

1. Development And Planning Agenda March 16, 2020

Documents:

[DPSC AGENDA - MARCH 16, 2020.PDF](#)



## ***AGENDA***

### **City of Salmon Arm Development and Planning Services Committee**

**Monday, March 16, 2020**

**8:00 a.m.**

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

Page #	Item #	Description
	1.	<b>CALL TO ORDER</b>
	2.	<b>ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY</b> <i>We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.</i>
	3.	<b>REVIEW OF AGENDA</b>
	4.	<b>DISCLOSURE OF INTEREST</b>
	5.	<b>REPORTS</b>
1 – 8	1.	City of Salmon Arm Zoning Amendment No. ZON-1167 [Domo Holdings Ltd.; 2761 & 2771 30 Avenue NE; R-1 to R-8]
9 – 22	2.	City of Salmon Arm Zoning Amendment No. ZON-1169 [Browne Johnson Land Surveyors; 710 10 Street SW; R-1 to R-5]
23 – 42	3.	Development Variance Permit Application No. VP-511 [Nova Capital Ltd./McDiarmid, I.; 870 10 Street NE; Servicing]
43 – 54	4.	Development Variance Permit Application No. VP-512 [Murray Campbell, A.; 3631 40 Street SE; Fire Hydrant]
	6.	<b>PRESENTATIONS</b>
	1.	Brian Howard – Alexander Street Conversion to Walking Street, etc.
	7.	<b>FOR INFORMATION</b>
	8.	<b>IN CAMERA SESSION</b>
	9.	<b>LATE ITEM</b>
	10.	<b>ADJOURNMENT</b>

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# CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council

Date: March 10, 2020

Subject: Zoning Bylaw Amendment Application No. 1167

Legal: Lots A & B, Section 25, Township 20, Range 10, W6M, KDYD, Plan EPP70445  
Civic: 2761 & 2771 – 30 Avenue NE  
Owner/Applicant: Domo Holdings Ltd.

## MOTION FOR CONSIDERATION

**THAT:** a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lots A & B, Section 25, Township 20, Range 10, W6M, KDYD, Plan EPP70445 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone);

## STAFF RECOMMENDATION

**THAT:** The Motion for Consideration be adopted.

## PROPOSAL

This application includes rezoning two adjacent parcels (Appendix 1 & 2), 2761 – 30 Avenue NE and 2771 – 30 Avenue NE from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone) to permit secondary and detached suites.

## BACKGROUND

The properties are designated Low Density Residential in the City's Official Community Plan (OCP) and are zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 3 & 4). The properties are located in a residential neighbourhood bordering larger A-2 zoned properties in the ALR. There are presently nine properties zoned R-8 (Residential Suite Zone) in the vicinity. The bordering property to the north was rezoned from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone) in 2016.

The subject properties were created via subdivision with a servicing infill exemption in 2018 (Appendix 5). Site photos are attached as Appendix 6. There is an existing house on 2771 – 30 Avenue NE (Lot B) which has an unfinished basement. Lot B does not meet the minimum parcel area requirement for a detached suite, see below Table A. However, based on parcel area and sufficient parking for the suite, there is potential for the development of a secondary suite within the existing house.

2761 – 30 Avenue NE (Lot A) is a vacant lot and should the parcel be re-zoned, the applicant would have the option to either build a house with a secondary suite or a detached suite, as Lot A meets both the minimum required parcel area and width as specified in the R-8 zoning regulations for detached suites. Based on the area of the parcel and it being a panhandle lot, additional parking for a secondary or detached suite could easily be achieved.

**Table A: Parcel Area & Width Requirements for Secondary & Detached Suites**

	<b>2761 – 30 Ave. NE (Lot A)</b>	<b>2771 – 30 Ave. NE (Lot B)</b>
<b>Min. Parcel Area (450 m<sup>2</sup>)</b>	Yes (1,360 m <sup>2</sup> )	Yes (665.1 m <sup>2</sup> )
<b>Min. Parcel Area Req. for a Detached Suite (700 m<sup>2</sup>)</b>	Yes (1,360 m <sup>2</sup> )	No (665.1 m <sup>2</sup> )
<b>Min. Parcel Width (14.0 m)</b>	Yes (20.868 m)	Yes (20.873 m)
<b>Min. Parcel Width Req. for a Detached Suite (20.0 m)</b>	Yes (20.868 m)	Yes (20.873 m)

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in all residential designated areas subject to compliance with the Zoning Bylaw and the BC Building Code.

Any development of a secondary suite or detached suite would require a building permit and would be subject to Zoning Bylaw regulations, BC Building Code requirements, and applicable Development Cost Charges (DCCs). DCCs are payable at the time of Building Permit for detached suites in the amount of \$6,064.31.

COMMENTSEngineering Department

Engineering comments pending.

Building Department

BC Building Code will apply. No concerns with proposed zoning.

Fire Department

No concerns.

Planning Department

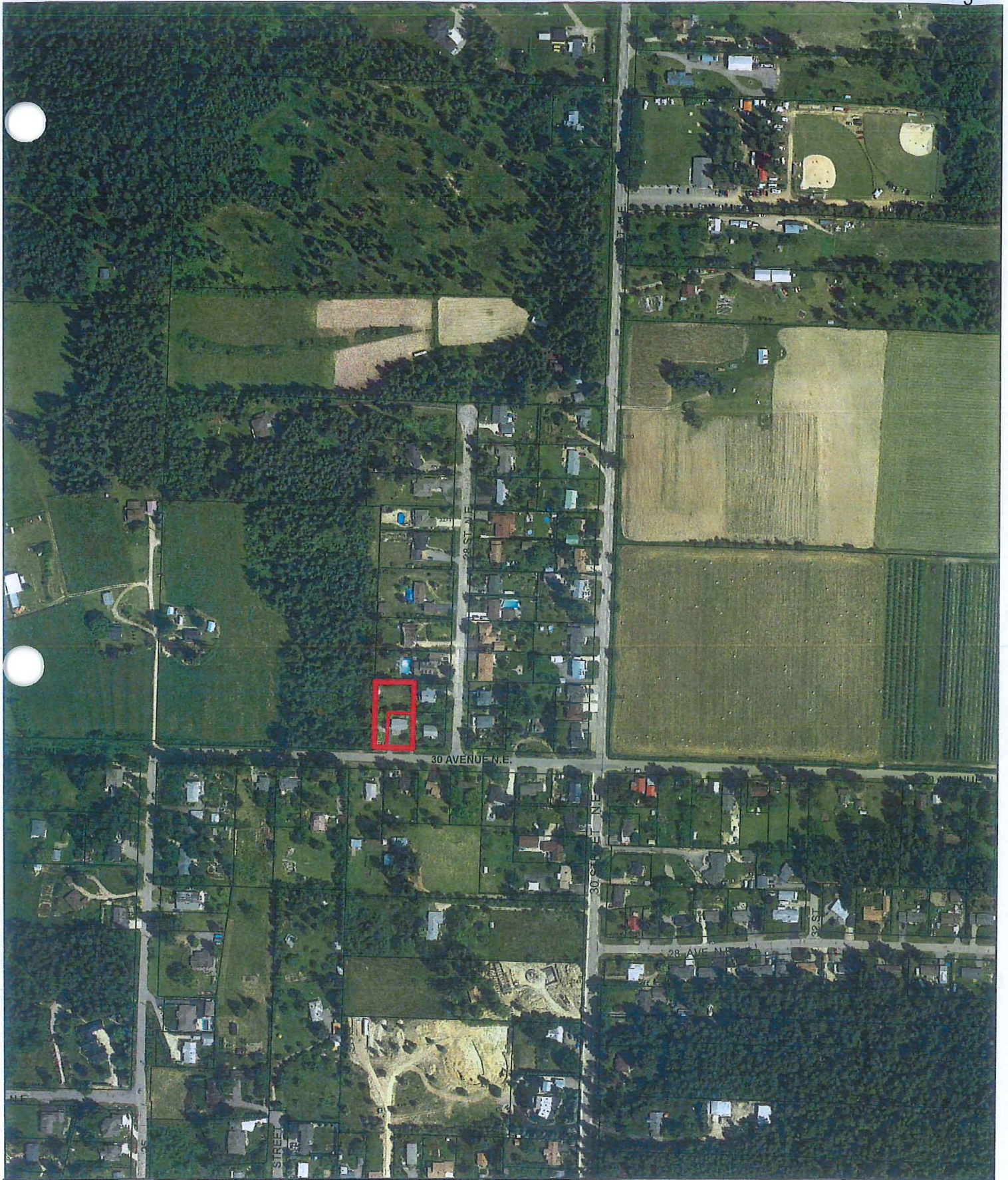
Future development of residential suites on these two lots will conform and fit in with the surrounding neighbourhood. The proposed R-8 zoning of the subject properties is consistent with the OCP and based on parcel area and configuration the R-8 Zone requirements can be met, including the provision of onsite parking. Therefore, this application is supported by staff. Any development of a secondary suite requires a building permit and is subject to meeting Zoning Bylaw and BC Building Code regulations.



