAYOUT

If the land use amendments are supported, and the proposed subdivision is able to proceed as proposed, the proponent's development plan includes:

- Phase 1 and 2 – Subdivide the 2.53 acres into a 20-22 lot of bare land strata subdivision. Minimum parcel size to be 325m²; however preferably in the range of 350-375m². The preference of 20-22 lots is that A) physically the parcel sets itself up well for this density, and B) the OCP designation of Low Density Residential allows for 22 dwellings per hectare, which makes 22 lots on this parcel the maximum under the current OCP designation.

A conceptual plan is provided for the proposed subdivision layout and included in **Appendix A**.

4.1. SITE ACCESS

The proposed layout would have a private access road centered in the property, accessed off 10th Avenue SE. Lots would be spread throughout both sides of the road, and the access road would traverse through the property in a manner which is best suited for the natural topography and lot development. Due to the relative narrow width of the parent parcel, lots would have a depth of 23m, and width as required to achieve minimum lots sizes and subdivision density. The access road will meet all local and provincial requirements for private road access, and would look to meet or exceed the requirements for snow storage and available areas for the strata to collect and store. As a strata the need for sidewalks is not anticipated. As a cost saving measure, and in the theme of "more affordable development" the developers would construct a roadway which would include 7.3m of pavement width, curb and gutter on both side of the road, street drainage and street lighting. Due to the light volume and "no-through" traffic it is anticipated that roadways can be utilized for pedestrian traffic.

Individual parcels would be accessed by a short driveway stemming right off the main strata access road. Residential buildings will be constructed in such a way as to promote a gradual slope on driveways, with a positive grade back towards the road. It is anticipated that all residential dwellings will be situated in such a manner as to create additional "side-yard" parking stalls for additional parking space. The reasoning for this is to ensure that the narrow streetscapes do not become an area for residents' permanent parking.



4.2. SITE SERVICES

The site is currently serviced with City water from the main Zone 5 water line running down 10th Avenue SE, the house is currently being serviced with an on-site wastewater disposal system, storm water is controlled on-site, and electrical/telecommunications is being provided by an aerial system fronting the property. The proponents anticipate upgrades to the site servicing of this remainder parcel.

The water servicing to this site for both domestic and fire protection will be provided by a new adequately sized service from the City Zone 5 system. Based on previous experience in the recent developments to the West it is anticipated that flows and pressures will be adequate to feed this proposed development. A single service feed will be created into the property, it is anticipated that this service will be 150mm in size to adequately provide fire flows to the development. This water service will run down the strata access road and provide individual residential sized services to the parcels.

As a condition of subdivision, the on-site waste water disposal system will be decommissioned and the site will be provided with a City sanitary service connection. Currently, the City's sanitary sewer system is extended just East of the intersection of 10th Avenue SE and 24th Street SE. This is approximately 19m away from the frontage of this parcel and the developer's intent to extend this sanitary sewer across the frontage of this property to provide adequate sewer servicing. The extension will allow for an adequately sized sanitary sewer service to be provided through the access road of the development and individual services to the parcels will be provided.

Currently the City's storm sewer system is extended to the intersection of 10th Avenue SE and 24th Street SE as well. This is approximately 45m away from the frontage of this parcel and the developers intend to review the requirements for storm water disposal at this site in more detail during the subdivision development stages. The City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163 allows for parcels which are not currently serviced by storm water infrastructure, to alternatively be developed with an Integrated Storm Water Management Plan, and essentially construct measures by which the development can dispose of storm water on site. When soils are sufficient for disposing of stormwater on site, without negatively impacting neighboring properties then this is an option that can be explored. The developers do intend to explore the option of an ISMP; however, also anticipate that a storm sewer extension may be required to provide a City storm main to the development.

The development will also be provided with underground hydro and telecommunications servicing for all parcels and across the frontage of the development.

Off-site frontage improvements and infrastructure extensions will be a cost borne by the developers (much like all developments). As such, the developers anticipate these costs and a breakdown of the anticipated off-site costs are included in **Appendix D**. As the need for "more affordable housing" continues, in the subdivision stages the developers will be looking to staff and perhaps council for areas in which savings can be found for these servicing upgrades. At this time, the developers do anticipate these costs and this will be reflected in the end cost of the housing units.

5. HOUSING AFFORDABILITY

The overall general intent that the developers are looking to achieve with this project is to provide a "more affordable housing" option to people in a family orientated neighborhood. In researching this objective, the developers have outlined ways to bring housing affordability rates down and have contributed this to some of the following general conditions:

- Reduced raw land cost;
- Reduced servicing standards or requirements;
- Smaller individual parcels;



- Smaller housing footprints;
- Slab on grade construction;
- Moderate Finishing's – Interior and Exterior;
- Organized Construction Sequencing.

It is the developer's opinion that a combination of these conditions along with support from the community, staff and council is required in order to meet the demand in the community for a more affordable living option. In the context of this proposal, the developers do not intend for this type of housing affordability to support low income families, or ease homelessness; but in essence, they intend to provide a housing option outside the typical new single-family residential concepts seen recently all over the City.

5.1. RAW LAND AND SITE DEVELOPMENT

The two major impacts of housing affordability with regards to the **land** is cost of the raw land and the cost to service the land. Upon review of raw land options in the City of Salmon Arm, with the intension of providing a higher density bareland strata subdivision, the options that the developers have found were typically "Medium Density" lands, with R4 or higher zoning. These parcels in theory are perfect for the proposed development type discussed here. Where in reality, due to their land use designation and sometimes location, the raw land cost is at a rate that would not allow the developers to proceed with a "more affordable housing" project. The developers chose this particular site, because since the current zoning would not allow for this higher density, it was available at a rate justified by its current land use potential. As such, the end cost of raw land is directly contributable to the housing cost of the end user.

The other major impact of housing affordability with regards to the **land** is the cost of site servicing. This servicing includes the requirements to improve adjacent streets, provide underground services, site grading/excavations and site access. Two major benefits of creating a bareland strata subdivision for this parcel is that the road dedication requirements are significantly less than that of a City owned road and the road upgrading requirements are slightly less stringent then public road requirements in an urban setting. In addition, the strata concept allows development to happen on both side of the street, increasing the potential density of the development.

In essence, this property was chosen for this project due to the raw land value, the vicinity to public infrastructure, the limited amount of off-site frontage improvements and servicing requirements, in addition to other contributing factors. With approval of the comprehensive development zoning that has been requested, the ultimate raw land value of individual parcels will be at a "more affordable" rate, the developers would be able to proceed with the bare-land strata subdivision concept, and servicing costs would also be non-restrictive to achieve this.

5.2. RESIDENTIAL CONSTRUCTION

The Developers have considered the internal options they can use to mitigate construction costs and have developed the following list as "cost-saving" measures they can take to ensure that housing affordability can be established:

1. Bulk Excavations and Site Grading – One of the major variable costs in housing construction can be the cost of the on-site site grading and foundation excavations. The Developers intend to mitigate this by preparing the lots at the subdivision stage in a way that sets them up for a less expensive foundation excavation and/or landscaping bill. The Developers will utilize the existing grades to dictate what style of foundation system is used on the particular parcel.
2. Building Footprints and Housing Layouts – The Developers understand that the building footprint and the style of house is a major factor in the overall cost of construction. The

Developers are looking to develop a statutory building scheme that promotes efficient and affordable construction standards and finishing's.

3. Well Sequenced Construction Staging – The Developers realize that efficiencies can be created through a well-defined construction schedule and in particular the staging of construction activities. To promote efficient construction in an effort to drive down costs the Developers will look to construct the buildings in bulk. Instead of putting in one foundation at a time, the Developers will look to do more. As the Developers plan to expedite, as much as the housing market allows, the completion of the development, the Developers expect proportionate savings in costs gained by an increased/accelerated level of production across all trades.
4. Mechanical Systems – One of the major costs in housing construction comes from the cost of mechanical systems. The heating, venting, air conditioning, plumbing and electrical can drive the cost of house construction up. The Developers will look to alternative options to provide these mechanical systems while still meeting the requirements of the BC Building Code and other relevant regulations.
5. Multi-build Sub-contractor Agreements – In awarding sub-contracted work of multiple houses at once to specific sub-contractors (Electrical/Plumbing/HVAC/Dry-wall/Insulation/Painting) it is believed unit prices & labor costs provided by sub-contractors will be driven down as they are being exclusively awarded multiple builds giving them extended job security within the development.

6. REAL ESTATE STATISTICS AND HOUSING NEEDS

Following a review of several real estate trend and market analysis reports it has become apparent that the housing market conditions in BC have shifted considerably since the end of 2017. One reason for this shift has been the implementation of revised methods of stress tests for conventional mortgages. Reports have shown that this revision to the federal requirements has created cuts of about 20% of purchasing capacity for the marginal type buyer. First time buyers, even the ones with higher down payments are being somewhat squeezed out of the market or need to significantly lower their expectations for their first home.

In addition to a slower real estate market, demographics are constantly changing. The age demographic of millennials (25 to 34 years and even 35 – 44 years) are starting to look towards entering the market. This age demographic is the topic of much debate on housing affordability, and has many in their demographic, especially families, looking to alternative markets or in some cases, right into the rental market. This opens the need for "more affordable housing" options in a lower priced market.

Understanding the market locally has been the primary concern of this development group. A low inventory of properties for sale and an influx of buyers from the Lower Mainland and Alberta have been driving the homes prices up in Salmon Arm according to a many of the local realtors. They have identified that there is a lack of inventory in Salmon Arm especially in the \$300,000 to \$400,000 range.

This lack of inventory has been somewhat adjusted over the past 3 or 4 years, as we have seen several different developments take place in Salmon Arm. We have had developments in the Hillcrest Area that have added in the range of about 100 new single-family fee simple lots, we have had developments in the downtown area (near Piccadilly Mall) take place that will add up to 200 more smaller strata style lots, we have had estate style developments occur in the Upper Lakeshore area, and various other smaller developments throughout the City.

The developers have reviewed the target market of the above noted developments and have found a significant gap in the ability of these developments to cater to the one demographic. This demographic being younger families or first-time home buyers. The developers understand that there is an inventory for used residential that many new home buyers can resort to, but in many cases, as noted above the younger demographic is looking for new construction. New construction, even in Salmon Arm, as we know will come with a price tag. With the increases in construction costs a typical single-family home



Appendix 1: Proposal
825C Lakeshore Drive W
PO Box 106
Salmon Arm, BC V1E 4N2

on a fee simple lot is hard to find under the \$500,000 mark and in many cases, you would be hard pressed to find this. This development group is therefor looking to cater to this particular market in an area of Salmon Arm that lends itself to a younger demographic.

7. CONCLUSION

This Development group understands that there is a range of housing needs within the City of Salmon Arm. The land use amendment proposed herein is to allow for a development that meets the needs of one demographic which the Developers feel is lacking in options. The zoning would allow for the property to be developed to its full potential, without contradicting the current OCP designation and the prior studies that the City of Salmon Arm has completed with regards to the current and future land capabilities.

This report has outlined the request, the developers research and the developer's rationale behind the request. The information provided is the opinion of the developers in many cases and not necessarily facts or is not necessarily the precise outcome of this development, but it does layout the overall and the general intensions of the Development group.

We trust that this preliminary comprehensive development plan and project outline satisfies your present requirements. Should you have any questions or comments, please contact our office at your earliest convenience.

Best Regards,

Lawson Engineering and Development Services Ltd.

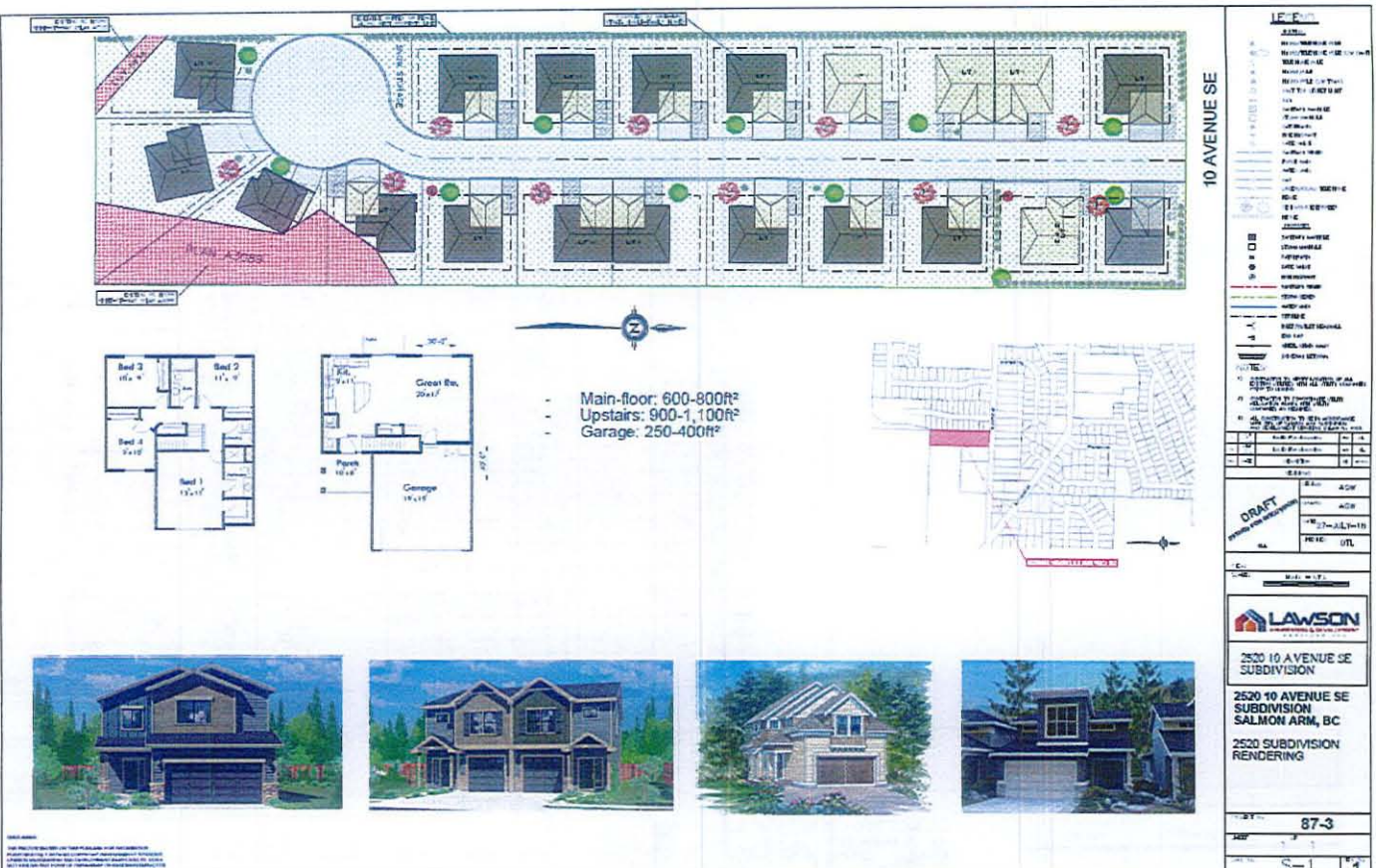
Prepared by:

A handwritten signature in blue ink, appearing to read "B. Lawson", is written over a horizontal line.