Prepared by: Denise Ackerman  
Planner, Development Services



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



0 2040 80 120 160  
Meters



Subject Parcel




03.25 5 13 19.5 26  
Meters




Subject Parcel






N




Subject Parcel


0 2040 80 120 160




Meters



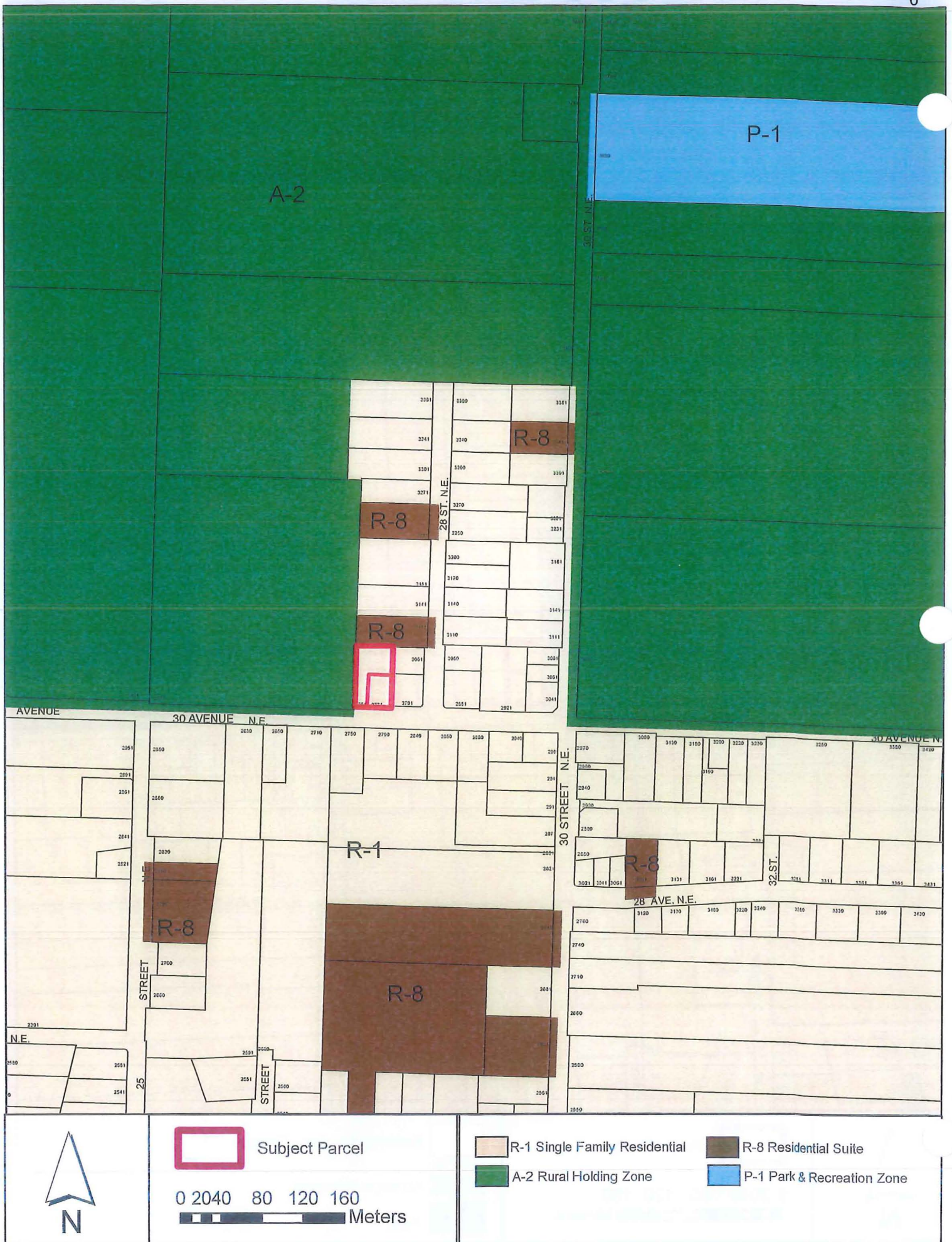
Residential - Low Density



Acreage Reserve



Park



**SUBDIVISION PLAN OF LOT 10, SEC 25,  
TP 20, R10, W6M, KDYD, PLAN 10164.**

**PLAN EPP70445**

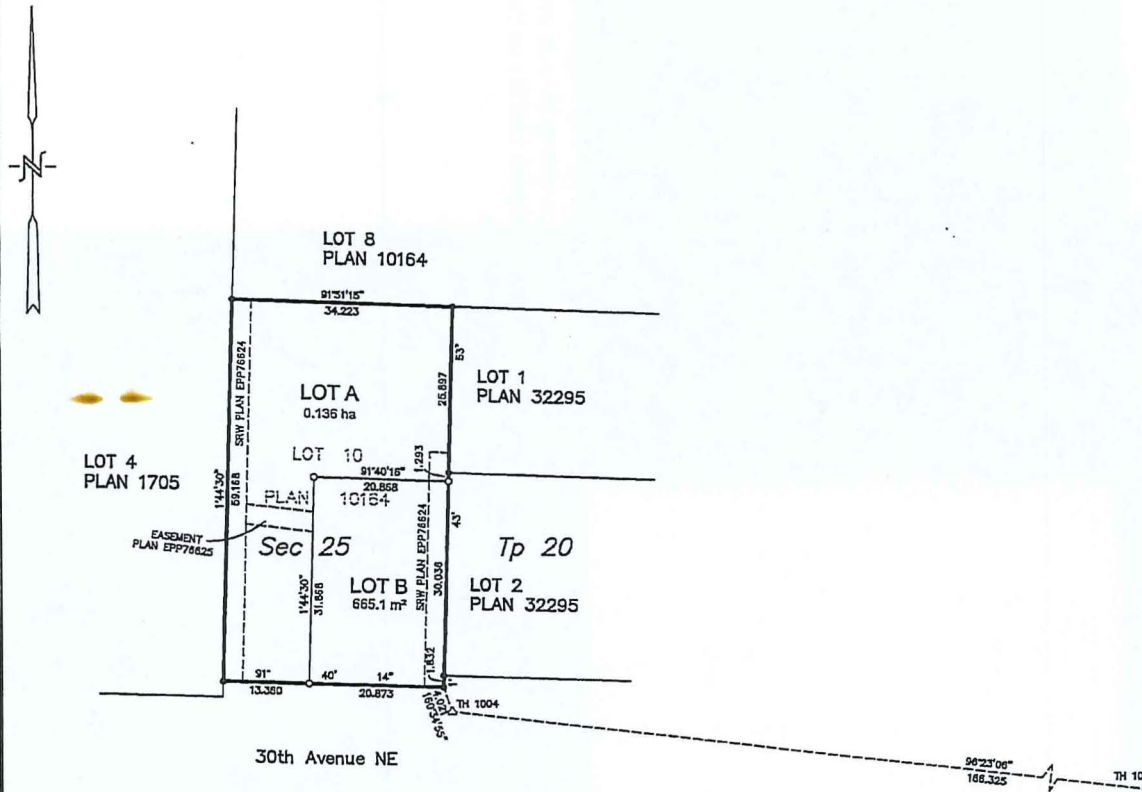
Pursuant to Section 67 of the Land Title Act

BCGS 82L074  
SCALE 1: 500

10m 0m 10m 20m 30m

All distances are horizontal ground level, in metres and decimals thereof

THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH BY 432mm IN HEIGHT (C size) WHEN PLOTTED AT A SCALE OF 1:500



**LEGEND**

- DENOTES STANDARD IRON POST FOUND
- DENOTES STANDARD IRON POST PLACED
- △ DENOTES TRAVERSE HUB SET

GRID BEARINGS ARE NAD83 (CSRS) AND ARE DERIVED FROM DIFFERENTIAL CARRIER PHASE GPS OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 11. TO OBTAIN LOCAL ASTRONOMICAL BEARINGS REFERRED TO THE MERIDIAN THROUGH TH 1004, SUBTRACT 1°44'40\"

THIS PLAN SHOWS HORIZONTAL GROUND LEVEL DISTANCES BASED ON A MEAN ELLIPSOIDAL ELEVATION OF 496.0 METRES. TO COMPUTE GRID DISTANCES, MULTIPLY GROUND-LEVEL DISTANCES BY THE MEAN COMBINED FACTOR OF 0.99983472.

Datum NAD83 (CSRS)(2002.0), UTM Zone 11  
REFERENCE POINT TH 1004  
UTM NORTHING 5021303.403  
UTM EASTING 340573.168  
ESTIMATED HORIZONTAL POSITIONAL ACCURACY IS 0.05m  
COMBINED FACTOR IS 0.999835393  
  
REFERENCE POINT TH 1001  
UTM NORTHING 5021284.909  
UTM EASTING 341138.434  
ESTIMATED HORIZONTAL POSITIONAL ACCURACY IS 0.05m  
COMBINED FACTOR IS 0.999833350

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF SALMON ARRA.

THIS PLAN LIES WITHIN THE REGIONAL DISTRICT OF COLUMBIA SHUSWAP

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 15th DAY OF NOVEMBER, 2017.  
JASON RUSSELL, SHORTT, BCLS # 770

ECR #205695 COMPLETED NOVEMBER 21, 2017.

**russell shortt**

land SURVEYORS  
2801-32nd Street, Vernon, B.C. V1T 2L8  
Phone: (250)545-0511 FAX: (250)545-2741 Email: jason@rshortt.ca  
F.D. 1263, 1265 F.E. 28521 sub



Northeasterly view.



Northwesterly view.

Existing house on Lot B (2771). Panhandle  
Lot A (2761) to the west of existing house.

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To: His Worship Mayor Harrison and Members of Council

Date: March 6, 2020

Subject: Zoning Bylaw Amendment Application No. 1169

Legal: Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 2016 Except Plan KAP71234

Civic: 710 10 Street SW

Applicant: Browne Johnson Land Surveyors

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### MOTION FOR CONSIDERATION

**THAT:** Bylaw No. 4375 be considered by Council, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 2016 Except Plan KAP71234, from R-1 (Single Family Residential) to R-5 (High Density Residential).

**AND THAT:** Final Reading be withheld subject to approval of the Bylaw by the Ministry of Transportation and Infrastructure.

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### STAFF RECOMMENDATION

**THAT:** The motion for consideration be adopted.

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### BACKGROUND

The subject parcel is located at 710 10 Street SW between 5<sup>th</sup> Avenue SW and 10<sup>th</sup> Avenue SW as shown on Appendix 1 and 2. The parcel area is 1910 m<sup>2</sup>, is designated High Density Residential in the Official Community Plan (OCP) and is currently zoned R-1 Single Family Dwelling as shown on Appendix 3 and 4.

The proposal is to rezone 1460 m<sup>2</sup> of the subject parcel to R-5 High Density Residential Zone to facilitate future high density residential development; the R-5 Zoning regulations are attached as Appendix 5. This amendment would facilitate subdivision of a 450 m<sup>2</sup> parcel, for an existing single family dwelling, that will remain R-1. A subdivision proposal is attached as Appendix 6, the proposal meets the required minimum parcel size requirements of the R-1 and R-5 zones.

The R-5 Zone allows for 100 residential units per hectare and there is potential for 14 dwelling units on this parcel; although, there is an opportunity for density bonusing if rental or accessible units are provided. As there is a subdivision application involved with this rezoning application, the new R-5 zone lot would require approval of a parcel width variance prior to subdivision approval. This is because the minimum parcel width in the R-5 zone is 30 m and the width of the R-5 zoned lot measured beyond the 8 m wide panhandle would be 22.9 m. Any new construction would require a, development permit, building permit and be subject to meeting Zoning Bylaw and BC Building Code requirements.

The surrounding properties are designated High Density Residential, City Centre Commercial and Park by the OCP. Land uses directly adjacent to the subject property include the following:

North: Single-Family Residential (R-1) and Medium Density Residential (R-4)  
 South: Single-Family Residential (R-1)

East: Medium Density Residential (R-4) and Park and Recreational (P-1)  
West: 10<sup>th</sup> Street SW/Shopping Centre Commercial (C-7)

### OCP POLICY

The subject parcel is designated High Density Residential in the OCP, and is within Residential Development Area A. The proposed R-5 zone is consistent with the High Density land use designation. Residential Development Area A means that the land and surrounding infrastructure are the highest priority for City investment in capital works projects. The property is within the Urban Containment Boundary (UCB) and OCP Policy 4.4.1 supports new growth within the UCB.

The proposed density is consistent with OCP Policy 4.4.7, which supports a wide range of housing types in Salmon Arm in order to meet the needs of the diverse lifestyles and aging population including affordable housing, sensitively integrated infill and intensification of existing development areas, and provision of low density single family developments.