Blake Lawson, P. Eng., Principal
Project Engineer

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Appendix C: Estimated and Anticipated Building Costs

Project Description	More Affordable Housing		Date: 11-Jun-18
<p style="text-align: center;">Appendix A Compensation - Summary Total Cost by Division</p>			
Option 1 - Full Residential Construction			
Line Item	Master Format Division - FULL HOUSE BUILD	Total Cost	\$
1.1	1 Framing	\$63,360.00	
1.2	2 Concrete Work/Foundation Walls/Earthwork	\$36,626.92	
1.3	3 Electrical	\$21,472.00	
1.4	4 Plumbing	\$24,200.00	
1.5	5 Doors- Exterior	\$5,720.00	
1.6	6 Doors - Interior	\$4,175.60	
1.7	7 Windows	\$5,500.00	
1.8	8 Kitchen/Bathroom - Cabinets, Counter-tops	\$18,700.00	
1.9	9 Appliances	\$0.00	
2.0	10 Interior Finishing	\$63,888.66	
2.1	11 Exterior Finishing	\$19,976.00	
2.2	12 HVAC (Heating, Air Conditioning, Central Vacuum)	\$11,880.00	
2.3	13 General Costs (Insurance/Permits/Engineer)	\$12,430.00	
2.4	14 Landscaping	\$5,750.00	
	TOTALS	\$293,679.18	

Appendix D: Estimated and Anticipated Site Servicing Costs

Page 1

 2520 10th Ave SE - Civil Construction Onsite
 18-Jun-18
 CLASS 'D' OPINION OF PROBABLE COST

 SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES
 (*Denotes Nominal Quantity)

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
1.0	ROADS AND EARTHWORKS				
	SECTION 1				
	Supply & Install, Complete				
1.1	Remove & Dispose Asphalt	m2	0 *	15.00	-
1.2	Supply & Install Asphalt (65m)	m2	1600 *	25.00	40,000.00
1.3	Supply & Place 75mm WGB Sub-Base Agg.	m3	735 *	55.00	40,425.00
1.4	Supply & Place 25mm WGB Base Aggregate	m3	125 *	80.00	10,000.00
1.5	Common Excavation & Disposal/Relocation	m3	3000 *	24.00	72,000.00
1.6	Boulevard Grading	LS	LS *	5,000.00	5,000.00
1.7	Clearing, Grubbing and Tree Removal	LS	LS *	25,000.00	25,000.00
2.0	WATER DISTRIBUTION WORKS				
	SECTION 2				
	Supply & Install, Complete				
2.1	Supply & Install 150ø PVC Watermain	m	150 *	190.00	28,500.00
2.2	Supply & Install 25ø Water Service c/w CS	ea	18 *	1,800.00	32,400.00
2.3	Tie into Existing 150ø Watermain	ea.	0 *	7,500.00	-
2.4	Fire Hydrant Assembly c/w Gate Valve & Tee	ea.	1 *	8,500.00	8,500.00
3.0	SANITARY SEWER WORKS				
	SECTION 3				
	Supply, & Install Complete				
3.1	Supply & Install 200ø PVC Sanitary	m	150 *	185.00	27,750.00
3.2	Supply & Install Sanitary Manhole	ea	2 *	3,500.00	7,000.00
3.3	Tie-in to Existing Sanitary Manhole	ea	0 *	4,500.00	-
3.4	Supply & Install 100ø PVC Sanitary Service c/w Inspection Chamber	ea	18 *	1,600.00	28,800.00
4.0	STORM SEWER WORKS				
	SECTION 4				
	Supply & Install, Complete				
4.1	Supply & Install 300ø PVC Storm Main	m	135 *	190.00	25,650.00
4.2	Supply & Install 1050 Storm Manhole	ea	2 *	3,500.00	7,000.00
4.4	Supply & Install 150mm PVC Storm Service	ea	18 *	1,800.00	32,400.00
4.4	Supply & Install Catch Basin c/w Lead	ea	4 *	2,500.00	10,000.00
4.5	Supply & Install Storm Detention (Allowance)	LS	LS *	35,000.00	35,000.00
4.6	Supply & Install Erosion and Sediment Control	LS	LS *	10,000.00	10,000.00

CLASS 'D' OPINION OF PROBABLE COST

Page 2

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
5.0	CONCRETE WORKS				
	SECTION 5				
	Supply & Install, Complete				
5.1	Supply & Install Concrete Curb & Gutter	m	365 ' 4	98.00	35,770.00
5.2	Supply & Install Lock Block Retaining Wall	m2	90 ' 4	450.00	40,500.00
6.0	ELECTRICAL, BCH, TEL & STREETLIGHTS				
	SECTION 5				
	Supply & Install, Complete				
6.1	Supply & Install Post Top Street Lights c/w Cond	ea.	4 ' 4	7,500.00	30,000.00
6.2	Supply & Install UG BCH and Tel (Allowance)	LS	LS ' 4	45,000.00	45,000.00

CLASS 'D' OPINION OF PROBABLE COST

Page 3

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
	SUMMARY				
1.0	ROADS & EARTHWORKS				\$ 192,425.00
2.0	WATER DISTRIBUTION WORKS				\$ 69,400.00
3.0	SANITARY DISTRIBUTION WORKS				\$ 63,550.00
4.0	STORM SEWER WORKS				\$ 120,050.00
5.0	CONCRETE WORKS				\$ 76,270.00
6.0	ELECTRICAL, BCH, TEL & STREETLIGHTS				\$ 75,000.00
	SUB TOTAL				<u>\$ 596,695.00</u>
A.	CONTINGENCY (10%)				\$ 59,669.50
A.	MATERIALS TESTING & LAYOUT (3%)				\$ 17,900.85
	SUB TOTAL				<u>\$ 674,265.35</u>
	GST (5%)				<u>\$ 33,713.27</u>
	TOTAL				<u>\$ 707,978.62</u>
	1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.				
	2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.				
	3) Excludes BC Hydro Contribution, BCLS, DCC Environmental Impact Assessments, Legal				

2520 10th Ave SE - Civil Construction Offsite
 18-Jun-18
 CLASS 'D' OPINION OF PROBABLE COST

 SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES
 (*Denotes Nominal Quantity)

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
1.0	ROADS AND EARTHWORKS				
	SECTION 1				
	Supply & Install, Complete				
1.1	Remove & Dispose Asphalt	m2	225 *	15.00	3,375.00
1.2	Supply & Install Asphalt (65m)	m2	200 *	25.00	5,000.00
1.3	Supply & Place 75mm WGB Sub-Base Agg.	m3	90 *	55.00	4,950.00
1.4	Supply & Place 25mm WGB Base Aggregate	m3	16 *	80.00	1,280.00
1.5	Common Excavation & Disposal	m3	100 *	24.00	2,400.00
1.6	Boulevard Grading / Landscape Restoration	LS	LS *	5,000.00	5,000.00
1.7	Driveway Rehab	LS	LS *	3,500.00	3,500.00
2.0	WATER DISTRIBUTION WORKS				
	SECTION 2				
	Supply & Install, Complete				
2.1	Supply & Install 150ø PVC Watermain	m	15 *	190.00	2,850.00
2.2	Supply & Install 200ø PVC Watermain	m	0 *	200.00	-
2.3	Supply & Install 25ø Water Service c/w CS	ea	1 *	1,800.00	1,800.00
2.4	Tie into Existing 150ø Watermain	ea.	1 *	7,500.00	7,500.00
2.5	Fire Hydrant Assembly c/w Gate Valve & Tee	ea.	0 *	8,500.00	-
3.0	SANITARY SEWER WORKS				
	SECTION 3				
	Supply, & Install Complete				
3.1	Supply & Install 200ø PVC Sanitary	m	90 *	185.00	16,650.00
3.2	Supply & Install Sanitary Manhole	ea	2 *	3,500.00	7,000.00
3.3	Tie-in to Existing Sanitary Manhole	ea	1 *	2,500.00	2,500.00
3.4	Supply & Install 100ø PVC Sanitary Service c/w Inspection Chamber	ea	1 *	1,800.00	1,800.00
4.0	STORM SEWER WORKS				
	SECTION 4				
	Supply & Install, Complete				
4.1	Supply & Install 300ø PVC Storm Main	m	112 *	190.00	21,280.00
4.3	Supply & Install 1050 Storm Manhole	ea	2 *	3,500.00	7,000.00
4.4	Supply & Install 150mm PVC Storm Service	ea	1 *	1,800.00	1,800.00
4.4	Supply & Install Catch Basin c/w Lead	ea	1 *	2,500.00	2,500.00
4.5	Supply & Install Storm Detention (Allowance)	LS	LS *	-	-
4.6	Supply & Install Erosion and Sediment Control	LS	LS *	-	-

CLASS 'D' OPINION OF PROBABLE COST

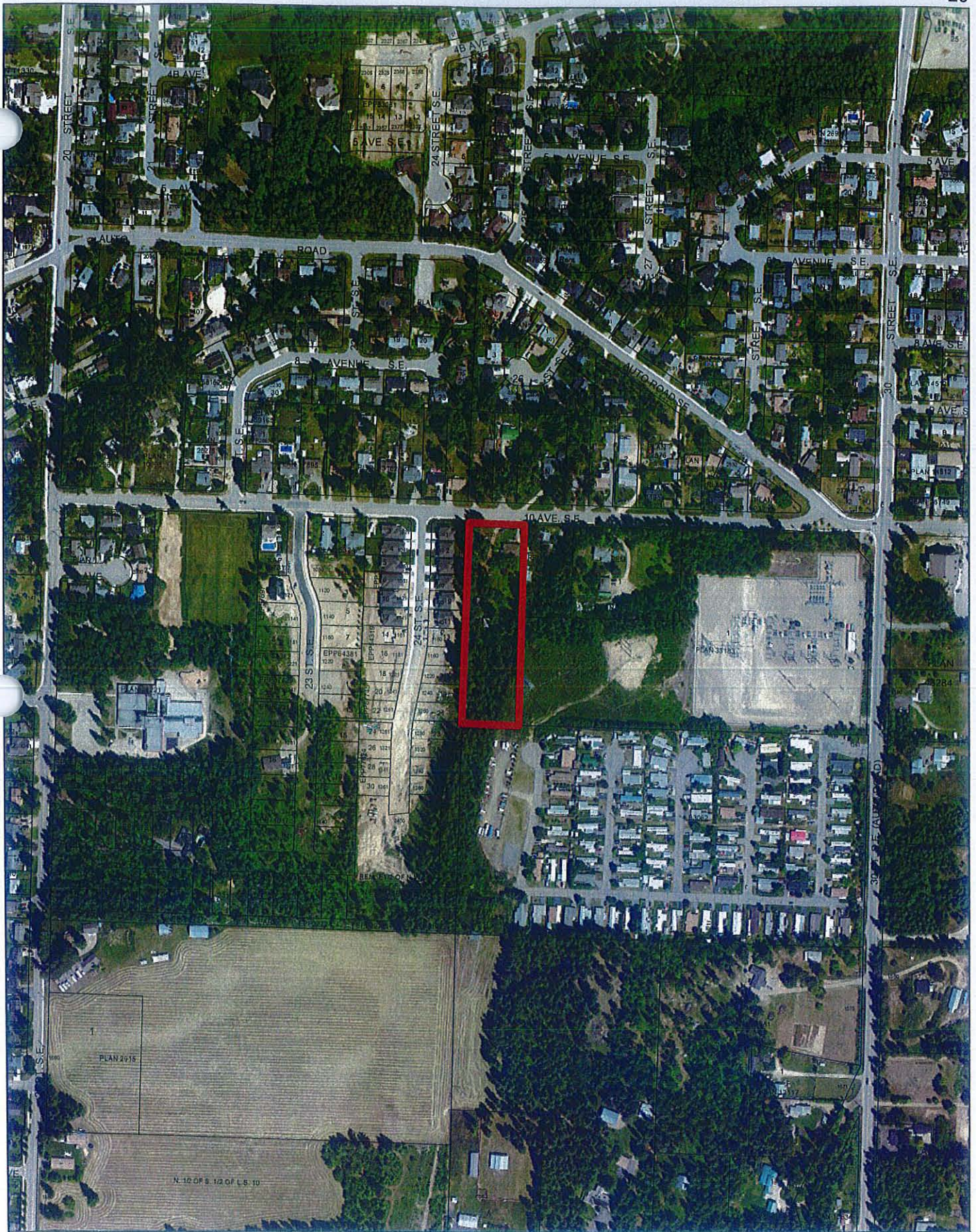
Page 2

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
5.0	CONCRETE WORKS				
	SECTION 5				
	Supply & Install, Complete				
5.1	Supply & Install Concrete Curb & Gutter	m	54 *	98.00	5,292.00
5.2	Supply & Install 150mm Concrete Sidewalk	m2	100 *	105.00	10,500.00
6.0	ELECTRICAL, BCH, TEL & STREETLIGHTS				
	SECTION 5				
	Supply & Install, Complete				
6.1	Supply & Install Post Top Street Lights c/w Cond	ea.	1 *	7,500.00	7,500.00
6.2	Supply & Install UG BCH and Tel (Allowance)	LS	LS *	5,000.00	5,000.00

CLASS 'D' OPINION OF PROBABLE COST

Page 3

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
	SUMMARY				
1.0	ROADS & EARTHWORKS				\$ 25,505.00
2.0	WATER DISTRIBUTION WORKS				\$ 12,150.00
3.0	SANITARY DISTRIBUTION WORKS				\$ 27,950.00
4.0	STORM SEWER WORKS				\$ 32,580.00
5.0	CONCRETE WORKS				\$ 15,792.00
6.0	ELECTRICAL, BCH, TEL & STREETLIGHTS				\$ 12,500.00
	SUB TOTAL				\$ 126,477.00
A.	CONTINGENCY (10%)				\$ 12,647.70
A.	MATERIALS TESTING & LAYOUT (3%)				\$ 3,794.31
	SUB TOTAL				\$ 142,919.01
	GST (5%)				\$ 7,145.95
	TOTAL				\$ 150,064.96
	1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost. 2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost. 3) Excludes BC Hydro Contribution, BCLS, DCC Environmental Impact Assessments, Legal				



0 55 110 220 330 440 Meters



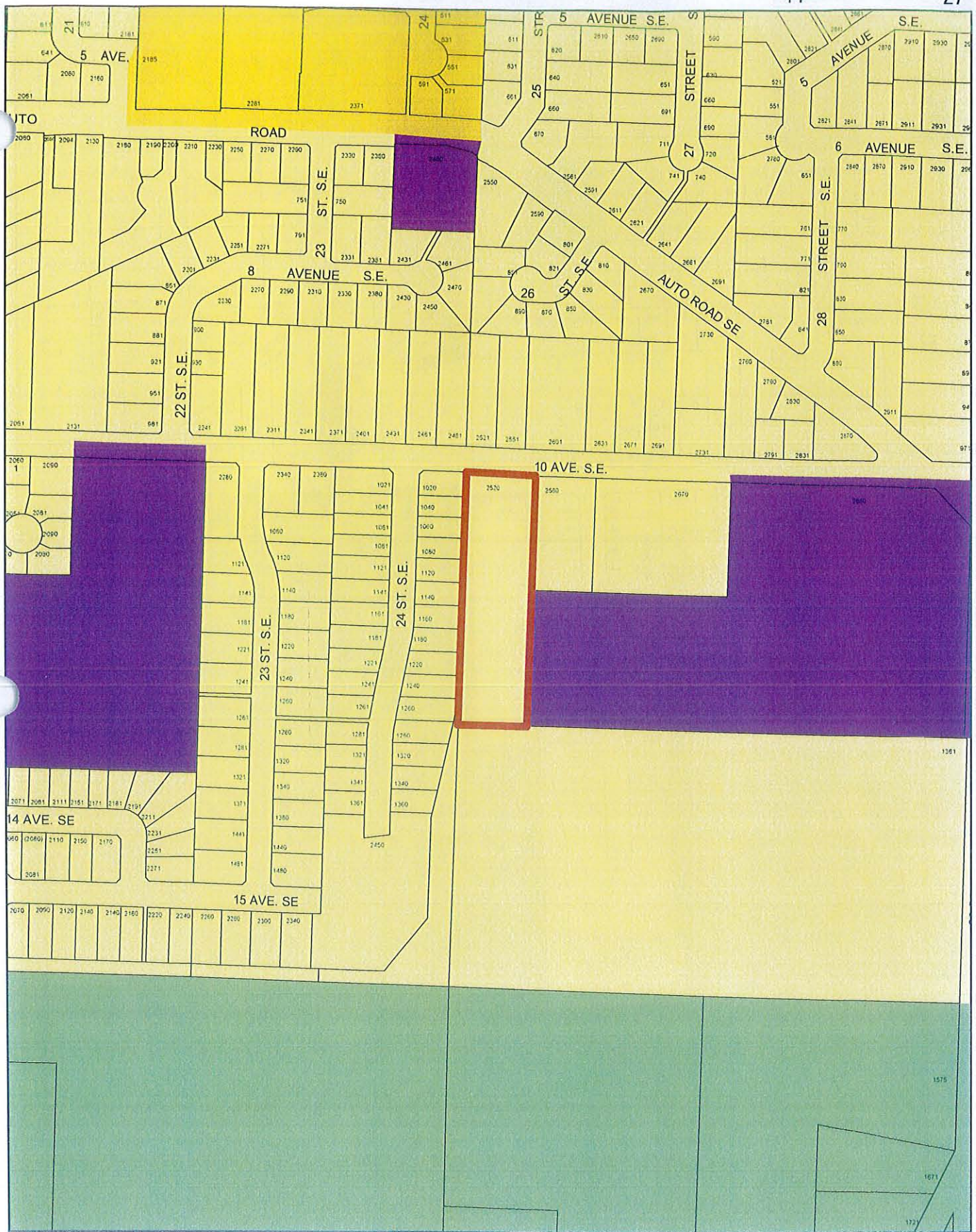
Subject Parcel



0 12.5 25 50 75 100
Meters



Subject Parcel



0 1530 60 90 120
Meters



Subject Parcel

Acreage Reserve

Institutional



Low Density Residential



Medium Density Residential





View south-west of subject parcel from 10 Avenue SE.



View south-east of subject parcel from 10 Avenue SE.