The proposed zoning aligns with the Urban Residential Policies listed in Section 8.3, supporting compact communities and opportunities to incorporate transportation plans, parks and greenways. The density is consistent with High Density Residential Policy 8.3.9 with a maximum density of 100 units per hectare. In terms of siting, the proposal appears to match with OCP Siting Policies under Section 8.3.19, including good access to transportation routes, recreation, and community services.

If rezoned to R-5, a form and character development permit application would be required, prior to building permit, to address building, site and landscaping designs. A development permit application would be reviewed by City staff, the Design Review Panel, and then by Council for consideration of approval.

### COMMENTS

#### Engineering Department

Subdivision and development is subject to the requirements of the City's Subdivision and Development Servicing Bylaw No 4163. Engineering Comments are attached as Appendix 7.

#### Building Department

No concerns with the rezoning application.

#### Fire Department

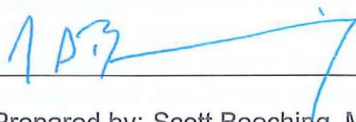
No comments received at the time of writing this report.

#### Planning Department

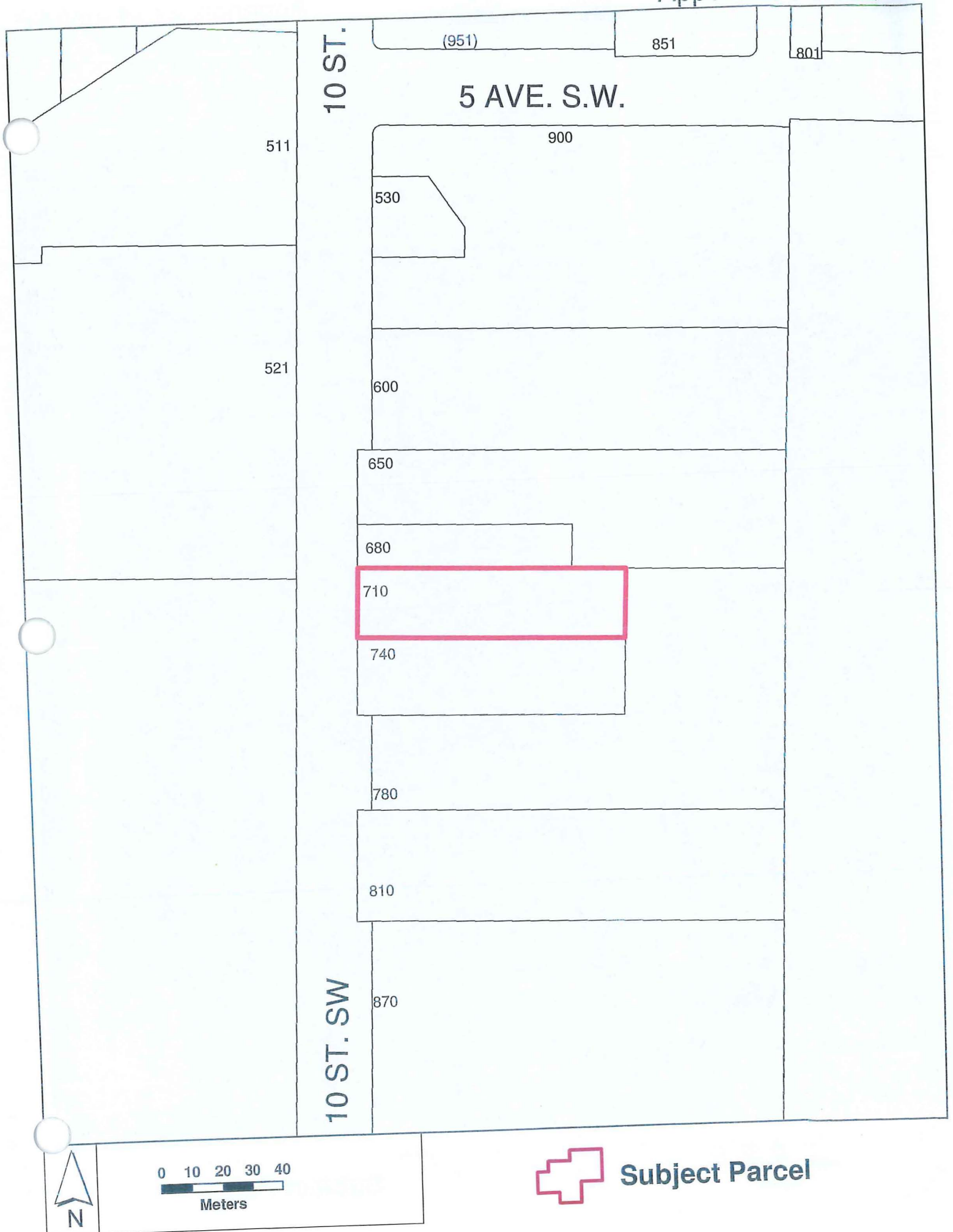
The development as proposed is consistent with the High Density Residential OCP designation. The proposed R-5 zoning is aligned with neighbouring land uses, including existing R-5 properties.

### CONCLUSION

The proposed R-5 zoning is consistent with the OCP and is therefore supported by staff. It is reasonable to rezone the subject parcel prior to subdivision. The high density residential development as proposed is compatible with the surrounding land uses including commercial and medium density residential. This proposal would provide a high density residential housing option within walking distance of Piccadilly Mall and Blackburn Park.