City of Salmon Arm
Memorandum from the Engineering
and Public Works Department

To: Kevin Pearson, Director of Development Services
 Date: October 30, 2018
 Prepared by: Xavier Semmelink, Engineering Assistant
 Subject: **ZONING AMENDMENT APPLICATION File No. ZON-1136**
 Legal: Parcel A (DD20184F) of the North ½ of the North East ¼ of Section 12, Township 20, Range 10, W6M, KDYD, Except Plans 5250, 8442 and 12764
 Civic: 2520 – 10 Avenue SE
 Owner: Hillcrest Mews Inc.
 Applicant: Lawson Engineering & Development Services Ltd. / Blake Lawson

Further to your referral dated September 26, 2018 we provide the following servicing information. The following comments and servicing requirements are not conditions for rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4163. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with underground electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required at time of construction. ESC plans to be approved by the City of Salmon Arm.
7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement or relocated outside of the proposed building envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
8. At the time of subdivision the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

Zoning Amendment Application File No. ZON-1136

October 30, 2018

Page 2

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9. For the off-site improvements at the time of subdivision the applicant will be required to submit for City review and approval detailed engineered plans for all off-site construction work. These plans must be prepared by a qualified engineer. As a condition of subdivision approval, the applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. 10 Avenue SE, on the subject properties northern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. 10 Avenue SE is currently constructed to an Interim Local Road standard. Upgrading to an Urban Local Road Standard is required, in accordance with Specification Drawing No. RD-2. Upgrading may include, but is not limited to, curb & gutter, boulevard construction, street lighting, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs.
3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
4. Internal roadways are to be a minimum of 7.3m measured from face of curb. Truck turning movements shall be properly analysed to ensure internal road network will allow emergency and service vehicle access.
5. The maximum allowable cul-de-sac length in the urban area is 160 meters. This measurement shall be measured along centerline from the centre of the first intersection having access from two alternate routes to the center of the cul-de-sac. Where the maximum cul-de-sac length is exceeded a secondary emergency access shall be provided. Emergency accesses are to be constructed in conformance with Policy 3.11 (Emergency Accesses).
6. The City supports a trail connection to be dedicated and constructed along the southern boundary of the subject property. Dedication shall be a minimum of 3.0m wide. Trails to be constructed as per Specification Drawings No. CGS 8 -10.

Water:

1. The subject property fronts a 150mm diameter Zone 4 watermain and 150mm diameter Zone 5 watermain on 10 Avenue SE. No upgrades will be required at this time.
2. The subject property is to be serviced by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use (minimum 25mm), from the Zone 5 watermain.

Zoning Amendment Application File No. ZON-1136

October 30, 2018

Page 3

3. Strata developments with ground oriented access have the option of a bulk water meter installed at property line at time of subdivision with invoicing to the Strata Corporation or individual strata lot metering with invoicing to each strata lot (currently on an annual flat rate). To qualify for the second option each unit requires a separate outside water service shut-off connected to the onsite private water main. Contact Engineering Department for more information. All meters will be provided at time of building permit by the City, at the owner/developers cost.
4. Records indicate that the existing property is serviced by a 19mm service from the 150mm diameter Zone 5 main on 10 Avenue SE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.
7. Internal fire hydrant installation may be required.

Sanitary:

1. A 200mm diameter sanitary sewer on 10 Avenue SE is approximately 20m away from the frontage of the subject property. Extending this sanitary sewer across the frontage along 10 Avenue SE to the eastern boundary of the subject property is required.
2. The proposed lot is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
3. Records indicate that the existing lot is currently serviced by a septic field. Decommissioning of the existing septic field will be a requirement of the subdivision. Owner / Developer responsible for all associated costs.

Drainage:

1. A 250mm diameter storm sewer at the intersection of 10 Avenue SE and 24 Street SE is approximately 45m away from the frontage of the subject property. Extending this storm sewer across the frontage along 10 Avenue SE to the eastern boundary of the subject property is required.
2. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided.

Zoning Amendment Application File No. ZON-1136

October 30, 2018

Page 4

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3. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
 4. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed lot shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Geotechnical:

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), Category C (Landslide Assessment) is required



Xavier Semmlink
Engineering Assistant



Jenn Wilson, P.Eng., LEED® AP
City Engineer

CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council

Date: January 22, 2019

Subject: Zoning Bylaw Amendment Application No. 1138

Legal: Lot 18, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204

Civic: 2150 – 21 Street NE

Owner/Applicant: Simpson, M.

MOTION FOR CONSIDERATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 18, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone).

AND THAT: Final reading of the zoning amendment bylaw be withheld subject to confirmation that the proposed secondary suite meets Zoning Bylaw and BC Building Code requirements.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

The subject parcel is located at 2150 21 Street NE (Appendix 1 and 2) and contains an existing single family dwelling. The proposal is to rezone the parcel from R-1 (Single Family Residential) to R-8 (Residential Suite) to permit the construction and use of a *secondary suite* within the existing single family dwelling.

BACKGROUND

The subject parcel is designated Medium Density Residential in the City's Official Community Plan (OCP) and zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 3 & 4). The subject parcel is located in an area largely comprised of R-1 zoned parcels containing single family dwellings. There are presently 15 R-8 zoned parcels within the vicinity of the subject parcel.

The subject parcel meets the conditions as specified to permit a secondary suite within the proposed R-8 zone. Site photos are attached as Appendix 5.

A "Stop Work" order was issued to the subject property in June 2018 for renovations to create a basement dwelling unit undertaken without a Building Permit. The intent of this application is to develop a conforming *secondary suite* within the basement of the single family dwelling, as shown in the plans attached as Appendix 6.

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in Medium Density Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code.

4.2

Based on parcel area and width, the subject property has potential to meet the conditions for the development of a *secondary suite*, including sufficient space for an additional off-street parking stall.

COMMENTS

Engineering Department

No objections to the proposed rezoning. Comments attached as Appendix 7.

Building Department

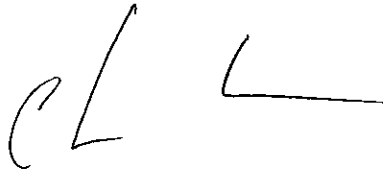
BC Building Code will apply. A Building Permit application has not yet been received.

Fire Department

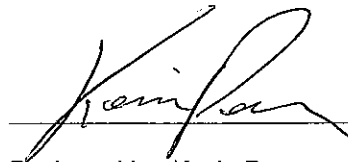
No concerns.

Planning Department

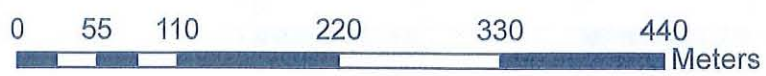
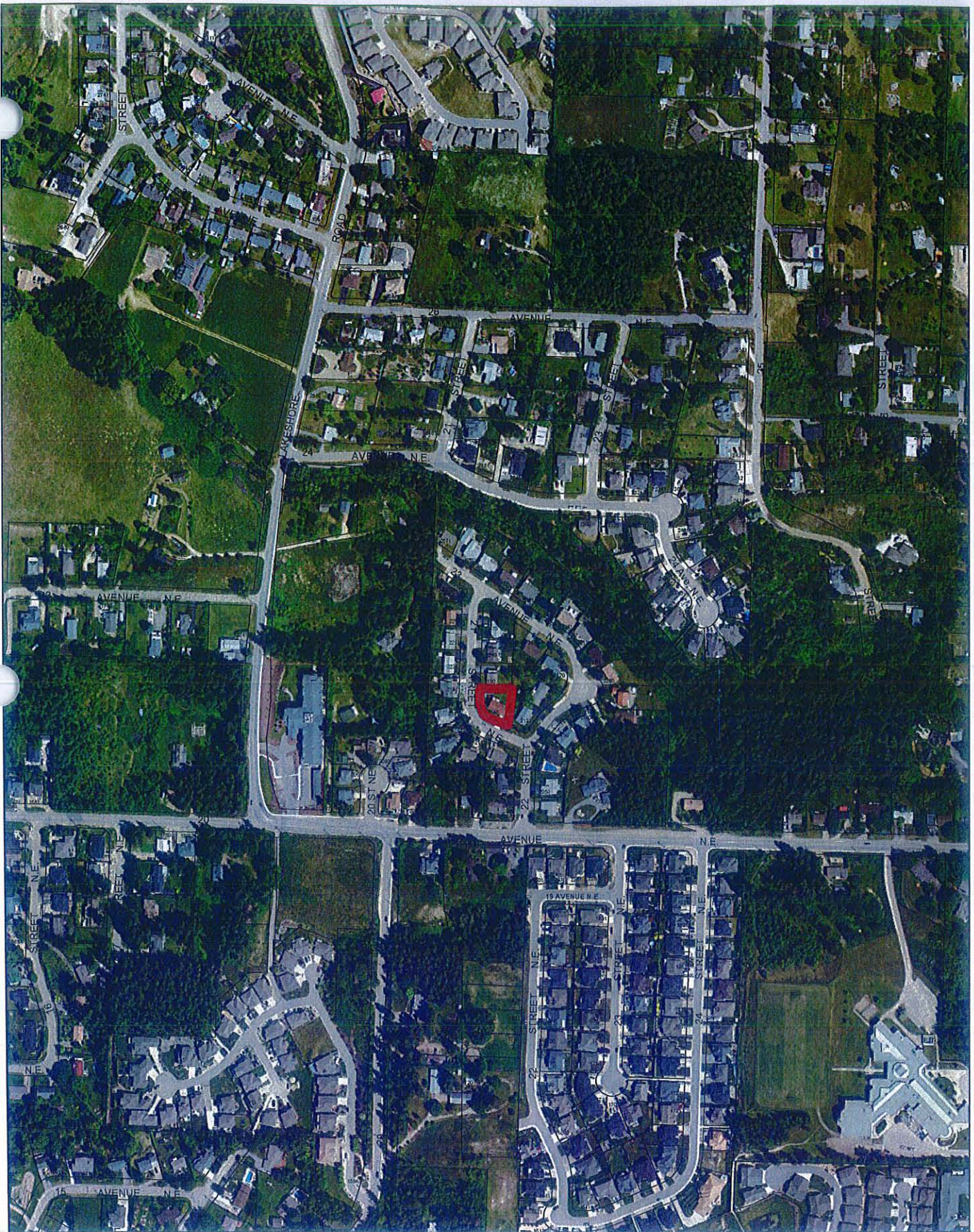
The proposed R-8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff. The site plan provided indicates that all R-8 Zone requirements can be met, including the provision of onsite parking. Any development of a secondary suite would require a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.



Prepared by: Chris Larson, MCP
Planning and Development Officer



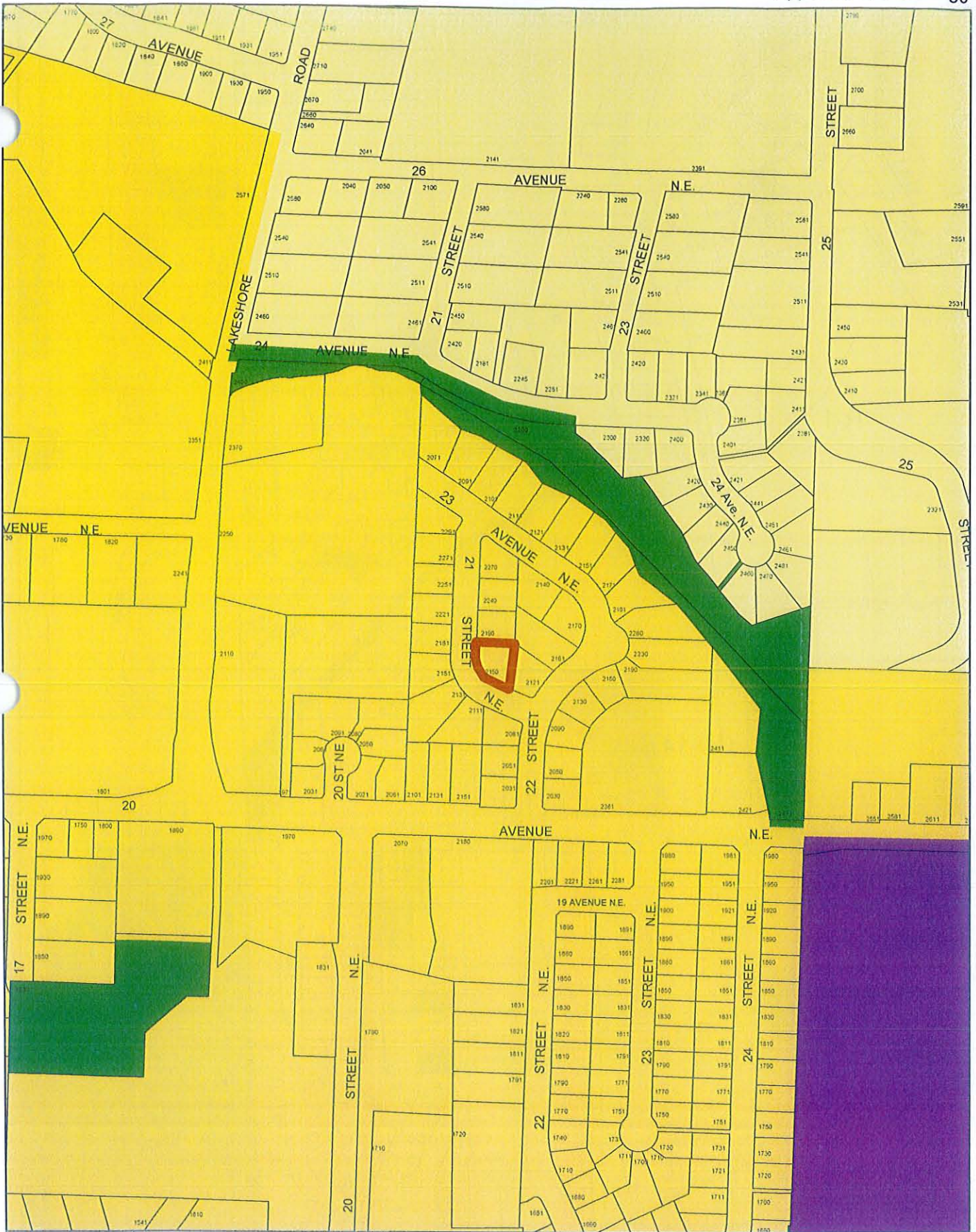
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services



Subject Parcel



 Subject Parcel



0 1530 60 90 120
Meters



Subject Parcel



Park



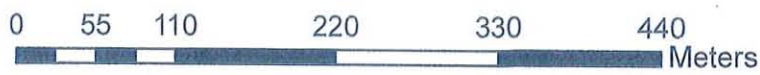
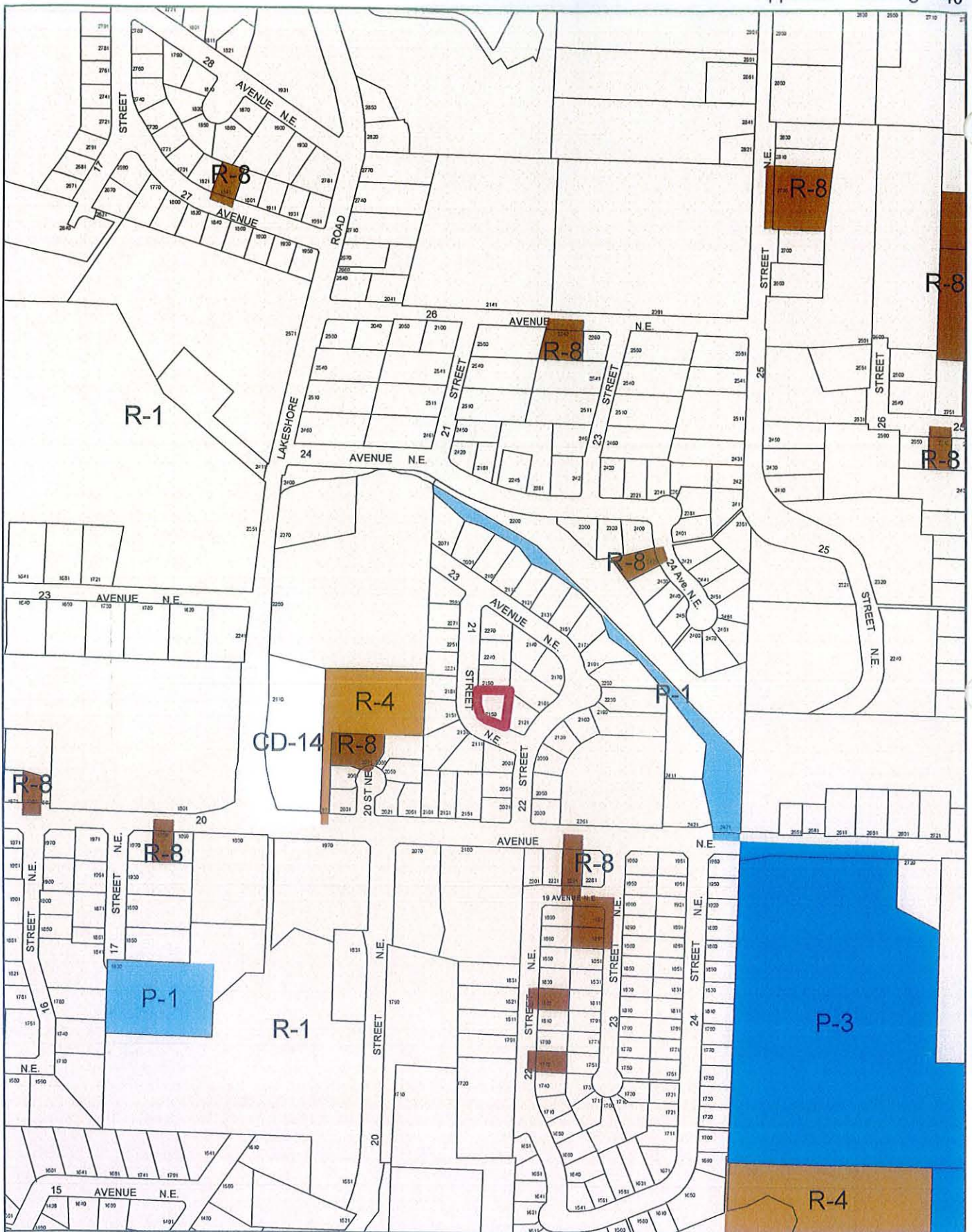
Low Density Residential

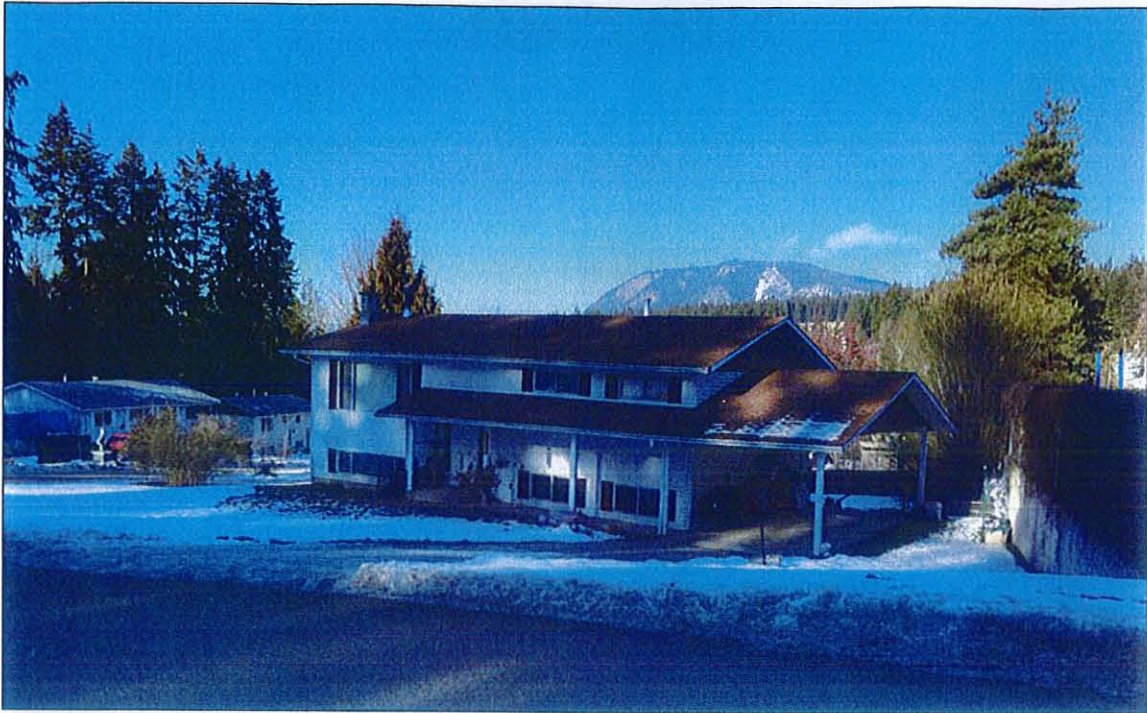


Medium Density Residential



Institutional

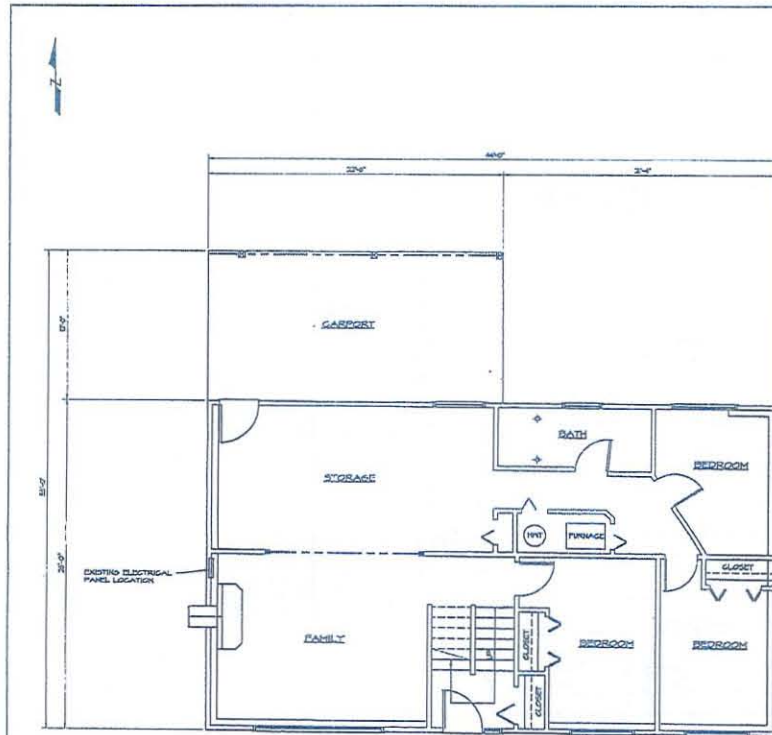




View north of subject property from 21 Street NE.

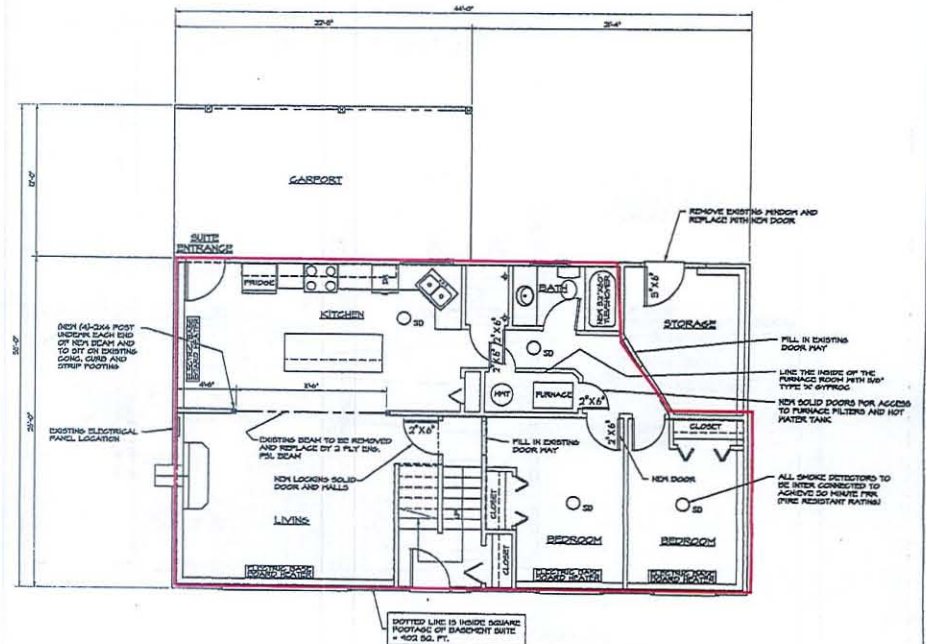


View east of subject property from 21 Street NE.



EXISTING BASEMENT FLOOR PLAN

1/4" = 1'-0"

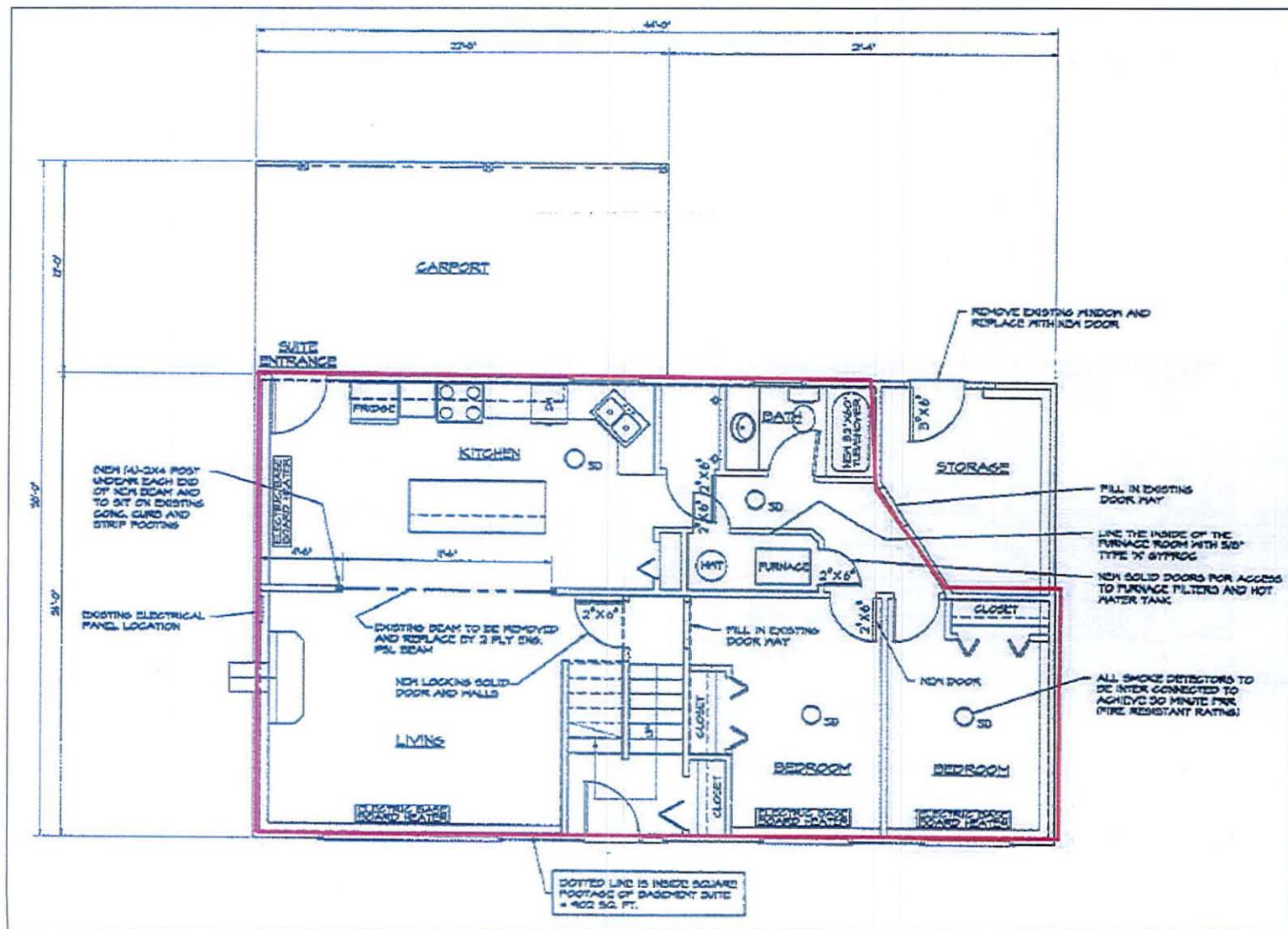


- NOTES:
1. SUITE TO BE HEATED WITH ELECTRIC BASE BOARD HEATERS AND NEW VENTILATION FOR FRESH AIR TO BE INSTALLED
 2. ALL CEILINGS OF NEW SUITE TO BE COVERED WITH (5) LAYERS OF 5/8\"/>

NEW BASEMENT SUITE FLOOR PLAN

1/4" = 1'-0"

			PEDERSON DRAWING & DESIGN LTD.		OWNER: MIKE SIMPSON 2150 - 21ST STREET, N.E., SALMON ARM, B.C.	
REVISION NO.	DATE	DESCRIPTION	SCALE: 1/4" = 1'-0"	DATE: JAN 2000	DRAWN BY: J.S.	CHECKED BY: J.S.
THESE DRAWINGS, INFORMATION AND SUBJECT MATTER, BEING OF AND THE CONFIDENTIAL, SOLE AND EXCLUSIVE PROPERTY OF PEDERSON DRAWING & DESIGN LTD., AND ARE NOT TO BE REPRODUCED, COPIED OR USED IN ANY MANNER FOR ANY PURPOSE WITHOUT THE WRITTEN CONSENT OF PEDERSON DRAWING & DESIGN LTD.			PROJECT: NEW BASEMENT SUITE		DRAWN NO: 18-041-01	
			FLOOR PLANS			



CITY OF SALMON ARM

City of Salmon Arm Memorandum from the Engineering and Public Works Department


To: Kevin Pearson, Director of Development Services
 Date: December 18, 2018
 Prepared by: Xavier Semmelink, Engineering Assistant
 Subject: **ZONING AMENDMENT APPLICATION FILE NO. ZON-1138**
 Legal: Lot 18, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204
 Civic: **2150 – 21 Street NE**
 Owner: Simpson, M. & M., 5135 – 45 Avenue, Delta, BC V4K 1K5
 Applicant: Owner

Further to your referral dated November 27, 2018, the Engineering Department has reviewed the site.

The following comments and servicing requirements are not conditions for rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:

- Records indicate that the existing property is serviced by a 19mm service from the 150mm diameter watermain on 21 Street NE. Due to the size and age of the existing service, upgrading to a new metered service (minimum 25mm) will be required. To request an estimate to upgrade the water service please contact the Engineering Department, otherwise an estimate will be provided at the time of the building permit. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
- The subject property is a corner lot and an additional access is allowed. Sufficient onsite parking shall be provided.


 Xavier Semmelink
 Engineering Assistant


 Jenn Wilson, P.Eng., LEED® AP
 City Engineer

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CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council

Date: January 25, 2019

Subject: Zoning Bylaw Amendment Application No. 1139

Legal: Lot 12, Section 12, Township 20, Range 10, W6M, KDYD, Plan 19260
 Civic: 1461 17 Street SE
 Owner/Applicant: Green, S.

MOTION FOR CONSIDERATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 12, Section 12, Township 20, Range 10, W6M, KDYD, Plan 19260 from R-7 (Large Lot Single Family Residential Zone) to R-8 (Residential Suite Zone) and R-1 (Single-Family Residential Zone) as shown in Schedule A.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

The subject parcel is approximately 1,370 square metres (0.33 acres) in area and is located at 1461 17 Street SE (Appendix 1 and 2). The proposal is to rezone the northern portion of the parcel from R-7 (Large Lot Single Family Residential) to R-8 (Residential Suite) to permit the construction and use of a new single family dwelling containing a *secondary suite*, and to rezone the southern portion of the parcel containing the existing single family dwelling from R-7 to R-1 (Single-Family Residential Zone), as shown in Schedule A.

BACKGROUND

The subject parcel is designated Low Density Residential in the City's Official Community Plan (OCP) and zoned R-7 (Large Lot Single Family Residential) in the Zoning Bylaw (Appendix 3 and 4). The parcel is located west of Hillcrest School, a residential area largely comprised of R-1, R-7 and R-8 zoned parcels containing single family dwellings. There are currently over 40 R-8 zoned parcels within the vicinity of the subject parcel.

The subject parcel contains a single family dwelling and mature vegetation, and is approximately 1,370 m² in area. Site photos are attached as Appendix 5. The proposed parcels shown in Schedule A (Appendix 6) meet both the conditions of minimum parcel area and minimum parcel width as specified by the proposed zones. A subdivision application has been submitted (Sub-18.07).

The purpose of this amendment would facilitate the creation of a new parcel and allow the future development and use of a new *single-family dwelling* containing a *secondary suite* (the proposed R-8 parcel does not have sufficient area to permit a *detached suite*), while no changes are anticipated at this time to the existing house on the portion of the property to be rezoned to R-1. Development would require a building permit and be subject to meeting Zoning Bylaw and BC Building Code requirements.

4.3

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in Low Density Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code.

The Zoning Bylaw also requires a *secondary suite* to have one designated offstreet parking stall in addition to the two stalls required for the single family dwelling. The subject parcel has more than sufficient space to accommodate the offstreet parking requirement.

COMMENTS

Engineering Department

No Concerns.

Building Department

No Concerns subject to BC Building Code requirements.

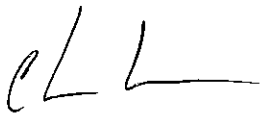
Fire Department

No concerns.