  
Prepared by: Scott Beeching, MCIP, RPP  
Senior Planner

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

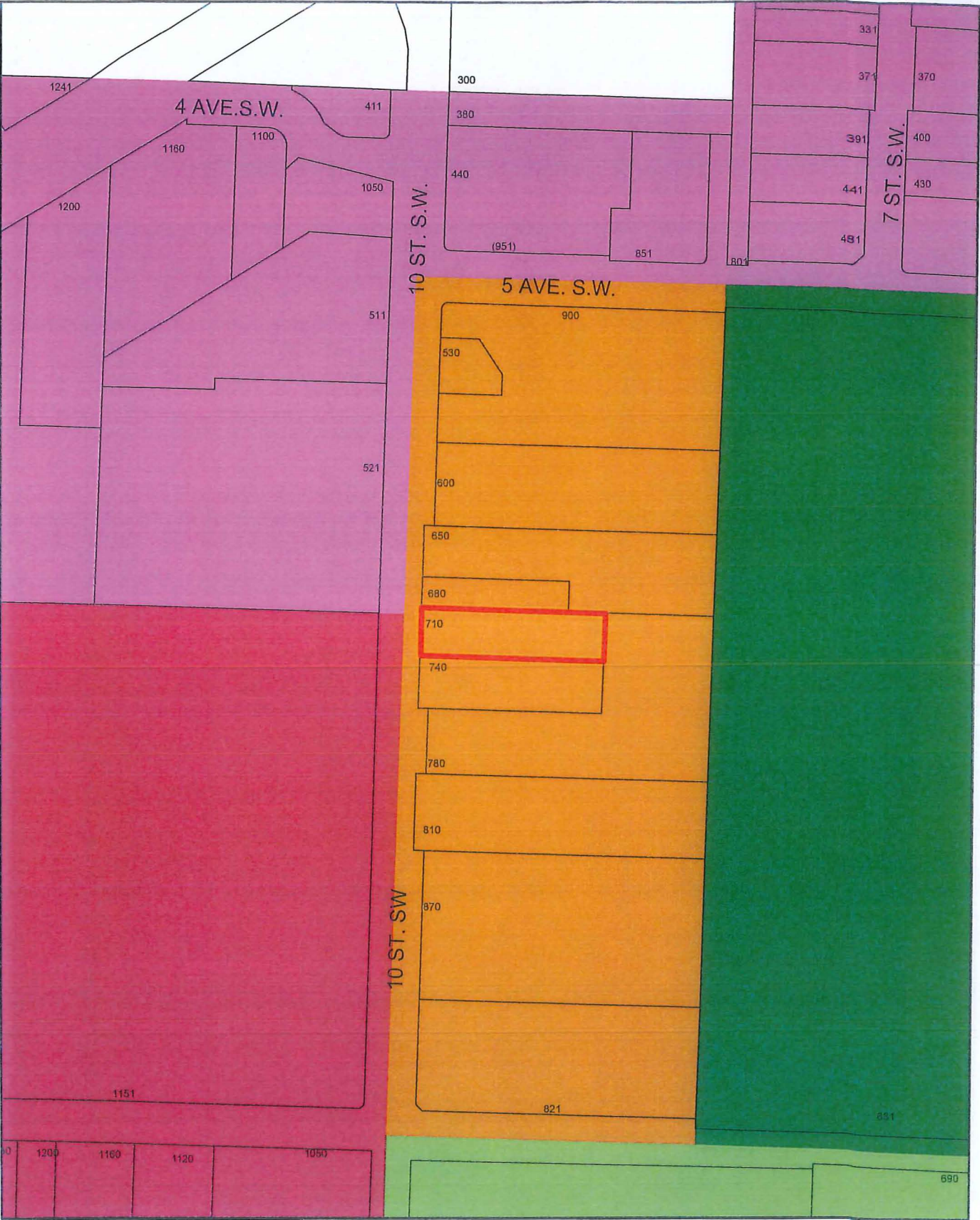




0 10 20 30 40  
Meters



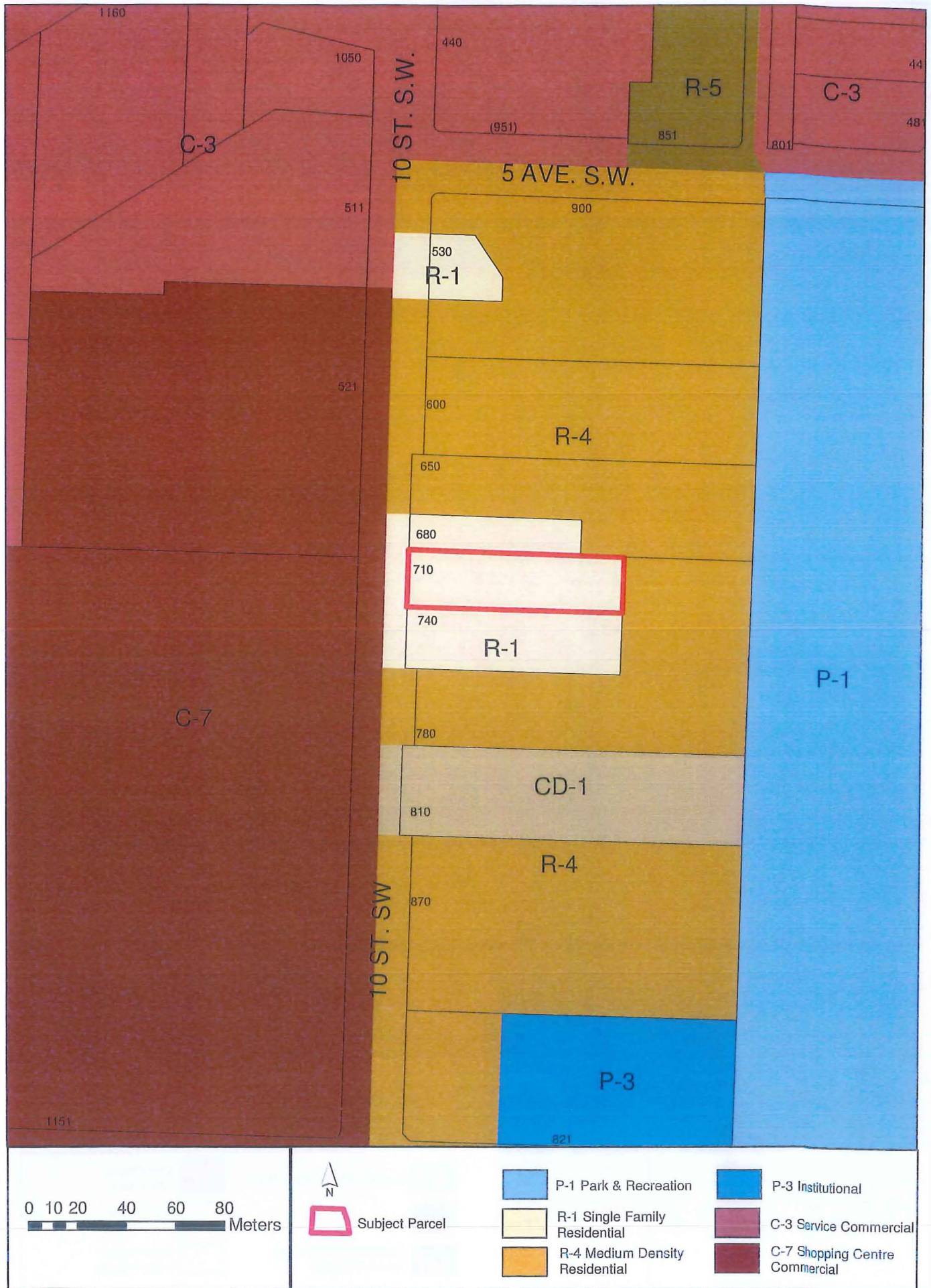
Subject Parcel



0 12.525 50 75 100 Meters



- |  |  |
|--|--|
|  Salmon Valley Agriculture          |  Commercial City Centre     |
|  Park                               |  Residential Medium Density |
|  Commercial Highway Service/Tourist |  Residential High Density   |



## SECTION 10 - R-5 - HIGH DENSITY RESIDENTIAL ZONE

### Purpose

- #2789 10.1 The purpose of the R-5 Zone is to provide for high *density, multiple family* residential *development* in selected locations throughout the *Municipality*. New *developments* zoned R-5 shall be required to obtain a *Development Permit* as per the requirements of the *Official Community Plan*, and shall comply with the provisions of the *Fire Services Act, British Columbia Building Code*, and other applicable legislation.

### Regulations

- 10.2 On a *parcel* zoned R-5, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the R-5 *Zone* or those regulations contained elsewhere in this Bylaw.

### Permitted Uses

- 10.3 The following uses and no others are permitted in the R-5 *Zone*:

- |       |     |                                      |
|-------|-----|--------------------------------------|
| #2789 | .1  | <i>boarders</i> , limited to two;    |
|       | .2  | <i>boarding home</i> ;               |
|       | .3  | <i>commercial daycare facility</i> ; |
| #2782 | .4  | <i>home occupation</i> ;             |
|       | .5  | <i>multiple family dwellings</i> ;   |
|       | .6  | <i>public use</i> ;                  |
|       | .7  | <i>public utility</i> ;              |
| #2789 | .8  | <i>rooming house</i> ;               |
| #3286 | .9  | <i>triplex</i> ;                     |
|       | .10 | <i>accessory use</i> .               |

### Maximum Height of Principal Building

- 10.4 The maximum *height* of the *principal buildings* shall be 12.0 metres (39.4 feet). This may be increased to 15.0 metres (49.2 ft.), via the Development Permit process, if any of the special amenity(ies) in Table 3 are provided.

### Maximum Height of Accessory Building

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

### Maximum Parcel Coverage

- |       |      |    |  |
|-------|------|----|--|
| #2811 | 10.6 | .1 | The total maximum <i>parcel coverage</i> for <i>principal</i> and <i>accessory buildings</i> shall be 55% of the <i>parcel area</i> , of which 10% shall be the maximum parcel coverage for <i>accessory buildings</i> . |
|       |      | .2 | The above <i>parcel coverage</i> may be increased to 70% of the <i>parcel area</i> if all requisite parking, except for visitors, is provided underground.   |

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## SECTION 10 - R-5 - HIGH DENSITY RESIDENTIAL ZONE - CONTINUED

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### Minimum Parcel Area

- 10.7 The minimum *parcel area* shall be 775.0 square metres (8,342.3 square feet).

### Minimum Parcel Width

- 10.8 The minimum *parcel width* shall be 30.0 metres (98.5 feet).

### Minimum Setback of Principal Buildings

- 10.9 The minimum *setback* of *buildings* from the:

- |    |   |                        |
|----|---|------------------------|
| .1 | <i>Front parcel line</i> shall be                                     | 5.0 metres (16.4 feet) |
| .2 | <i>Rear parcel line</i> shall be                                      | 5.0 metres (16.4 feet) |
| .3 | <i>Interior side parcel line</i> shall be                             | 2.4 metres (7.8 feet)  |
| .4 | <i>Exterior side parcel line</i> shall be                             | 5.0 metres (16.4 feet) |
| .5 | Refer to Section 4.9 for "Special Building Setbacks" which may apply. |                        |

#2811

### Minimum Setback of Accessory Buildings

- 10.10 The minimum *setback* of accessory *buildings* 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) |
| .5 | Refer to "Pound and Animal Control Bylaw" for special setbacks which may apply. |                        |

#2811

### Maximum Density

Note: The following *density* provisions are based on the *gross parcel area*. Parking requirements, *setback* requirements, road dedication, etc. have not been taken into consideration.

- 10.11 .1 The maximum *density* shall be a total of 100 *dwelling units* or *sleeping units* per hectare (40.5 *dwelling units* or *sleeping units* per acre).
- .2 Notwithstanding Section 10.11.1, the maximum *density* in the R-5 Zone may be increased to a maximum of 130 *dwelling units* per hectare (52.6 units per acre) in accordance with Table 3. In Table 3, Column I sets out the special amenity to be provided and Column II sets out the added *density* assigned for each amenity.

#2789

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**SECTION 10 - R-5 - HIGH DENSITY RESIDENTIAL ZONE - CONTINUED**

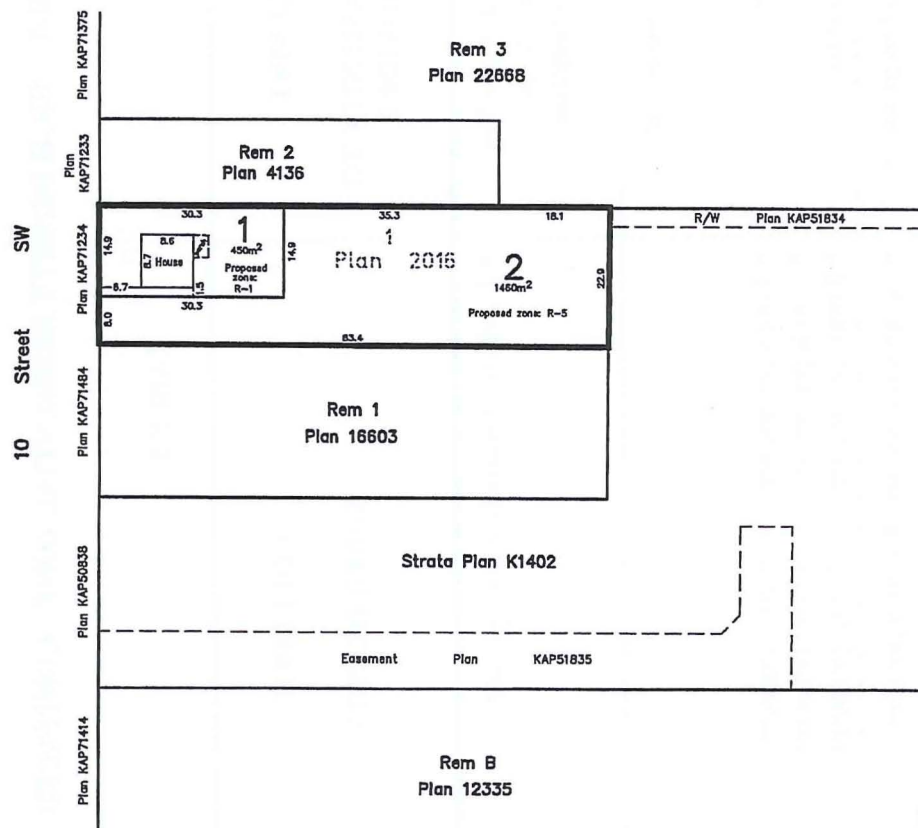

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**TABLE 3**

<b>COLUMN I</b> <b>SPECIAL AMENITY TO BE PROVIDED</b>	<b>COLUMN II</b> <b>ADDED DENSITY</b>
1. Provision of each <i>dwelling unit</i> which caters to the disabled (e.g. wheelchair access)	▪ 2 units per hectare (0.8 units per acre)
2. Provision of <i>commercial daycare facility</i>  7 - 10 children 11 - 15 children 16 or more children	▪ 4 units per hectare (1.6 units per acre) ▪ 6 units per hectare (2.4 units per acre) ▪ 8 units per hectare (3.2 units per acre)
3. Provision of below <i>grade</i> or parkade type parking for at least 50% of the required off street parking	▪ 10 units per hectare (4.0 units per acre)
4. Provision of each rental <i>dwelling unit</i>	▪ 2 units per hectare (0.8 units per acre)
5. Provision of affordable rental <i>dwelling unit</i> in accordance with special agreement under Section 904 <small>(#3218)</small>	▪ 5 units per hectare (2.0 units per acre)

**Parking**

10.12 Parking shall be required as per Appendix I.



# Sketch Plan of Proposed Subdivision of Lot 1, Sec 14, Tp 20, Rge 10, W6M, KDYD, Plan 2016

Except Plan KAP71234

Scale 1:750

BCGS 82L.064

10 5 0 10 20 30 40 50 60 70  
All distances are in metres.

Proposed Zoning:  
Lot 1: R-1 (existing zone)  
Lot 2: R-5 (proposed zone)



January 13, 2020

BROWNE JOHNSON LAND SURVEYORS  
B.C. AND CANADA LANDS  
SALMON ARM, B.C. Ph.250-832-9701  
File: 3-20

# CITY OF SALMON ARM

## Memorandum from the Engineering and Public Works Department

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TO: Kevin Pearson, Director of Development Services  
 DATE: 25 February 2020  
 PREPARED BY: Chris Moore, Engineering Assistant  
 OWNER: Lewis, Steven, PO Box 72, Salmon Arm, BC V1E 4N2  
 APPLICANT: Browne Johnson Surveyors, PO Box 362, Salmon Arm, BC V1E 4N5  
 SUBJECT: SUBDIVISION APPLICATION NO. SUB 20-03  
 ZONING AMENDMENT APPLICATION FILE NO. ZON-1169  
 LEGAL: Lot 1, Section 14, Township 10, Range 10, W6M KDYD, Plan 2016 Except  
 Plan KAP71234  
 CIVIC: 710 – 10 Street SW

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Further to your referral dated January 28 2020, we provide the following servicing information.

**Engineering Department does not have any concerns related to the re-zoning and recommends that the Zoning be granted.**

### 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 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

**SUBDIVISION APPLICATION FILE: 20-03**  
**ZONING AMENDMENT APPLICATION FILE NO. ZON-1169**  
 25 February 2020  
 Page 2

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grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

9. For the off-site improvements at the time of subdivision / building permit 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 / building permit 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 Street SW, on the subject properties western boundary, is designated as an Urban Collector Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that 2.38m of additional road dedication is required (to be confirmed by a BCLS).
2. 10 Street SW is constructed to a modified Collector Road standard from 5 Avenue SW to 10 Avenue SW. However, the frontage of the subject property is one of two properties that do not comply with this standard. Upgrading to the 10 St SW modified Collector Road standard is required, in accordance with the adjacent properties. Upgrading will include, but is not limited to, 2m wide boulevard with offset sidewalk and fire hydrant. Street lighting will not be required, due to limited boulevard space and three phase power lines. Owner / Developer is responsible for all associated costs.
3. As 10 Street SW is designated as a Collector Road, accesses shall be designed by keeping to a minimum number. Only 1 driveway access will be permitted onto 10 Street SW and a reciprocal access agreement will be required to service the remainder lot from the proposed pan handle access. All unused driveways shall be removed and the curb and gutter reinstated. Owner / Developer responsible for all associated costs.

**Water:**

1. The subject property fronts a 250mm diameter Zone 1 watermain on 10 Street SW. No upgrades will be required at this time.
2. The existing lot 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. Water meter will be supplied by the City at the time of subdivision, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
3. Records indicate that the existing property is serviced by a 12.5mm service from the 250mm diameter watermain on 10 Street SW. Due to the size and age of the existing service, upgrading to a new metered service (minimum 25mm) will be required. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

**SUBDIVISION APPLICATION FILE: 20-03**  
**ZONING AMENDMENT APPLICATION FILE NO. ZON-1169**  
25 February 2020  
Page 3

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4. The proposed lot 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). Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. 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. Fire hydrant installation will be required. One additional fire hydrant is required to meet the medium density spacing requirements of 90 meters.

**Sanitary:**

1. The subject property fronts a 200mm diameter sanitary sewer on 10 Street SW. No upgrades will be required at this time.
2. The remainder and proposed parcel(s) are each to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) 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 Sanitary System to receive the proposed discharge from the development. Owner / Developer is responsible for all associated costs.
3. Records indicate that the existing property is serviced by a 100mm service from the sanitary sewer on 10 Street SW. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

**Drainage:**

1. The subject property fronts a 450mm diameter storm sewer on 10 Street SW. No upgrades will be required at this time.
2. Records indicate that the existing property is not serviced by storm service. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. 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.
4. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.

**SUBDIVISION APPLICATION FILE: 20-03**  
**ZONING AMENDMENT APPLICATION FILE NO. ZON-1169**  
25 February 2020  
Page 4

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5. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel(s) shall be serviced (each) 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) and Category B (Pavement Structural Design), is required.



**Chris Moore**  
Engineering Assistant



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

# CITY OF SALMON ARM

TO: His Worship Mayor Harrison and Members of Council

DATE: March 10, 2020

SUBJECT: Variance Permit Application No. VP-511 (Servicing)

Legal: Lot A, Section 13, Township 20, Range 10, W6M KDYD, Plan 10397  
Civic Address: 870 – 10 Street NE  
Owner/Applicant: Nova Capital LTD. / McDiarmid, I.

## MOTION FOR CONSIDERATION

**THAT:** Development Variance Permit No. VP-511 be authorized for issuance for Lot A, Section 13, Township 20, Range 10, W6M, KDYD, Plan 10397 which will vary the provisions of Subdivision and Development Servicing Bylaw No. 4163 for the subdivision and development of a *single family dwelling and secondary suite (or detached suite)* as permitted under the current R-8 – Residential Suite Zone regulations as follows:

1. Waive the requirement for road dedication along the lane frontage of the subject property;
2. Waive the requirement for road dedication along the 9 Avenue NE frontage of the subject property; and
3. Waive the requirement to upgrade the sanitary sewer system.

## STAFF RECOMMENDATION

**THAT** The Motion for Consideration be defeated.

## PROPOSAL

The subject parcel is located at 870 – 10 Street NE (Appendix 1 and 2). The owners wish to subdivide a parcel containing an existing older single family dwelling and construct a new dwelling on the proposed new parcel, potentially with a secondary suite (or detached suite). The applicant is requesting that Council vary the provisions of the Subdivision and Development Servicing (SDS) Bylaw No. 4163 as outlined in the Motion for Consideration. The applicant has provided a response to the City's requirements illustrating their rationale (Appendix 3).

## BACKGROUND

The parcel is designated High Density Residential in the City's Official Community Plan (OCP), and currently zoned Single Family Residential (R-1) in the Zoning Bylaw (Appendix 4 & 5), with an application to rezone to R-8 having been recently approved. The subject parcel is located in the downtown residential neighbourhood close to McGuire Lake Park and the hospital, largely comprised of R-1 zoned parcels (as well as some R-4 and R-7 parcels) containing single family dwellings. If a high density residential development and zoning were proposed, the maximum number of dwelling units permitted with R-5 Zoning would be 15 units based on the existing 1,555 m<sup>2</sup> parcel of land.

Item 5.3

While the subject parcel primarily fronts 10 Street NE, the north parcel line is adjacent to 9 Avenue NE while the south parcel line is adjacent to a lane. Site photos are attached as Appendix 6.

## COMMENTS

### Engineering Department

Attached as Appendix 7. Recommends that the requested variances be denied.

### Fire Department

No concerns.

### Planning Department

The applicant is requesting three variances to the Subdivision and Development Servicing Bylaw No. 4163 to accommodate subdivision and new development. Given the zoning, the parcel qualifies for the residential infill exemption and full upgrades are not triggered. However, all development is subject to meeting the minimum servicing levels specified by the SDS Bylaw.

### *Frontage Dedication – Lane and 9 Avenue NE*

Upgrades triggered by subdivision and development would typically involve road widening, curb, gutter, sidewalk, and street lighting installation. However, as noted, this proposal is exempt from these requirements under the SDS Bylaw. Furthermore, the requirement for dedication along 9 Avenue NE has been reduced from 20 m to 18 m in consideration of the site and traffic volumes. Road widening (dedication) of 2.9 m along 9 Avenue (rather than 3.9 m) and 0.602 m along the lane to meet the minimum service standards of the SDS Bylaw is required by the City's Approving Officer.

Variances to reduce road and lane width dedication are extremely rare (staff cannot refer to the last time such a variance was considered). The required dedication does not appear to impede potential development related to the proposal. Having the dedication for required road width in place ensures that the City has available land to provide the services desired and expected in residential areas including snow clearance as well as on-street parking, and for future infrastructure upgrades such as sidewalks and street lighting. Public Works has noted operational concerns regarding the lane way width. Given that future High Density development in this area is encouraged by City policy, the demands on existing infrastructure and desire for future expansion of such infrastructure is expected to increase.

The suggestion of the registration for a road reserve covenant is viewed by staff as a potential encumbrance to future infrastructure development as opposed to acquisition of roadway via dedication as required at this time. However, if Council approved the dedication variances, the Approving Officer may require a Road Reserve Covenant in lieu of the dedication (in which the land needed for widening would be dedicated as road in the future for \$1.00). This would not be an ideal scenario as it is in the best interest of the City to have the road widened now and to avoid execution of a cumbersome land transfer with future land owners.

Staff have discussed the option of setback variances with the applicant to accommodate a detached suite on the lot with the required dedications; however the applicant is not interested in that approach.

It is the opinion of the Approving Officer and the City Engineer that it is in the public interest to have the road and lane widened to enable future development. As such, it is suggested by staff that the requested dedication variances be denied.

### *Sanitary System*

The subject fronts a below-standard 150 mm sanitary system main on 9 Ave NE. As such, upgrade to a 200 mm diameter main is required to meet the minimum service level of the SDS Bylaw. The applicant has provided an Opinion of Probable Cost (staff note that only OPCs from Engineering firms are acceptable) suggesting a cost of approximately \$11,820 for these works.

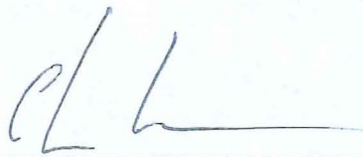
As this upgrade is considered premature, a cash-in-lieu payment is required. Engineering comments indicate known capacity concerns at this location. Furthermore, this is an area designated for High

Density development with potential for the main to be extended west, so a future need for this service is anticipated. As such, staff suggest the requested variance to waive the cash-in-lieu payment be denied.

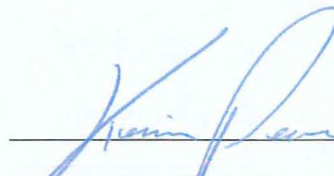
The minimum servicing levels specified by the City's Subdivision and Development Servicing have been adopted to ensure that basic infrastructure is provided with new lots created to support development. The community generally expects water, sewer and drainage services, street lighting, support for emergency response, as well as appropriate road width for traffic safety and City operations. The implication of granting variances to minimum service levels is that these costs (the burden of providing minimum servicing) are then deferred to future property owners or the City (taxpayers).

Staff do not consider the requested variances to be supportable given the expected level of service associated with the proposed residential development, the location of the parcel within the Urban area and the High Density Residential land use designation, the potential frontage upgrades which this proposal is exempt from, and the potential for future development at this location and redevelopment within the general area. As such, Staff recommend the requested variances be denied.