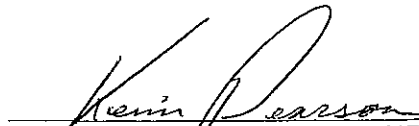
Planning Department

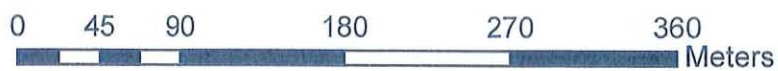
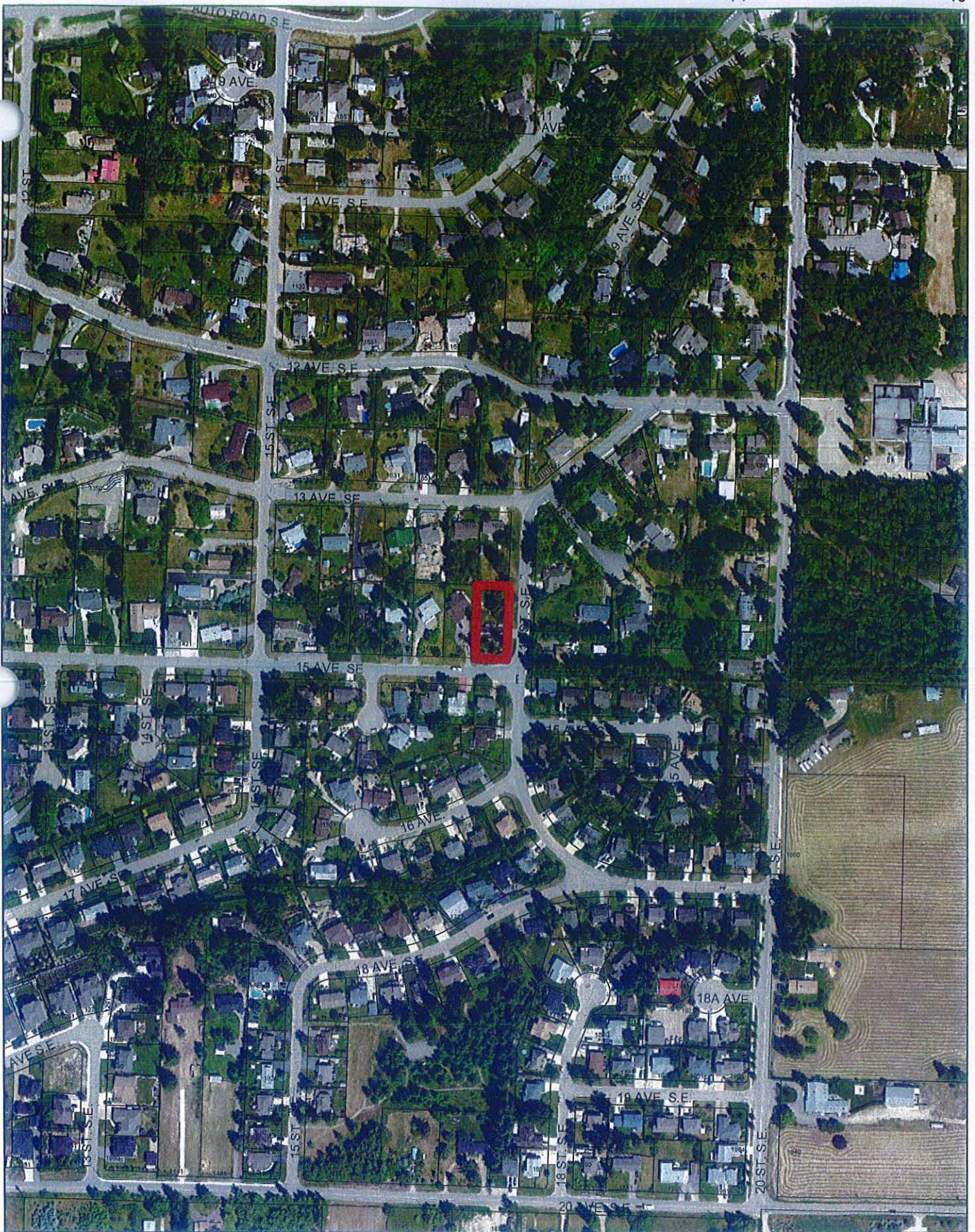
The proposed R-1 and R-8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff. The area and dimensions of the proposed lots are suitable for the proposed use and development: minimum setbacks, parcel coverage, building separation, parking and access should be easily achievable.

Any development of a single-family dwelling with a *secondary suite* would require a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.

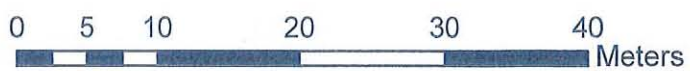
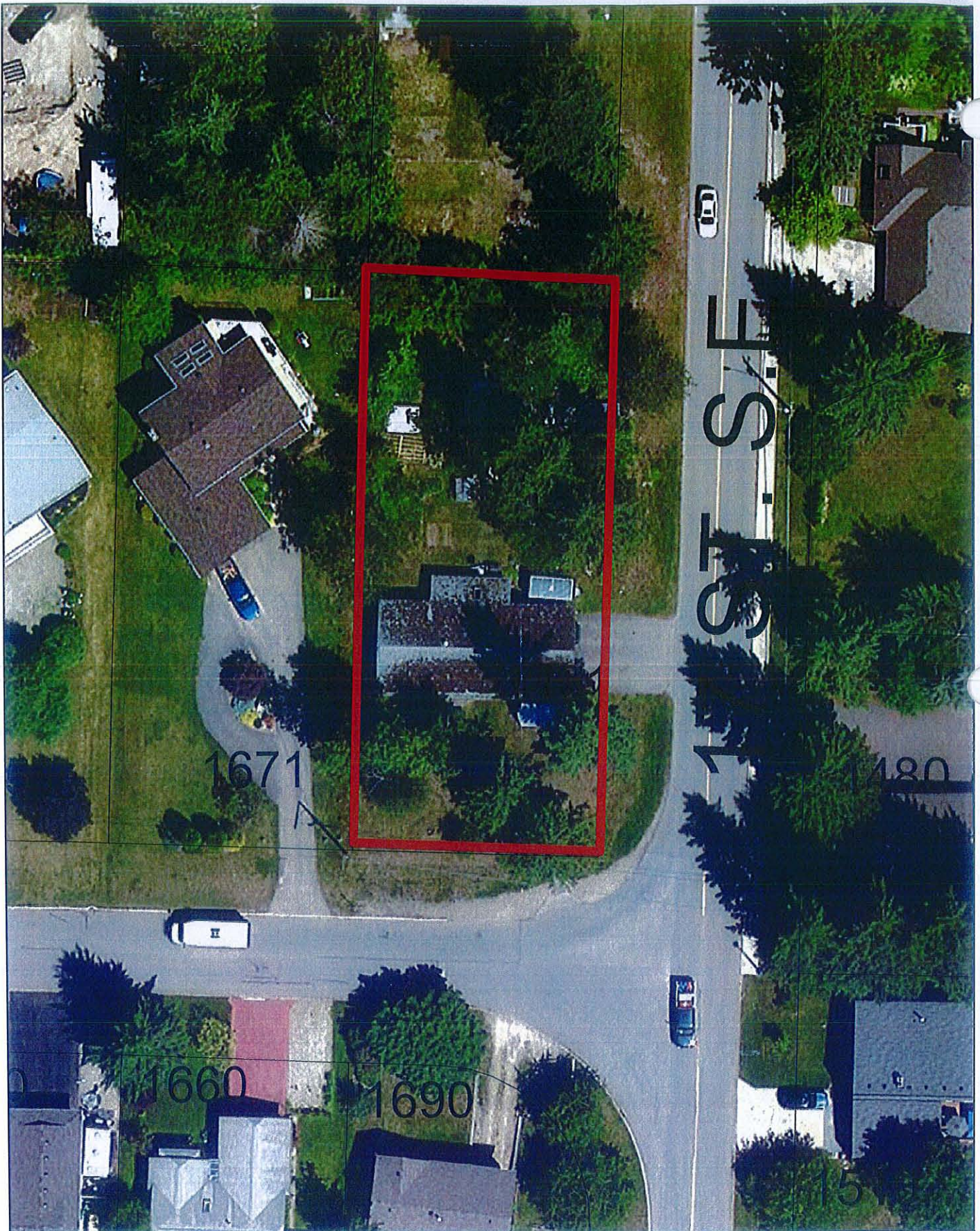


Prepared by: Chris Larson, MCP
Planning and Development Officer

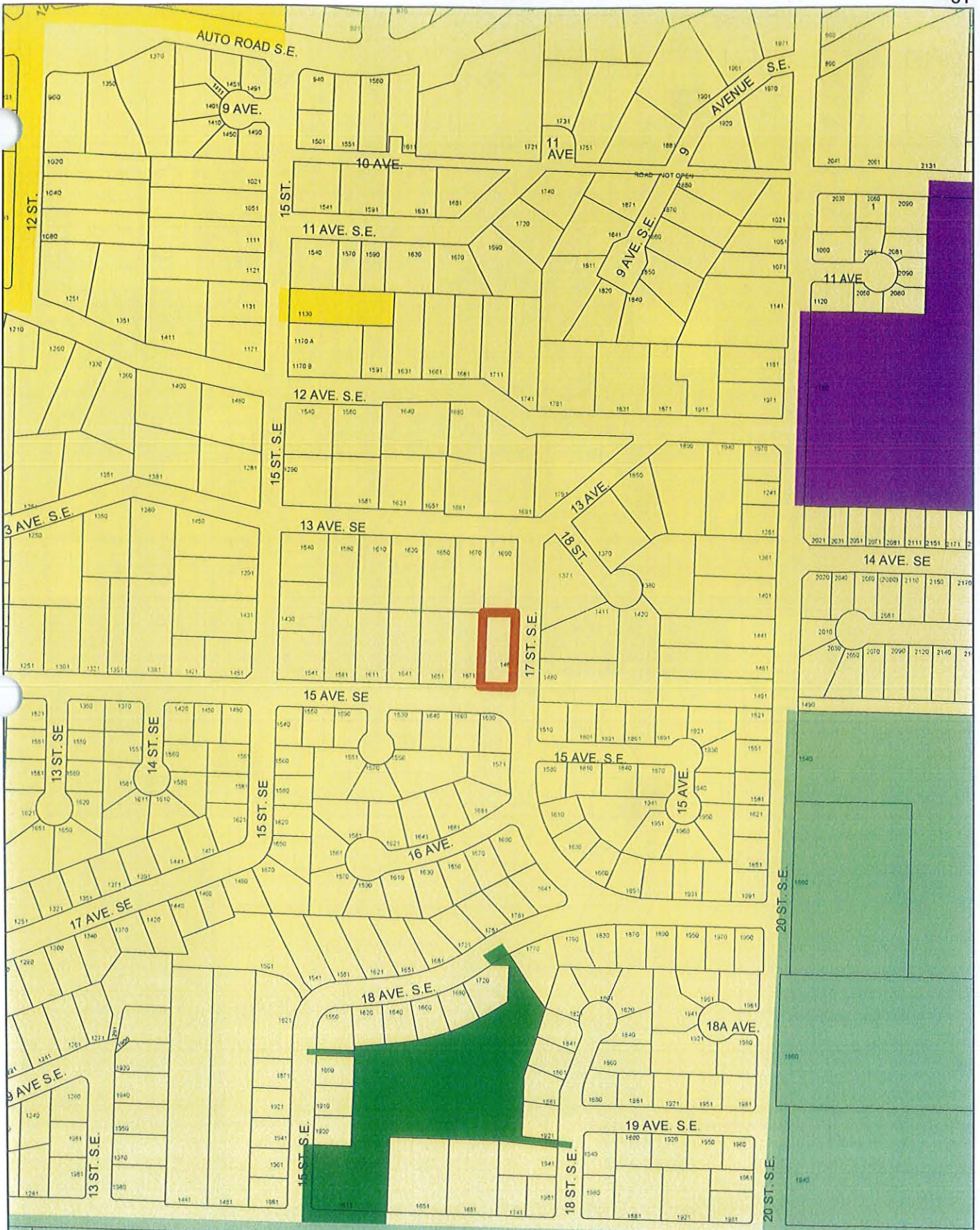

Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services



Subject Parcel



Subject Parcel



0 1530 60 90 120
Meters



Subject Parcel



Acreage Reserve



Park



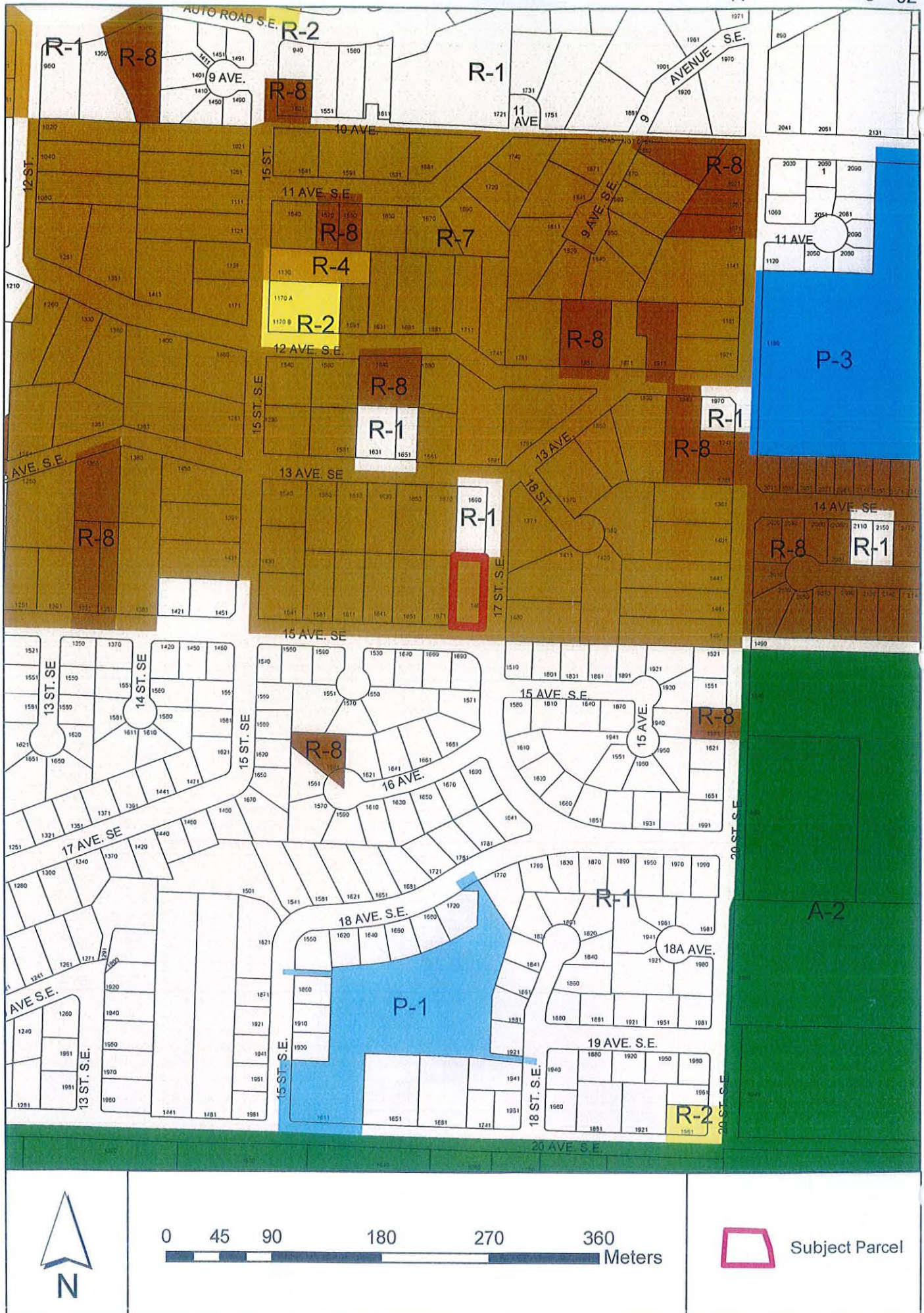
Low Density Residential



Medium Density Residential

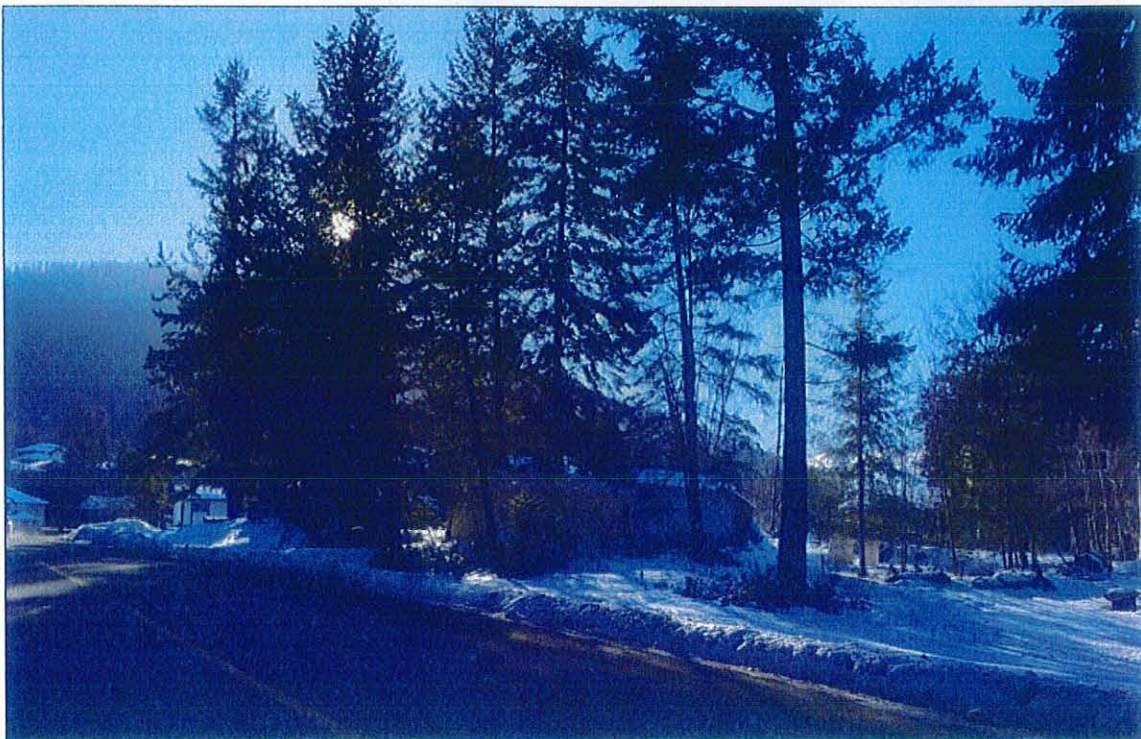


Institutional





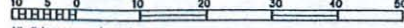
View north-west of subject property from 17 Street SE.



View south-west of subject property from 17 Street SE.

Subdivision Plan of Lot 12, Sec 12, Tp 20, R 10, W6M, KDYD, Plan 19260

BCGS 82L.064

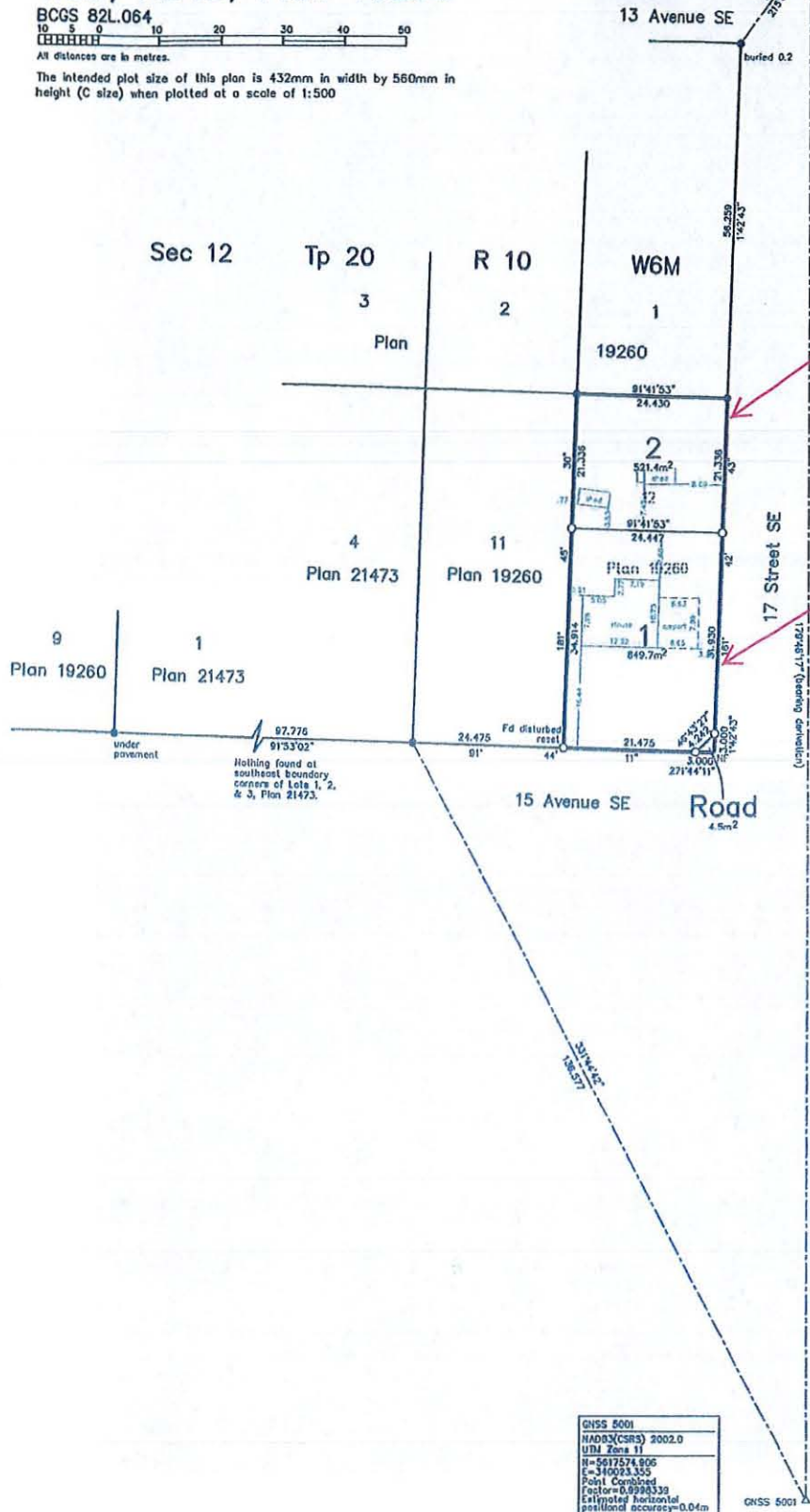


All distances are in metres.

The intended plot size of this plan is 432mm in width by 560mm in height (C size) when plotted at a scale of 1:500

GNSS 5000
NAD83(CSR3) 2002.0
UTM Zone 11
N=5617821.917
E=340022.370
Point Combined
Factor=0.9998347
Estimated horizontal
positional accuracy=0.04m

PLAN EPP84479



Proposed R-7 to R-8

Proposed R-7 to R-1

LEGEND

Grid bearings are derived from differential dual frequency GNSS observations and are referred to the central meridian of UTM Zone 11.

This plan shows horizontal ground-level distances, unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9998343. The average combined factor has been determined based on an ellipsoidal elevation of 510.7 metres.

The UTM coordinates and estimated horizontal positional accuracy achieved are derived from differential dual frequency GNSS observations post processed using the Natural Resources Canada Precise Point Positioning Service.

- Standard Iron Post Found (OIP)
- Standard Iron Post Placed (IIP)
- △ Traverse Hub Placed
- NF Denotes Nothing Found
- Fd Denotes Found

A covenant in the name of the City of Salmon Arm pursuant to Section 219 of the Land Title Act is a condition of approval for this subdivision.

This plan lies within the jurisdiction of the Approving Officer for the City of Salmon Arm

This plan lies within the Columbia Shuswap Regional District

The field survey represented by this plan was completed on the 25th day of June, 2018
Brad G. Cooper, BCLS (988)

GNSS 5001
NAD83(CSR3) 2002.0
UTM Zone 11
N=5617574.906
E=340023.355
Point Combined
Factor=0.9998339
Estimated horizontal
positional accuracy=0.04m

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. 250-632-9701
File: 277-18 Fb.R130 p.59
277-18.row

CITY OF SALMON ARM

TO: His Worship Mayor Harrison and Members of Council

DATE: January 24, 2019

RE: Zoning Bylaw Amendment Application No. 1140

Subject Properties: Lots 1 & 2, Sec. 6, Twp. 21, Rge. 9, W6M, KDYD, Plan 3538
 Civic Address: 4400 & 4600 Canoe Beach Drive NE
 Owners: Canoe Beach Properties Ltd. & 0753219 BC Ltd.
 Applicant: T. & K. Tarnow

MOTION FOR CONSIDERATION

THAT: A bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lots 1 & 2, Section 6, Township 21, Range 9, W6M, KDYD, Plan 3538 from R-4 - Medium Density Residential Zone to R-6 - Mobile Home Park Zone.

AND THAT: A bylaw be prepared for Council's consideration, adoption of which would amend Section 11 (R-6 - Mobile Home Park Zone) of Zoning Bylaw No. 2303 as follows:

Section 11.5 Minimum Parcel Area – Add the following sub-section and renumber accordingly:

- .2 Notwithstanding, the minimum *parcel area* for a *mobile home park* may be reduced to an area not less than 1.0 hectare (2.47 acres) when land dedication is provided for road widening or when a road reserve covenant is secured by the *municipality* for road widening.

Section 11.7 Maximum Density – Add the following sub-section:

- .1 Notwithstanding, the maximum *density* may be increased higher than 17 *dwelling units* per hectare (6.8 dwelling units per acre) to a limit not exceeding the maximum *density* policies of the *Official Community Plan*.

AND FURTHER THAT: Final reading of the bylaw be withheld subject to the following:

Registration of a Section 219 Land Title Act covenant that would secure a 20 m wide road reserve connecting 45 Street NE to Canoe Beach Drive and the land needed for road widening along Canoe Beach Drive to an ultimate width of 20 m, with the two road alignments to match plan EPP5948 prepared by Browne Johnson Land Surveyors (File No. 306-09).

STAFF RECOMMENDATION

THAT Council approve first and second readings, with Public Hearings and consideration of third readings withheld subject to the following:

- 1) Submission of a detailed landscaping plan for the development; and
- 2) Completion of the City staff report for variance application No. DVP-491.

4.4

PROPOSAL

This application proposes to: 1) rezone two lots from Medium Density Residential (R-4) to Mobile Home Park (R-6) so as to facilitate the use and development of a 60 unit mobile home park (MHP); and 2) amend the R-6 zone in order to modernize the regulations for consistency with the Official Community Plan. The proposed development concept and written proposal from the applicant are attached as APPENDIX 1 and an area map is attached as APPENDIX 2. Note that the site plan attached in APPENDIX 1 has been updated a number of times since November 2018, and now includes details such as boulevard and on-site landscaping, fencing, on-site parking, space areas, setbacks and other details.

BACKGROUND

The properties each front Canoe Beach Drive while 45 Street NE terminates at the southern boundary of the two lots. Lot 1 is presently 1.5 ha (3.8 acres) in area and Lot 2 is 2.0 ha (5.0 acres) in area. The properties are located in the Urban Containment Boundary (UCB), Residential Development Area "A" and designated "Medium Density Residential" (MDR) in the Official Community Plan (OCP). The MDR land use designation supports R-6 zoning and a maximum density of 40 dwelling units per hectare. The maximum density permitted in the R-6 zone is 17 dwelling units per hectare. Based on the combined, gross lot area of 3.5 ha (8.8 acres):

Maximum density supported by OCP	140 units
Maximum density permitted by R-6 Zone	60 units
Maximum density proposed	60 units
Maximum density permitted based on <u>net parcel area</u> *	55 units
Maximum density of the lots were zoned R-1 based on <u>net parcel area</u> *	68 units

* Technically, density calculations are to be based on the net parcel area, generally meaning the residual area of a lot measured after all necessary road dedications. The proposed text amendments to the R-6 zones, discussed in more detail further on in this report, would recognize the approximate 4,000 m² (0.98 acre) area of the two lots that would be needed; either dedicated to or acquired by the City, to construct 45 Street NE to a width of 20 m and widen Canoe Beach Drive (CBD) from its present width of approximately 12 - 13 m to 20 m (Plan EPP5948 showing the ultimate 45 Street and CBD alignments is attached as APPENDIX 3).

The two vacant lots have a combined frontage length of approximately 330 m along CBD and depths ranging from 97 m to 167 m. The land is relatively flat and slopes slightly upward from east-to-west by approximately 3 - 4%. The land uses surrounding the properties are a combination of low density residential development, public parks and recreation, lakeshore and a forested trail network:

North: CBD / CP Rail / single family lots / Shuswap Lake - zoned R-1
 South: Residential subdivision (Lakeside Pines) - zoned R-1
 East: Single family residential - zoned R-1
 West: Elks campsite and Canoe ball diamonds on City parkland - zoned P-1

OCP land use and zoning maps are attached as APPENDIX 4 and APPENDIX 5. There are several other mobile home parks (MHPs) in Canoe including Canoe Creek Estates and Cedar Crescent. Many of the homes built in the first phases of the adjacent Lakeside Pines conventional subdivision are double wide modular units. APPENDIX 6 is a map showing all of the MHP properties in Salmon Arm with R-6. Note that Canoe Creek Estates is still zoned R-1 and subject to a 40 year old Land Use Contract.

The subject properties have been designated MDR and zoned R-4 for more than a decade. Development Permits DP-332 and DP-360 were approved in 2006 and 2010 for a 50 unit townhouse development on Lot 1. DP-360 was the same 50 unit concept as DP-332, but the latter DP was approved with numerous bylaw variances, which would have allowed for increased building heights, decreased setbacks, the phasing of works and services with the end result including full construction of CBD and an extension of 45 Street NE to intersect with CBD.

Development of a MHP is subject to the City's MHP Bylaw which regulates the internal development parameters of a mobile home park. In order to achieve a density of 60 mobile home pads, the proposal would need Council's approval of a number of variances pertaining to buffer zones, setbacks and minimum space areas. The applicant is contemplating a fully serviced park with both single and double wide manufactured homes.

The applicant has applied for a development variance permit (DVP) proposing a number of variances to the MHP Bylaw and the Subdivision and Development Servicing (SDS) Bylaw. The timing for Council's review of the DVP application and its Hearing is intended to coincide with a Public Hearing for the rezoning if Council grants first and second readings to the rezoning bylaw. The staff report for the DVP application is anticipated to be completed sometime in February 2019.

COMMENTS

For this rezoning application, the primary technical considerations are the proposed land use, density and supporting OCP policies. For the development to succeed, Council's approval of the rezoning from R-4 to R-6, the proposed text amendments, and at least 10 variances to the MHP is needed. The proposed servicing variance to the SDS Bylaw is a request for Council to waive the requirement to upgrade CBD to the RD-14 urban road standard along the 125 m frontage of Lot 1, with the applicant prepared to upgrade the 205 m frontage of Lot 2. Details of the proposed variances in relation to the MHP Bylaw requirements and the off-site servicing requirements will be addressed in the associated DVP application report. Other aspects of the proposal relevant to both applications are discussed in this report.

OCP Policies

The proposed use, development and unit density are consistent with the OCP. Generally, Policies 8.2 and 8.3 broadly support a variety of housing types and densities throughout Residential Development Area A. As mentioned, the MDR land use designation supports residential development at a density of 40 units per hectare, which would equate to a maximum of 140 units on the two lots.

Mobile Home Parks and R-6 Zone

There are approximately 10 mobile home parks in the City today with R-6 zoning (identified in APPENDIX 6). Most are located either within or on the fringe of the UCB and serviced by City water. Most were developed in the era between the 1960s - 1990s and not all are serviced by City sanitary sewer. The most recent MHPs developed and redeveloped in the last 10 years include the Carriage Lane and Lakeland MHPs, both near Haney Park.

Carriage Lane closely resembles a single family residential subdivision with modern double wide modular homes sited on subdivided, bare land strata lots. Numerous variances have been approved to allow for permanent basements on all lots within Carriage Lane, and several have been granted variances to increase parcel coverage. The developer of Carriage Lane extended a 2 km long connection to the City's sanitary sewer system and brought the property within the UCB with approvals by Council and the Agricultural Land Commission (ALC), and contrary to the City's OCP at the time. It is essentially an R-1, single family, bare land strata development on historically zoned R-6 property, and still within the ALR (non-farm use was granted by the ALC for a mobile home park on this lot in 1977).

Lakeland was redeveloped over the past five years and is an example of a more traditional MHP consisting of new single and double wide mobile homes, with the land titled under a single ownership and the 33 MHP spaces rented out. Lakeland is serviced by a septic filed on adjacent land under the ownership of the Ministry of Transportation and Infrastructure.

The intent of the proposed MHP for this rezoning application is for the traditional model of single land ownership with 60 pad spaces rented to owners of single and double wide mobile homes, similar to Lakeland, yet fully serviced with City water, sanitary and storm infrastructure.

R-6 Zone / MHP Bylaw

The City's bylaws pertaining to MHPs are somewhat old dating back to 1982 and 1995. With no new MHPs developed, except for the ones mentioned above, there has neither been a need nor the staff time required to modernize these bylaws in recent years. It could be argued that the R-6 zone and the MHP Bylaw were contemplated at a time when there was societal stigma attached to mobile home parks; generally negative neighbourhood perceptions of MHPs that still linger today. Basically, these two bylaws prescribe regulations that require large tracts of land as a starting point, excessive setbacks and buffers from neighbouring developments (excessive when compared to single family, R-1 and R-4 zoned strata developments), and measures that prevent residential unit densities that are supported by today's OCP.

One of the more technical reasons for the prohibitive nature of these regulations had to do with a need for large areas of land and lots sizes for septic fields as most of the MHPs are located out of reach from the City's sanitary sewer system.

The R-6 zone permits the use *mobile home park* and *mobile homes* defined (paraphrased) as factory-built *dwelling units* conforming to BC Building Code regulations CSA A277 or CSA Z240, but not including travel trailers and recreational vehicles, fifth wheels, park model homes or campers. This zone allows a maximum unit density of 17 units per hectare, defers to the MHP Bylaw for on-site servicing standards, minimum setbacks, minimum parcel coverage, minimum mobile home park space areas, buffer zones, on-site parkland and landscaping requirements, among many other regulations.