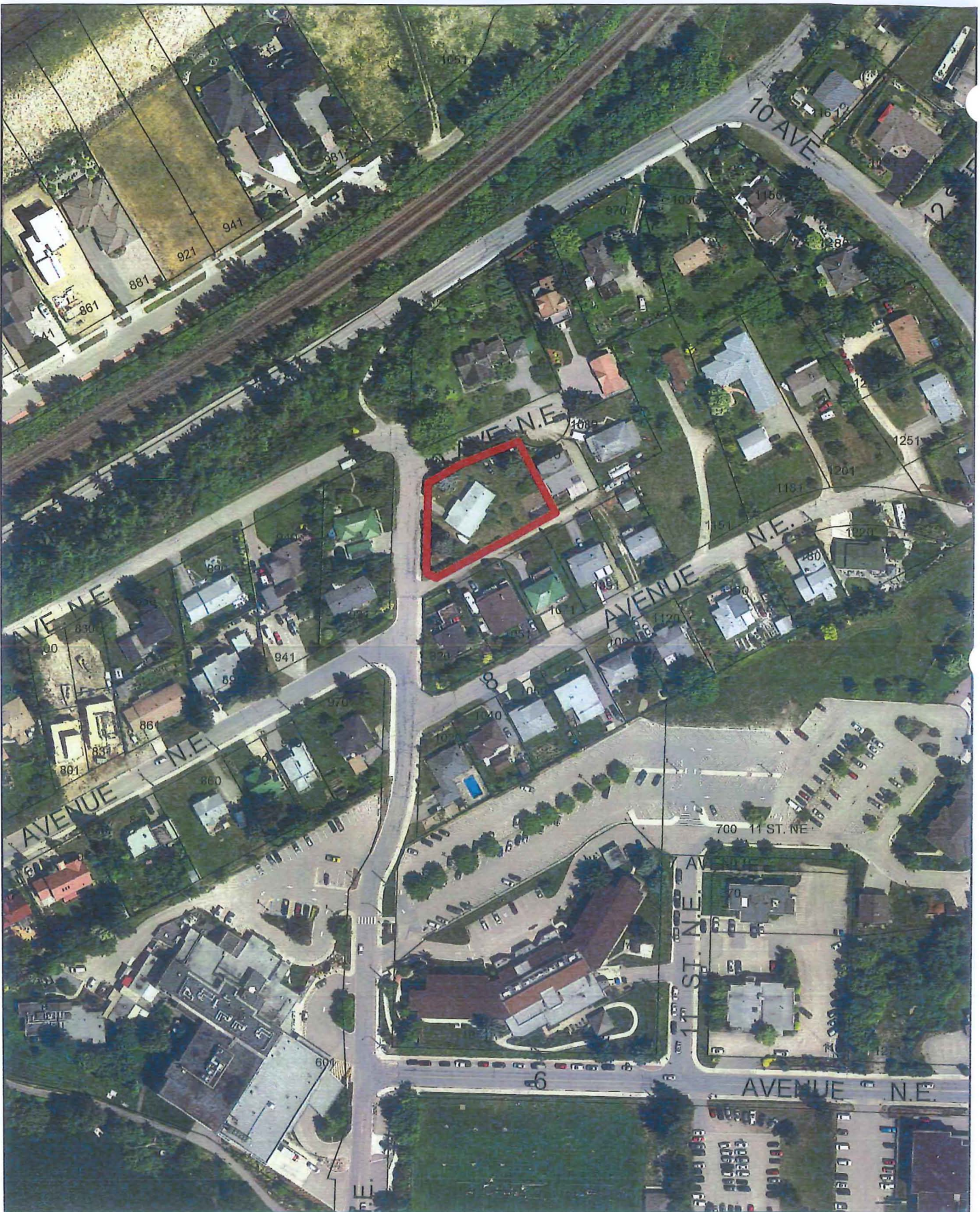
Should Council wish to support the road and lane dedication request, and consider support the Approving Officer's requirement for a Road Reserve Covenant in lieu of dedication, amending the Motion to have the Variance Permit conditional on registration of a Section 219 Road Reserve Covenant would be helpful.



Prepared by: Chris Larson, MCP  
Planning and Development Officer



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



0 20 40 80 120 160 Meters



Subject Parcel



0 5 10 20 30 40 Meters



Subject Parcel

## CITY OF SALMON ARM

November 6, 2019

Our files: 19.18  
19.18(E)

D. Ross McDonald – Nova Capital Ltd.

I. McDiarmid - Agent  
PO Box 609  
Salmon Arm, B.C.  
V1E 4N7

Dear Sir:

Re: Proposed Subdivision of Lot A, Section 13, Township 20, Range 10, W6M KDYD, Plan 10397.

---

Based on the information provided with the subdivision application received on August 15, 2019, the proposed subdivision noted above and as shown on the attached sketch plan may be considered for final subdivision approval subject to the following:

### General

- (a) The terms and conditions for consideration of final subdivision approval outlined in this letter are valid until **November 7, 2020 (the expiry date)**. One extension of not more than six months may be granted provided the subdivision is substantially under construction and a written request for an extension is received by the Approving Officer prior to the expiry date.
- (b) The terms and conditions for consideration of final subdivision approval outlined in this letter are based on the information provided and do not guarantee that final subdivision approval will automatically be granted should all the conditions be met. If any new information becomes available, after the date of this letter, the conditions for consideration of final subdivision approval may be amended accordingly.
- (c) All City owned lands disturbed during construction are to be reinstated to the City's satisfaction.
- (d) The proposed subdivision complies with Sections 5.4 of City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163 (Infill Exemption) and, therefore, the provision of underground distribution wiring, ornamental street lighting, fire hydrants, constructed highways including curb and gutter, sidewalks, boulevards and signage will not be required.
- (e) Owner/developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. Payment may be required prior to construction. Owner/developer to contact the City Engineering Department directly for additional information.
- (f) Any existing services (water, sanitary, storm, hydro, telephone, gas, etc.) that will be in trespass as a result of the proposed subdivision are to be relocated prior to consideration of final subdivision approval.

### Servicing Requirements

All on-site and off-site services are to be provided by the owner/developer, at his expense, in accordance with City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163.

#### On-site

- (a) On-site servicing refers to all internal construction required, within the final property lines of the proposed subdivision, to provide full servicing in accordance with City standards.
- (b) The owner/developer must provide detailed design of all on-site servicing, prepared by a professional engineer, for review by the City. The City will advise the owner/developer whether the proposed design is acceptable or whether changes are required.
- (c) The owner/developer is responsible for the layout, construction, supervision and inspection of all on-site servicing in accordance with guidelines and procedures established by the City.
- (d) Where ownership and maintenance of on-site servicing is to become a City responsibility, the owner/developer is to, as a condition of final subdivision approval, provide a detailed estimate of the cost of the on-site servicing together with a maintenance security for a period of one year in the amount of 10% of the cost of on-site servicing.

#### Off-site

- (a) Off-site servicing refers to all external construction required, beyond the final property lines of the subdivision, to provide full servicing in accordance with City standards.
- (b) The owner/developer must provide detailed design of all off-site servicing, prepared by a professional engineer, for review by the City. The City will advise the owner/developer whether the proposed design is acceptable or whether changes are required.
- (c) The owner/developer must provide a detailed estimate of the cost of off-site servicing for review by the City. The City will advise the owner/developer whether the estimate is acceptable or whether changes are required.
- (d) The City will, at the owner/developer's expense, either arrange for the layout, construction, supervision and inspection of all off-site servicing or will enter into a contract, complete with security provisions, with the owner/developer and the contractor to complete the work.
- (e) If a contract is entered into, the owner/developer must provide the City with a cash deposit or Irrevocable Letter of Credit (pro forma attached) for 125% of the approved estimate as a condition of approval of the servicing plans.
- (f) Where payment for off-site servicing is guaranteed by a cash deposit, the City project account will be debited the actual cost of completed work from the deposit account. Any surplus will be refunded to the owner/developer.
- (g) Where off-site servicing is guaranteed by an Irrevocable Letter of Credit, the Letter of Credit will be reduced as work is completed.

#### Roads/Access

- (a) At this location, the lane is designated an Urban Lane requiring an ultimate right of way width of 7.3 metres. A review of available survey information indicates that an additional 0.602 metres of road dedication is required from the site; owner/developer's survey consultant (a British Columbia Land Surveyor) to confirm.

As there are a total of five properties (all of which use the lane) on a short dead end lane, we would like to retain the property and register a road reserve covenant. If the city or future developer to the south require the .602 meters at some future date the land could be dedicated then

The lane is constructed to an Interim Urban Lane standard. As previously noted, the proposed subdivision complies with Section 5.4 of Bylaw No. 4163 and no further improvements are anticipated. However, this exemption does not apply should the lane be used for accessing the proposed new lot. No access shall be permitted onto the Lane, until such time the lane is upgraded to the satisfaction of the City Engineer.

- (b) At this location, 10 Street NE is designated an Urban Local Road (RD-2) requiring an ultimate road right of way width of 20 metres (10 metres from the centre line). A review of available survey information indicates that 2.38 m of additional road dedication is required from the site; owner/developer's survey consultant (a British Columbia Land Surveyor) to confirm. 10 Street NE is constructed to an Interim Urban Local Road standard. As previously noted, the proposed subdivision complies with Section 5.4 of Bylaw No. 4163 and no further improvements are anticipated.
- (c) At this location, 9 Avenue NE is designated an Urban Local Road (RD-1) requiring an ultimate road right of way width of 18 metres (9 metres from the centre line). A review of available survey information indicates that 2.902 m of additional road dedication is required from the site; owner/developer's survey consultant (a British Columbia Land Surveyor) to confirm. 9 Avenue NE is constructed to an Interim Local Road standard. As previously noted, the proposed subdivision complies with Section 5.4 of Bylaw No. 4163 and no further improvements are anticipated.  

As this road is a dead end road of approximately 60 meters, serving five existing dwellings and possibly two more, we would ask to register a road reserve covenant and retain the property. If the city requires the 2.9 meters in the future, the land could be dedicated then.
- (d) A 3.0 metre by 3.0 metre corner cut is required at the 10 Street NE / 9 Avenue NE intersection.
- (e) A 3.0 metre by 3.0 metre corner cut is required at the 10 Street NE / Lane intersection.
- (f) Only 1 driveway access for proposed parcel will be permitted onto 9 Avenue NE. No access shall be permitted onto the Lane, until such time the lane is upgraded to the satisfaction of the City Engineer.
- (g) Owner/developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards existing roadway at time of Building Permit.

#### Water System

- (a) Site fronts a 150 mm diameter water main - Zone 1 - on 10 Street NE and 9 Avenue NE. No upgrades are anticipated. N
- (b) City records indicate the existing parcel has an unknown service from the 150 mm water main on 10 Street NE installed September 1996. A meter for the existing dwelling will be required at the time of subdivision and at owner/developer's cost. Confirmation that the meter installation has been inspected and approved by the City of Salmon Arm Building Department will be required. Due to the age of the existing service, no further upgrading will be required at this time, unless completion of the subdivision occurs after August 2021. All inadequate services are to be abandoned at the main at the owner/developer's cost.
- (c) The proposed new parcel is to be serviced with a single, metered water service connection adequately sized (minimum 25 mm) to satisfy the requirements of the intended development and in accordance with Specification Drawing No. W-10. The City will supply the meters at the time of Building Permit and at the owner/developer's cost.
- (d) Fire protection requirements to be confirmed by the City's Building and Fire Departments.