For off-site servicing, the MHP Bylaw defers to the City's SDS Bylaw, and for on-site servicing, adhering to best engineering practices (similar to any approved strata development).

As mentioned, for this development proposal to succeed, Council's approval of numerous variances to the MHP Bylaw and SDS Bylaw. For this rezoning application, two text amendments are proposed as written in the Motion for Consideration on Page 1:

Section 11.5 Minimum Parcel Area - this amendment would allow the minimum parcel size of a MHP to be reduced from 2.0 hectares to 1.0 hectare when road widening is provided. Land dedication for roads can only be acquired by the City without compensation to a land owner when a subdivision is involved. MHPs do not necessarily require subdivisions. A minimum lot size of 1.0 hectare (2.47 acres) seems to be a reasonable minimum to allow for a MHP. For the proposal now under review, with the dedications needed for 45 Street and Canoe Beach Drive, Lot 1 would remain approximately 1.5 hectares in area while Lot 2 would be reduced from 2.0 hectares to approximately 1.6 hectares.

Section 11.7 Maximum Density - this amendment would allow for an increase in density that is consistent with a lot's land use designation of the OCP (in this instance MDR) when road widening is provided either with a road reserve covenant or via outright dedication; similar to a density bonus but not as high as a bonus to what is supported for multi-family developments.

The above amendments are, in staff's opinion, reasonable and would provide fairness in the context of the City's OCP policies, supporting higher density residential development in general, and a slight modernization of the R-6 zone regulations.

Roads

Approximately 4,000 m² (11%) of the combined land area of Lots 1 and 2 would be dedicated in order to widen CBD and to also establish 45 Street NE. CBD is designated as an "Urban Arterial Road" in the OCP. Normally an urban arterial requires a 25 m dedicated width. Realizing the constraints of the adjacent CP Rail line to the north, CBD has a special design standard with a reduced width to 20 m and a multi-use pathway intended for pedestrian and cyclists (RD-14 design is attached as APPENDIX 7). The present road alignment of CBD ranges in widths between 9 m to 13 m along the two frontages.

The associated DVP application includes a request to waive the requirement to construct the CBD frontage of Lot 1 - approximately 120 m in length - to the RD-14 urban road standard. With that request, the applicant is hopeful the City would commit to completing those frontage upgrades within the next few years. Being an arterial road, CBD is intended to be partially funded by Development Cost Charges (DCCs); however the City's present capital plans do not address financing upgrades to CBD.

Road Reserve

The extension of 45 Street NE - highlighted in APPENDIX 3 - is a critical local road connection needed from the residential subdivision to the south to CBD. It is recommended by staff and agreed to by the applicant that registration of a road reserve covenant securing 45 Street NE along with securing the necessary widening for CBD be a condition for final reading of the rezoning bylaw. The preferred alignment for 45 Street mirrors the plan attached as APPENDIX 3 produced by Browne Johnson Land Surveyors for the previous development proposal DP-360.

If upgraded, the two roads would provide and improve on vital connectivity for vehicles, pedestrians and cyclists. During the public input process for the Canoe Beach Park Master Plan in 2017, improvements to CBD for better and safer access to the park/beach was deemed a priority of the local community.

Other

Full road construction of CBD and 45 Street, utility main extensions / upsizing and onsite works will be costly for any development on the properties. The applicant has provided some preliminary estimates which amount to approximately \$920,000 for off-site works, not including DCCs, and more than \$1,000,000 for on-site works. The listed price of the two lots in 2018 was \$999,000 and the assessed land value of both was \$896,000. The off-site costs and DCCs (\$9,529 per unit) have been cited by previous and current owners as being a barrier to development. Servicing costs are absorbed proportionally per unit based on density while DCCs are fixed per unit.

If the City needed to purchase land for the alignment of 45 Street and for the widening of CBD, the value of 4,000 m² of land, based simply on the 2018 land assessed value, would be \$98,560.

The properties are some of few remaining large, vacant and flat tracts in Canoe. In terms of achieving the highest residential density practical under the present R-4 zone, staff's opinion is that a phased and clustered townhouse development of 100 units would be the best outcome for the subject properties. The demand for multi-family residential is cyclical and possibly location specific. Back when DP 332 & DP-360 were approved, the market for multi-family residential was soft in Canoe and Salmon Arm's population growth was at a much slower rate compared to recent years. In the last five years Canoe has experienced resurgence in single family residential development.

Although there has been few new MHPs developed in the City for decades, there is a consistent demand in the community for mobile homes. MHPs provide a type of housing and financing arrangement that may offer more affordable options compared to traditional single family 'stick built' homes. Today's mobile homes are solidly manufactured to meet CSA and BC Building Code standards.

In terms of design, a form and character Development Permit is not required for a MHP development. The MHP Bylaw addresses landscaping and buffering in a relatively simple manner. The applicant has been encouraged by staff to have an upgraded site / landscaping plan showing the following:

- Landscaping plan showing the location of trees, shrubs and sod; and
- Perimeter fencing details identifying height and fencing materials;












Note also that the RD-14 road design includes street trees required to be planted in the boulevard at intervals of 15 - 20 m.

CONCLUSION

It is recommended that, should Council approve first and second readings of the rezoning bylaw and text amendment bylaw, the Public Hearing and consideration of third readings be withheld until the associated DVP application report is completed and ready for the same Council meeting. Along with that, the applicant is encouraged to have a more detailed landscaping plan prepared for review by staff, the public and Council. The staff report for the associated DVP application should be completed in February 2019.



Prepared by: Kevin Pearson, MCIP, RPP
Planning and Development Officer

RECEIVED
JAN 24 2019


LEGEND	
60' x 24' MOBILE HOME	
60' x 22' MOBILE HOME	
52' x 22' MOBILE HOME	
52' x 20' MOBILE HOME	
48' x 22' MOBILE HOME	
44' x 22' MOBILE HOME	
55' x 10' MOBILE HOME	
65' x 10' MOBILE HOME	
GARDEN SHED	
WIND/PRIVACY FENCING	
CHAIN LINK FENCING	

LEGEND


EXISTING




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NOTES:

- 1) CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES WITH ALL UTILITY COMPANIES PRIOR TO DIGGING.
- 2) CONTRACTOR TO COORDINATE UTILITY RELOCATION WORKING WITH UTILITY COMPANIES AS REQUIRED.
- 3) ALL CONSTRUCTION TO BE IN ACCORDANCE WITH CITY OF SALMON ARMS SUBDIVISION AND DEVELOPMENT SURVEYING DRAWING 14-0152.

NO	DATE	REVISION	BY	APP'D
1	01/17/2016	ISSUED FOR CLIENT REVIEW	AGW	BTJ
2	01/17/2016	REVISION	BTJ	AGW
REVISIONS				
DRAFT (FOR CLIENT REVIEW)		DESIGN	AGW	
		DRAWN	AGW	
		DATE	JAN 17, 2016	
		CHECKED	BTJ	
BY				

PRNG	
DOULE	000000 - 0.000



CANOE BEACH DRIVE
MODULAR HOME
PARK

SALMON ARM, BC

60 PAD MOBILE PARK SITE
RENDERING

PROJECT No.	130-1	
SHEET	1 of 1	
DWG. No.	L-1	REV. No. 0

APPENDIX 61

Rezoning Application for 4400 and 4600 Canoe Beach Drive.

Salmon Arm has a shortage of affordable options for young families entering the market and retirement age people looking to downsize. Our proposed development will help make home ownership a viable option for Salmon Arm residents in all stages of life. We feel the neighborhood of Canoe is perfect for our desired use and will only benefit the surrounding residents by the upgrades we will provide at the development stage. The overall general intent that we are looking to achieve with this development is to provide a more affordable housing option to people in a family orientated neighborhood. In researching this objective, we have reviewed ways to bring housing affordability rates down by doing the following:

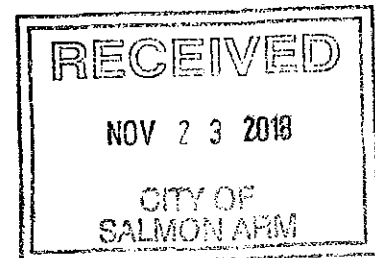
- Eliminating land cost for home owners by providing leasehold lots.
- Smaller individual parcels
- Smaller housing footprints
- Manufactured homes
- Moderate Finishings – Interior and Exterior
- Organized Construction Sequencing

To do this we are requesting to re-zone the property from R-4 Medium Density Residential to R6 Mobile Home Park Residential Zone. The Mobile Home Park Residential Zone would allow for a 60 lot manufactured home community with lots approximately 300-550m² in size. The development of these two parcels would allow us as the developer to finish 45 street NE through to Canoe Beach Drive as well as make improvements to Canoe Beach Drive. To make this development feasible there are certain variances required that we will be applying for at the same time:

- 4m setback around the whole community
- 300m² minimum lot size to increase density
- City assistance upgrading Canoe Beach drive along phase 2 of the proposed development
- A variance to omit the green space requirement since it is located beside a park

Upon successful re-zoning of these parcels, the developers would proceed to develop the land at an affordable rate and produce an affordable housing option for families in the Canoe neighborhood, with a target price point of \$140,000-\$200,000.00 for detached single family homes. Thank you

Kerry Tarnow



Dear Mr. Kevin Pearson:

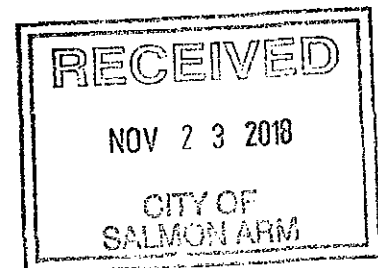
Further to our meetings with the planning and engineering department regarding the rezoning of 4400 and 4600 Canoe Beach drive we are requesting the following variances to allow for us to construct a financially feasible development. The variances we're proposing are:

- Minimum lot size of 300 meters squared
- A 4 meter setback around whole park ,with mobile homes put at the 4 meter mark
- No green space requirement as the development is beside a park.
- City assistance upgrading Canoe Beach Drive, along phase 2 of the proposed development

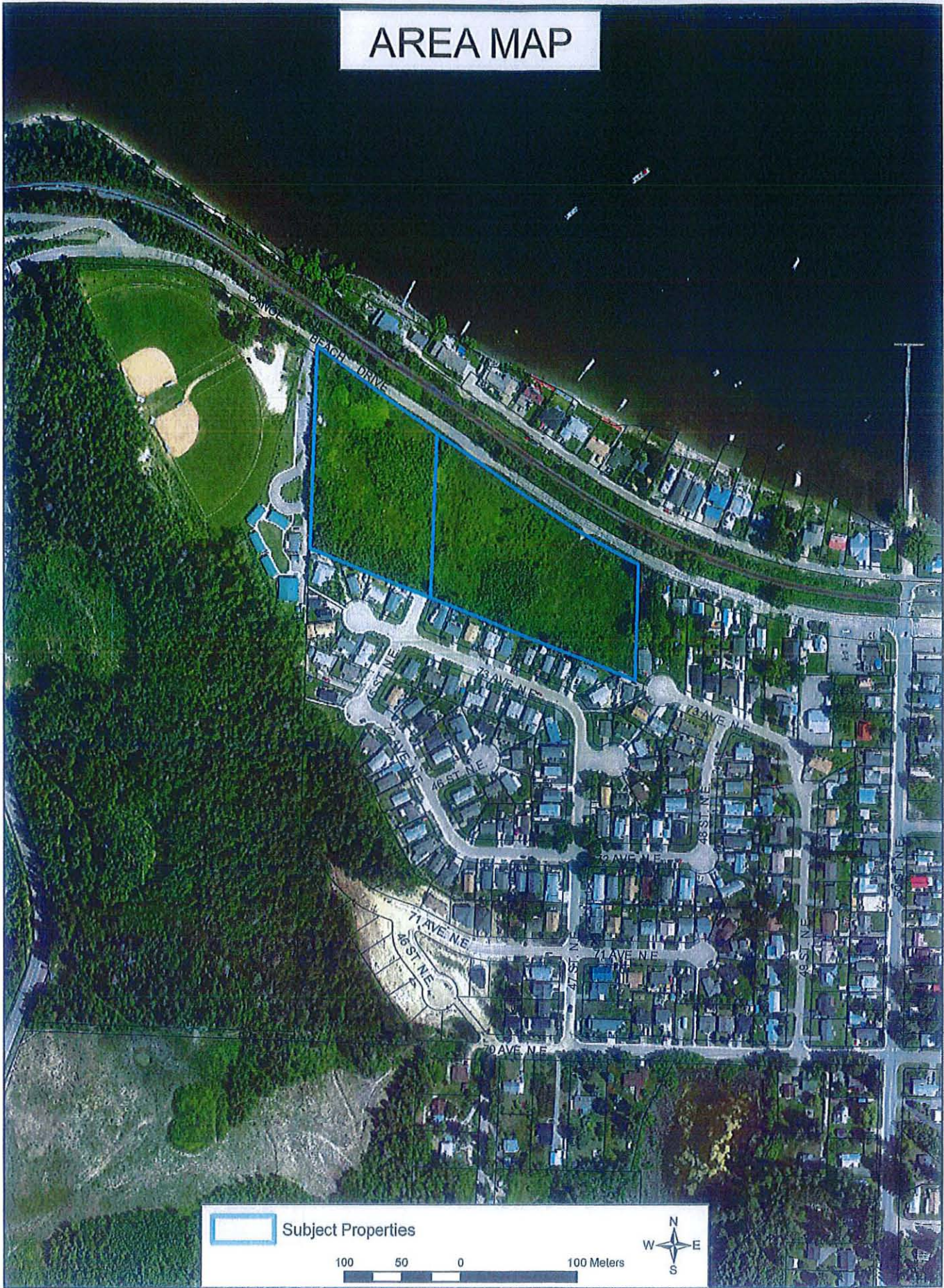
The proposed variance has us upgrading the larger section of Canoe Beach Drive to current city standards along what will be the first phase of our development as well as connecting 45th Street NE to Canoe Beach Drive. To keep the project financially feasible our request is for the city to finish the Canoe Beach Drive upgrade along the second phase of our development when the budget permits.