**Sanitary Sewer**

- (a) The subject parcel currently fronts a 150 mm diameter sanitary sewer main on 9 Avenue NE. Upgrading to a 200 mm diameter is required. As upgrade is premature at this time, a 100% cash-in-lieu payment towards future upgrading is required. Owner/developer responsible for all associated costs.

The existing 150 sanitary on 9th ave. serves three dwellings now. This could increase to 8 if all places served became duplexes. That is less than 3% of capacity for the existing sewer. We would be paying \$2,890.04 for sanitary DCC's as well. We respectfully request that this condition be waived.

- (b) The subject parcel fronts a 150 mm diameter sanitary sewer on the lane. No upgrades anticipated.
- (c) The existing parcel and proposed new parcel are each to be serviced with a single sanitary sewer service connection adequately sized (minimum 100 mm diameter) to satisfy the requirements of the intended development. Owner/developer's consulting engineer may be required to prove there is sufficient downstream capacity within the existing City Sanitary Sewer System Servicing to receive the proposed discharge from the development. Due to known capacity concerns, if the service to the proposed parcel is installed on 9 Avenue NE, the service is to be installed at an elevation that will allow for future rising of the main and to be installed with backflow protection. Servicing to be provided to City standards. Owner/developer will be responsible for all associated costs.
- (d) City records indicate that the existing parcel is serviced by a 100 mm diameter service from the

**Drainage**

- (a) The site fronts a 300 mm diameter storm sewer main along 10 Street NE and a 375 mm diameter storm sewer main on 9 Avenue NE. No upgrades required at this time.
- (b) Records indicate that the existing property is not serviced by City storm sewer. All existing inadequate/unused services to be abandoned at the main at the owner/developer's cost.
- (c) 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. Where onsite disposal of stormwater is recommended, a Stormwater Management System shall be provided in accordance with Section 7.2.
- (c) Should discharge into the City Storm Sewer be part of the ISMP, the proposed lot(s) shall be serviced (each) by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner/developers 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 will be responsible for all associated costs.

**Geotechnical/Environmental**

- (a) A Category A (Building Foundation Design) geotechnical report is required that is prepared in accordance with the City Engineering Department's Geotechnical Studies Terms of Reference (copy attached).
- (b) The geotechnical report must be certified by a qualified professional engineer and contain provisions that permit the City of Salmon Arm to use and rely on its findings and recommendations. In order for the proposed subdivision to be considered for final approval, the report must confirm that the land may be used safely for the use intended.
- (c) One original paper print of the geotechnical report must be submitted to, and approved by, the City of Salmon Arm's Engineer and Approving Officer prior to consideration of final subdivision approval.


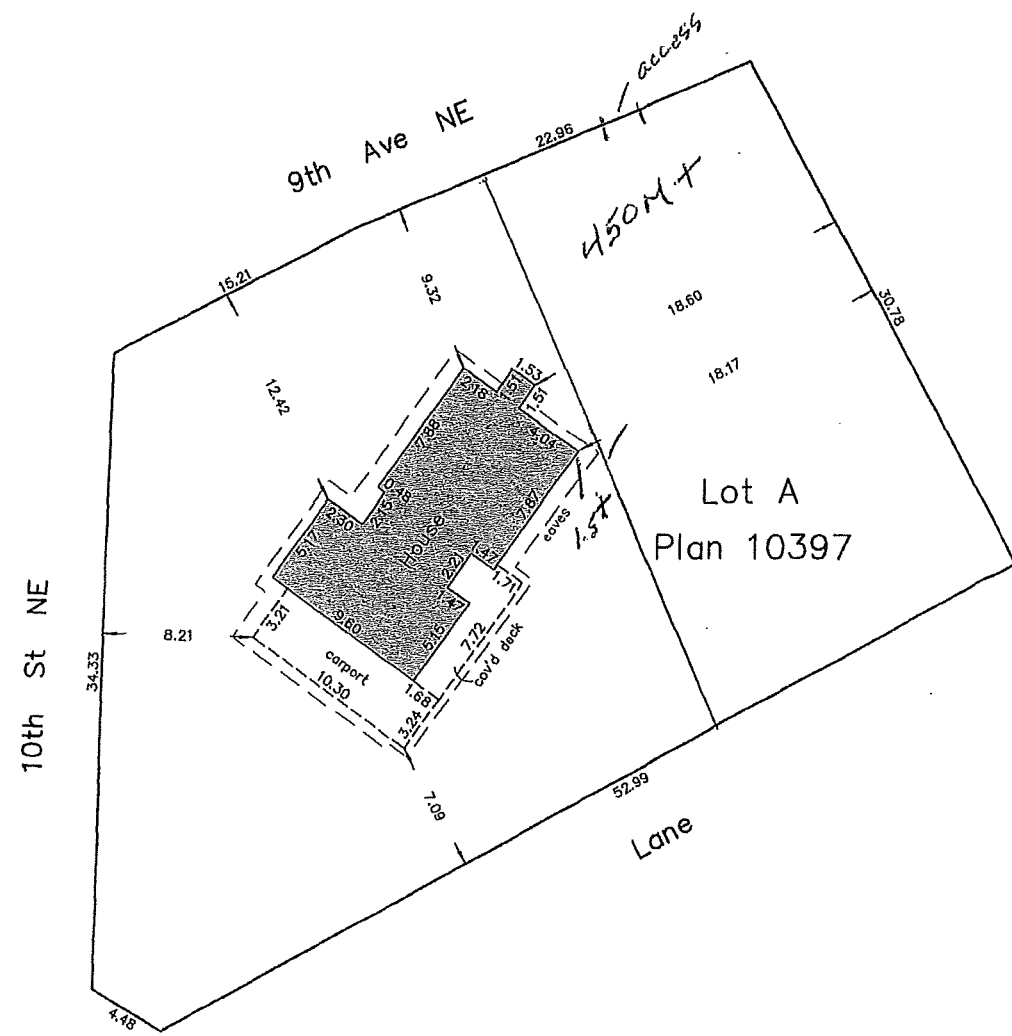
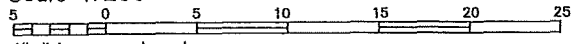
**McDIARMID CONSTRUCTION**  
**OCTOBER 2019**  
**870 - 10TH STREET NE SUBDIVISION - OFF-SITE FUTURE SANITARY**  
**OPINION OF PROBABLE COST**

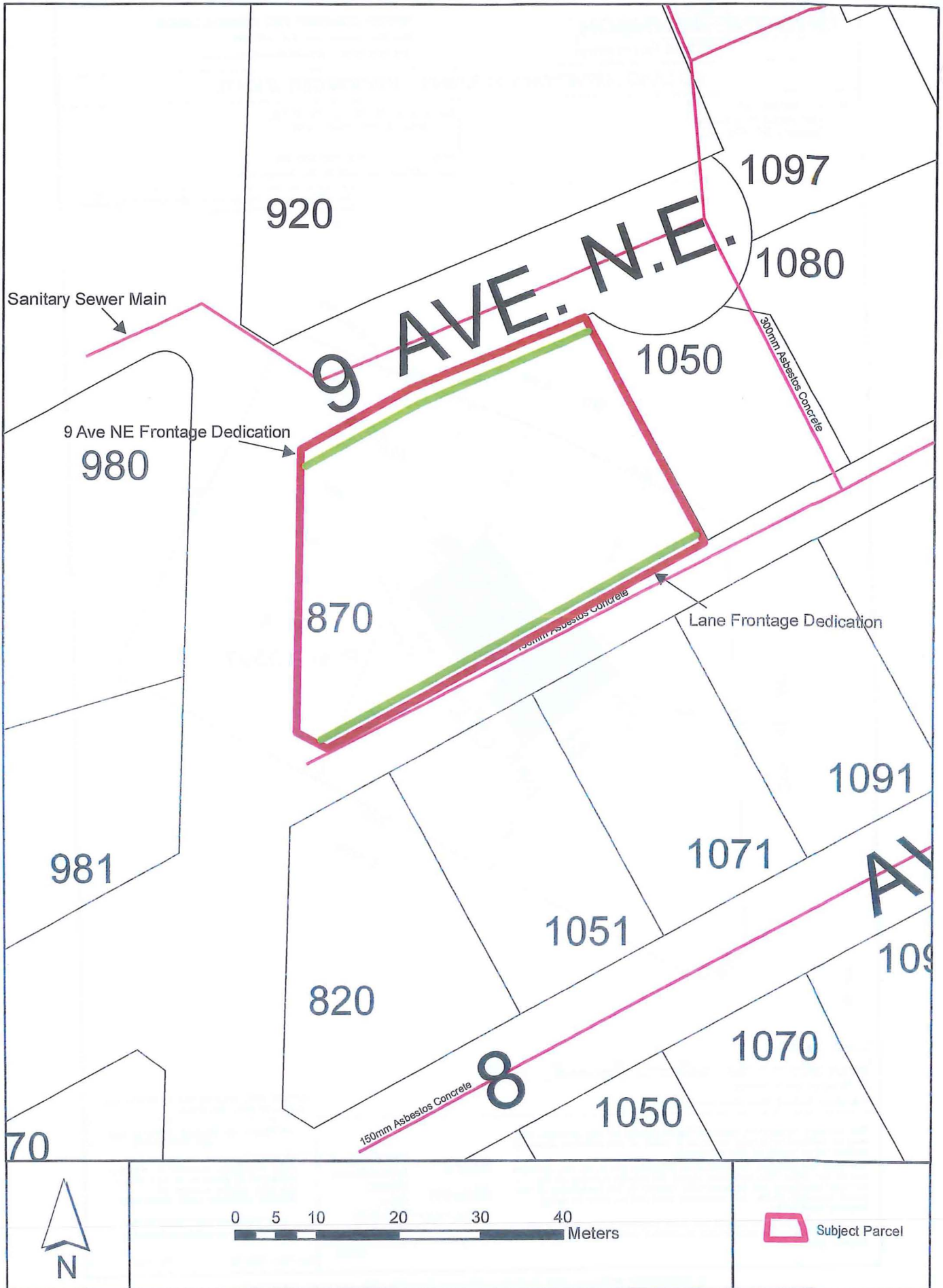
**SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES**  
 (\*Denotes Nominal Quantity)