Thank you

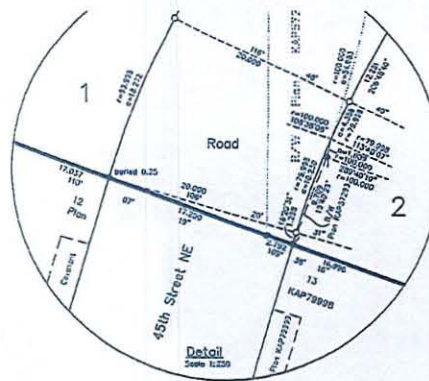
Kerry Tarnow



AREA MAP

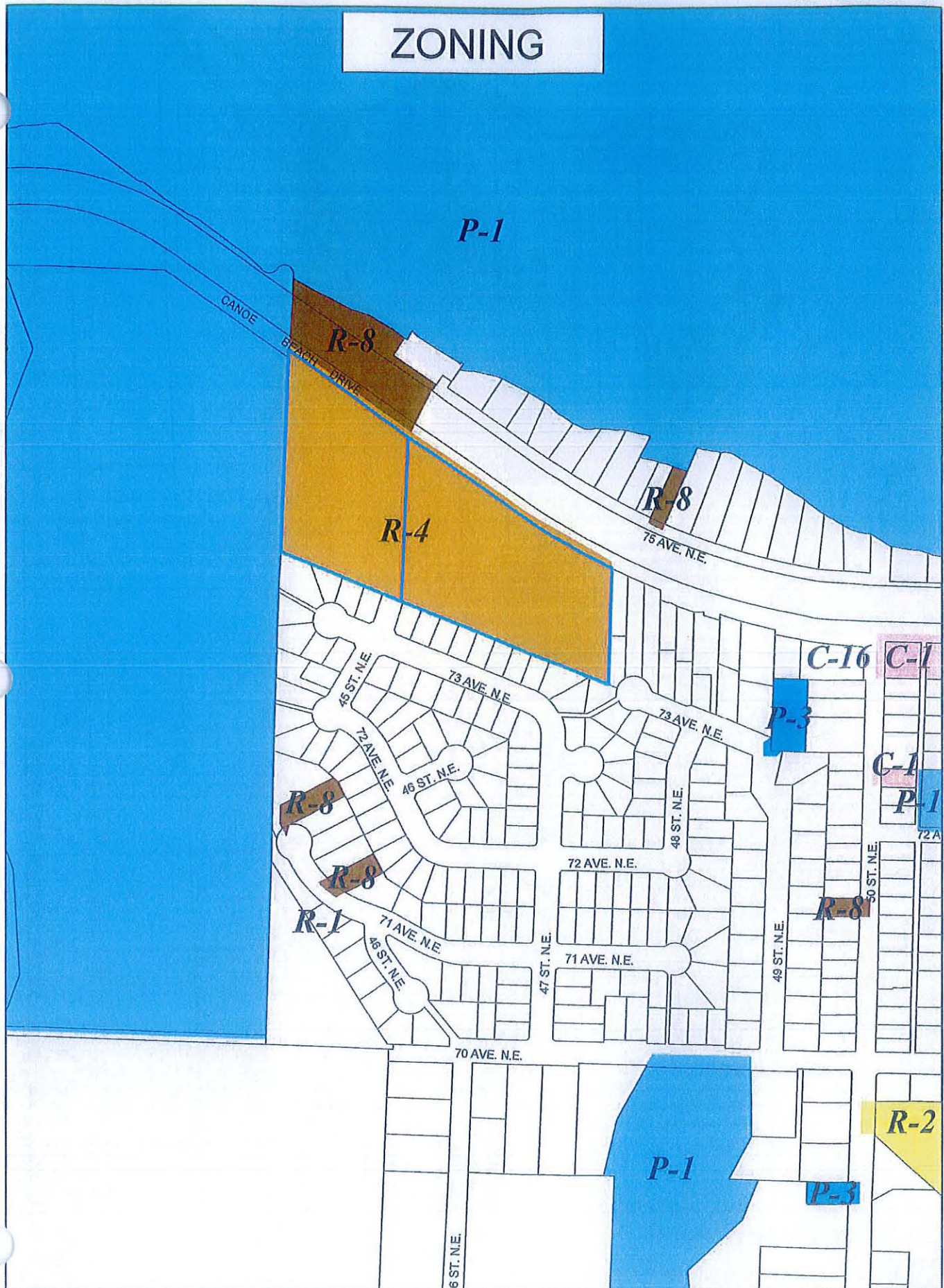


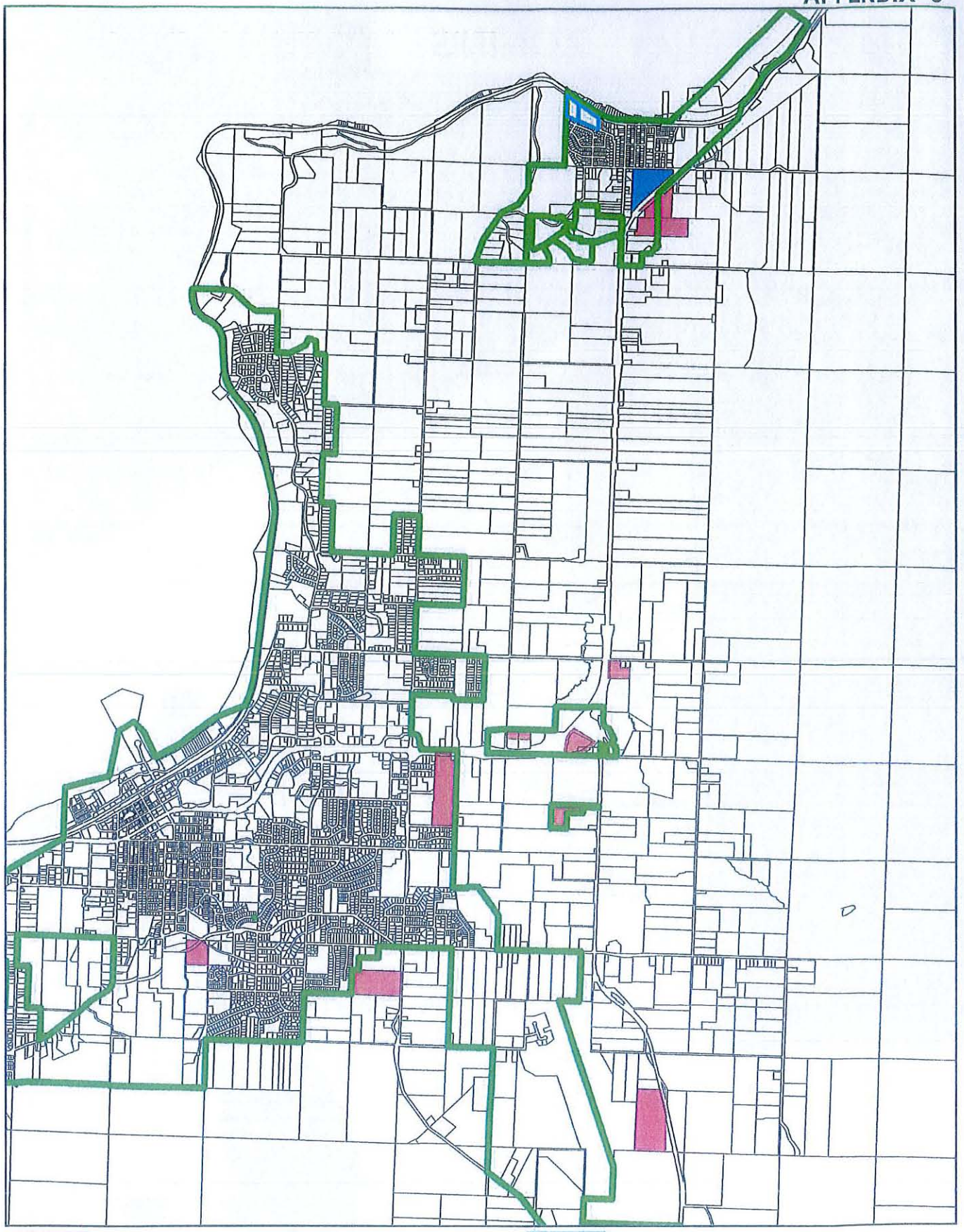
Plan EPP5948
Jan. 29, 2010



Widening Needed for Canoe Beach Drive
 Land Needed for 45 St. NE.

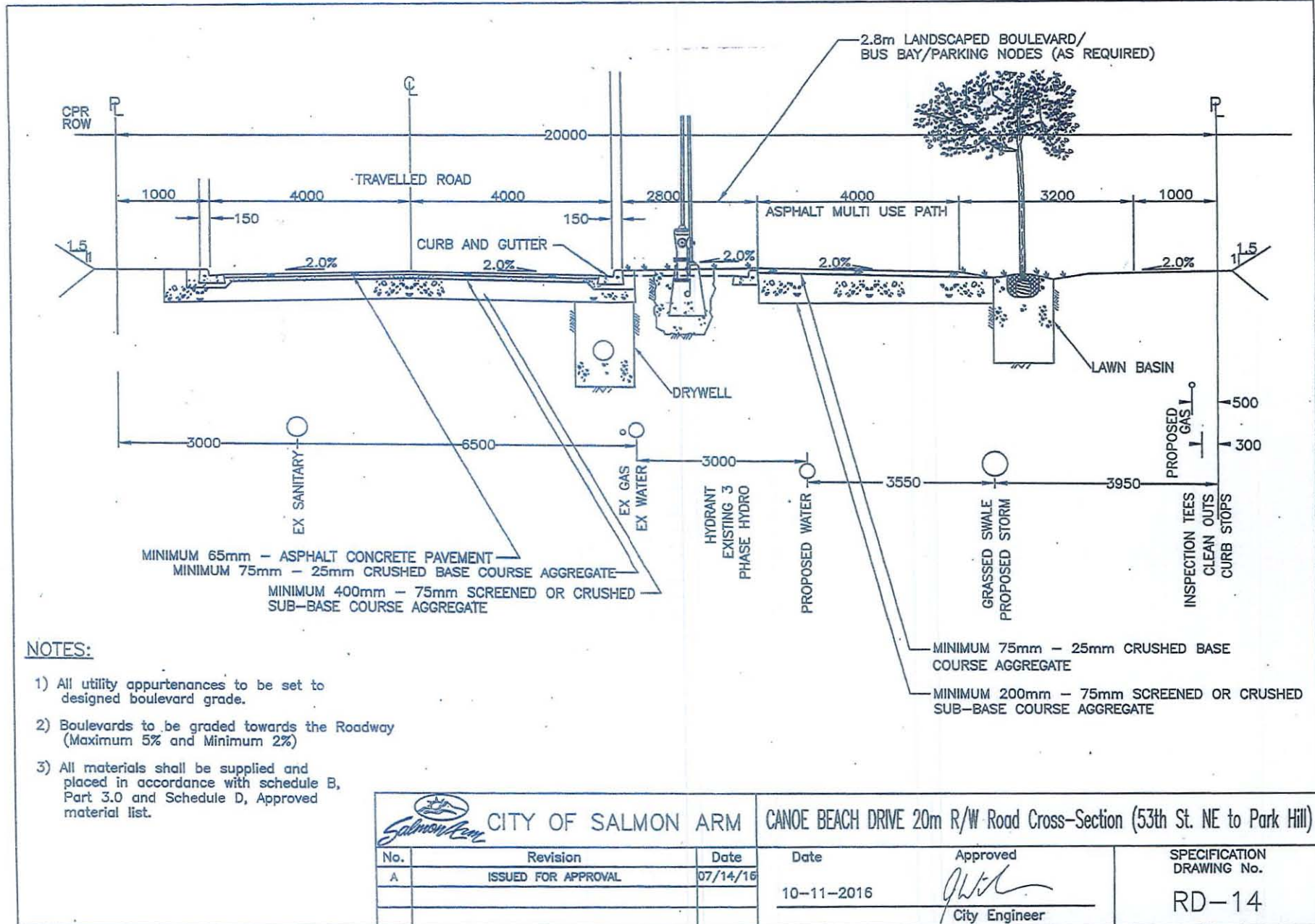
ZONING





- | | |
|---|--|
|  Mobile Home Parks - Zoned R-6 |  Subject Properties |
|  Canoe Creek Estates - Zoned R-1 (Land Use Contract) |  Urban Containment Boundary |





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CITY OF SALMON ARM

TO: His Worship Mayor Harrison and Council

FROM: Development Services Department

DATE: January 14, 2019

SUBJECT: City of Salmon Arm Community Heritage Register
Proposed Inclusion of Lots 1 and 2, Plan KAP76376, Sec. 14, Tp. 20, R.10, W6M, KDYD
450 and 500 - 2 Avenue NE
Owner: City of Salmon Arm

Motion for Consideration

THAT: Council approve the inclusion of 450 & 500 - 2 Avenue NE and the corresponding Statement of Significance, attached as Appendix 1 to this report, in the City of Salmon Arm Community Heritage Register.

Staff Recommendation

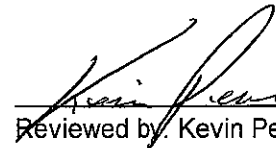
THAT: The Motion for Consideration be adopted.

The Community Heritage Commission, with assistance from the Salmon Arm Museum, has completed a review of the City Hall/Fletcher Park properties and concluded that in light of their historical significance to the community, they should be considered for inclusion in the City's Community Heritage Register.

As outlined in the attached Statement of Significance, a number of important community buildings have been located on this site and it has been a significant gathering place for the community for over 100 years.

Both properties are owned by the City and although the Heritage Commission can recommend sites for inclusion in the Register, the authority to add the properties rests with City Council.

Staff support the proposal. Inclusion on the Register will recognize the historical significance of this site and under the provisions of City of Salmon Arm Community Heritage Register Procedure Bylaw No. 3873, it will not impact any future landscaping and/or park improvements as all development proposals that do not involve demolition or moving of a building are permitted. A copy of Bylaw No. 3873 is attached as Appendix 3.


Prepared by: Jon Turlock
Planning & Development Officer
Reviewed by: Kevin Pearson MCIP
Director of Development Services

Appendices

1. Ortho photo
2. Statement of Significance
3. Bylaw No. 3873



Subject Properties

City of Salmon Arm Community Heritage Register

50

Central School
450 & 500 - 2 Avenue NE
Salmon Arm, B.C.
Circa 1908

Description

These two properties covering 1.35 hectares were formerly occupied by Central School and presently occupied by Salmon Arm City Hall, Law Courts and Fletcher Park and are located at the corner of 6 Street NE and 2 Avenue NE.

Values

This property is significant for its historical, aesthetic and social values.

This site has historical significance because it has been a community gathering place for over 100 years. Built in 1908, the original school burned to the ground on a cold winter day in January 1917. There was no loss of life and classes resumed in several temporary locations until Central School was built in 1919. The building functioned as a school until 1950. Then in 1952 the District of Salmon Arm and later the Okanagan Union Library moved in. The library relocated in 1970 and the building remained as the District (City) Hall until 2006 when the present City Hall and Law Courts were completed.

Prior to 1915, outdoor hockey was played on the grounds until the first arena was built elsewhere. In the summer, it was used for softball and lawn bowling, and included a children's playground.

The Kinsmen Club of Salmon Arm began building a wading pool on the SW corner of the site, completing it in 1952. Five years later a swimming pool was added thanks to a generous bequest from Fred Fletcher. In 1985 the pool was permanently drained and filled with earth.

A health clinic, also occupied by the Salmon Arm Senior Citizens' Association, was built on the SE corner and demolished in 2005. In the 1960s, the RCMP Detachment was built on the NE corner and occupied until 1999. A skateboard park operated on the site from 1997 to 2007 when the present playground and spray park were built.

The site continues to be a gathering place for significant events such as the July 1st Children's Festival, the 2010 Olympic Torch Ceremony, the Rick Hansen 25th Anniversary Relay, and Salmon Arm's first celebration of National Indigenous Peoples Day.

The site has social value through its ongoing community use for over 100 years as a school, municipal hall, recreational hub, and now a City Hall, Law Courts, children's playground and spray park.

Completed in 2006, the City Hall and Law Courts are important aesthetically as a twenty-first century design including exposed structural concrete elements combined with a heavy-timber framed roof structure, and glass curtain walls. The repeated concrete columns of the front facade are a modern interpretation of the traditional classical colonnade common in civic buildings of the past.



City of Salmon Arm Photo

City Hall and Law Courts 2018



Salmon Arm Museum Photo

Circa 1940 Legion Parade with school in background

City of Salmon Arm Community Heritage Register

Character Defining Elements

Site:

- Site encompasses the City Hall, Law Courts and Fletcher playground with spray park
- Located in the central part of downtown adjacent to the downtown Fire Hall and between the Trans- Canada Highway and Okanagan Avenue

Buildings:

- Two-storey modern exposed structural concrete elements combined with heavy-timber framed roof structure with glass curtain walls
- Water feature with gardens and trees



City of Salmon Arm Photo

Old and new City Halls 2005

CITY OF SALMON ARM

BYLAW NO. 3873

A bylaw to authorize the withholding of building permits in respect of property included in the City of Salmon Arm Community Heritage Register

WHEREAS the Council has established a Community Heritage Register identifying real property that is considered by the City of Salmon Arm to be heritage property;

AND WHEREAS Sections 960 of the *Local Government Act* and amendments thereto, empower the Council to enact a bylaw to authorize the officers or employees of the local government who issue approvals to withhold the issuance of any approval in certain circumstances relating to real property in a community heritage register;

NOW THEREFORE, the Council of the City of Salmon Arm, in open meeting assembled, enacts as follows:

DEFINITIONS

1. In this bylaw, unless the context otherwise requires:

"applicant" means a person or persons registered in the Land Title Office as the owner of land or a person duly authorized by the owner to request a building permit;

"Community Heritage Register" means the City of Salmon Arm Community Heritage Register established by resolution of the Council under Section 954 of the *Local Government Act*;

"Council" means the duly elected Council of the City of Salmon Arm; and

"Officer" means the City of Salmon Arm Director of Development Services, Manager of Permits and Licensing, or appointed designates thereof.

PROCEDURE

2. An Officer must withhold the issuance of a building permit that would, in the Officer's opinion, authorize an action that would result in:
 - a) the demolition of; or
 - b) the moving of;a building or other structure in the Community Heritage Register.

3. If a building permit is withheld under Section 2, the matter must be referred to Council at its next regular meeting after the building permit is withheld.
4. An Officer must not withhold the issuance of a building permit under this bylaw that is reasonably required to mitigate a hazard to public safety, as determined by an Officer.
5. An Officer must provide written notification to the applicant indicating that:
 - a) a decision to withhold a building permit under this bylaw was made; and
 - b) the matter of the issuance of the building permit will be considered by Council at its next regular meeting after the communication of the notice, including the date, time and location of that meeting, and that the applicant will be given an opportunity to be heard by Council.
7. Unless an order for temporary protection is made by Council under Part 27 of the *Local Government Act*, nothing in Section 2 authorizes the withholding of a building permit to which an applicant would otherwise be entitled beyond the time of the meeting at which the matter is referred to Council under Section 3.

SEVERABILITY

8. If any part, section, sub-section or clause of this bylaw is, for any reason, held to be invalid by the decisions of a Court of competent jurisdiction, the invalid portion shall be severed and the decisions that it is invalid shall not affect the validity of the remaining portions of this bylaw.

ENACTMENT

9. Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

EFFECTIVE DATE

10. This bylaw shall come into full force and effect upon adoption.

March 28, 2011

CITATION

11. This bylaw may be cited as "City of Salmon Arm Community Heritage Register Procedure Bylaw No. 3873".

READ A FIRST TIME THIS 14TH DAY OF MARCH 2011

READ A SECOND TIME THIS 14TH DAY OF MARCH 2011

READ A THIRD TIME THIS 14TH DAY OF MARCH 2011

ADOPTED BY THE COUNCIL THIS 28TH DAY OF MARCH 2011

"M. BOOTSMA"

MAYOR

"C. BANNISTER"

CORPORATE OFFICER

March 28, 2011