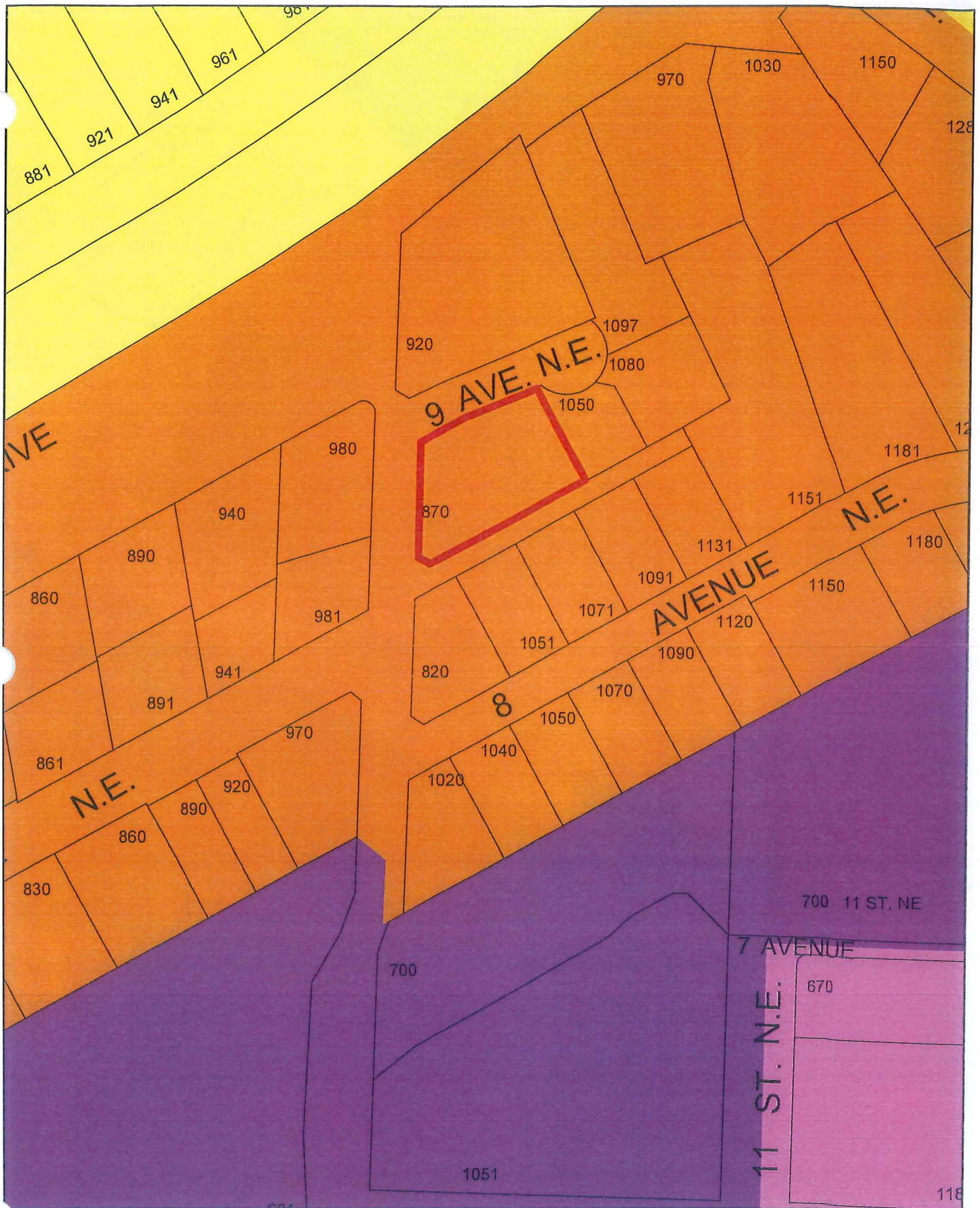
Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE \$	AMOUNT \$
<b>1.0</b>	<b>SANITARY SEWER WORKS SECTION 3</b>				
1.1	Supply & Install 200ø PVC Sanitary Main	m	35 *	\$ 225.00	\$ 7,875.00
1.2	Tie-in to 150ø AC Sanitary c/w 200øx150ø Coupler	ea	2 *	\$ 1,000.00	\$ 2,000.00
	<b>Sub-Total: SANITARY SEWER WORKS</b>				\$ 9,875.00
	<b>SUMMARY</b>				
<b>1.0</b>	<b>OFF-SITE FUTURE SANITARY SEWER WORKS</b>				\$ 9,875.00
<b>2.0</b>	<b>ENGINEERING</b>				
	Design (5%)			\$ 493.75	
	Inspection (6%)			\$ 592.50	
	Records (1%)			\$ 98.75	
	Geotechnical Testing (2%)			\$ 197.50	\$ 1,382.50
	<b>SUB-TOTAL</b>				\$ 11,257.50
	<b>GST (5%)</b>				\$ 562.88
	<b>TOTAL</b>				\$ 11,820.38

**\*Opinion of Probable Cost Notes**

- 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 and materials at the time of construction, thereby affecting the final cost.
- 3) Prices do not include BC Hydro, Telus, Gas, Legal Survey (BCLS) and property/right-of-way acquisitions.
- 4) Prices do not include Geotechnical, Environmental and Archaeological studies, reviews and approvals.
- 5) Unit Prices are estimated in 2019 Canadian Dollars for similar works and exclude taxes.

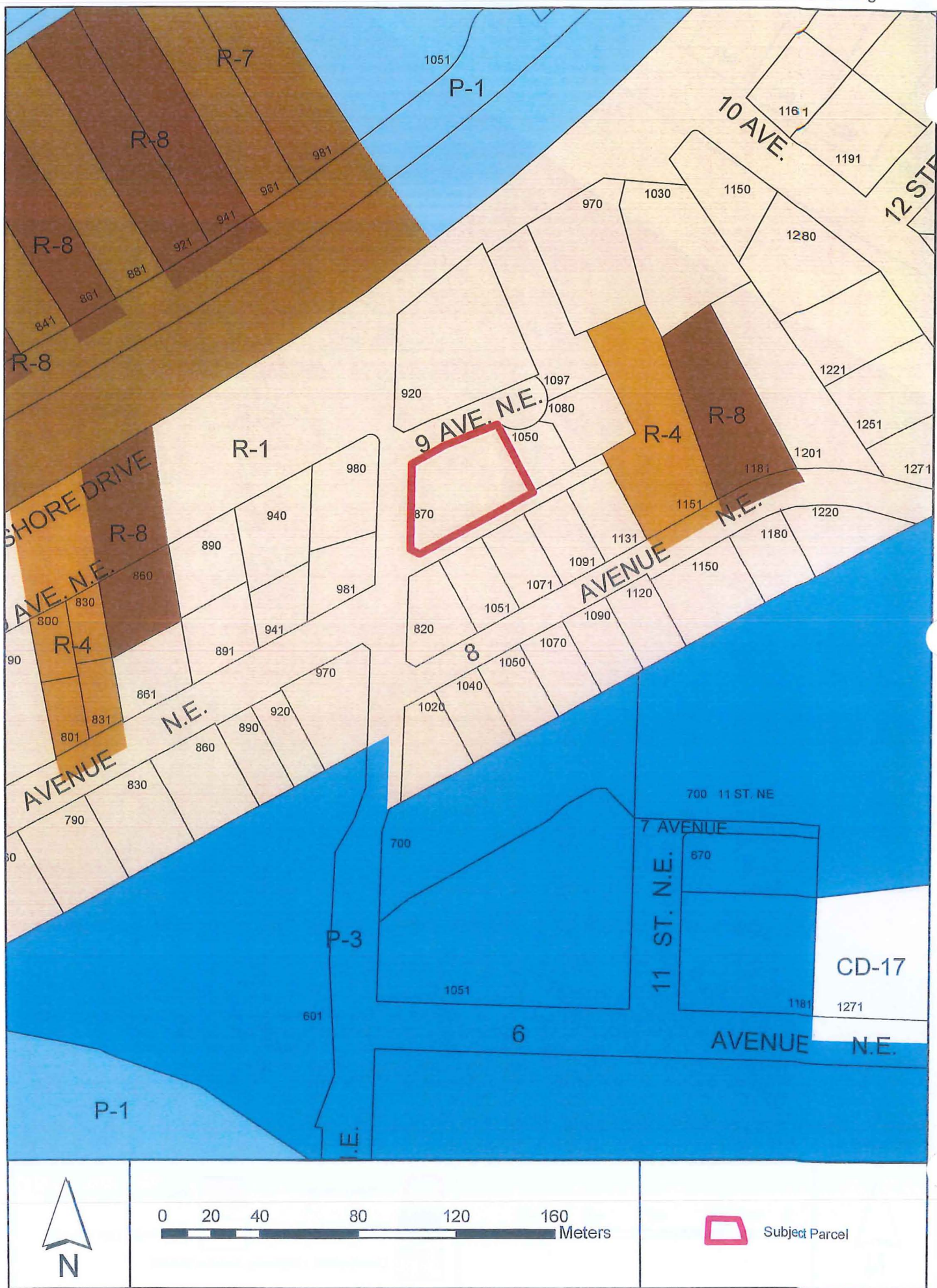
		<b>BRITISH COLUMBIA AND CANADA LANDS</b> Box 362, Salmon Arm, B.C. V1E 4N5 250-832-9701   office@brownejohnson.com	
<b>BC LAND SURVEYOR'S BUILDING LOCATION CERTIFICATE</b>			
To: Ian McDiarmid 726 Abbington Lane Tappen, BC V0E 2X3		Re: Lot A, S 13, Tp 20, R 10, W6M, KDYD, Plan 10397  Parcel Identifier (PID): 009-578-315 Civic Address: 870 10th St NE, Salmon Arm	
List of documents registered on title which may affect the location of improvements: None			
			
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Scale 1:250</p>  <p>All distances are in metres.            Dimensions derived from field measurements.</p> </div> <div style="width: 50%;"> <p>Offsets from property line to building are measured from the siding.</p> </div> </div>			
<p>The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.</p> <p>This plan was prepared for application purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property boundaries.</p> <p>This building location certificate has been prepared in accordance with the Professional Reference Manual and is certified correct this 8th day of August, 2019.</p>		<div style="display: flex; align-items: center;"> <div style="text-align: center;"> <p><b>Mark Mason</b> 88BCMC</p> </div> <div style="margin-left: 10px;"> <p>Digitally signed by Mark Mason 88BCMC Date: 2019.08.12 09:57:49 -07'00'</p> </div> </div> <p style="text-align: right;">BCLS</p>	
<p>COPYRIGHT © BROWNE JOHNSON 2019 LAND SURVEYORS</p> <p>All rights reserved. No person may copy, reproduce, transmit or alter this document in whole or in part without the prior written consent of BROWNE JOHNSON LAND SURVEYORS.</p> <p><b>THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY or DIGITALLY SIGNED.</b></p>		<p>Our File: 362-19      Fb: row</p>	





0 10 20 40 60 80 Meters

- |   |                                      |   |                          |
|---|--------------------------------------|---|--------------------------|
|  | Subject Parcel                       |  | Residential High Density |
|  | Institutional                        |  | Residential Low Density  |
|  | Commercial - Highway Service/Tourist |   |                          |



## Appendix 6: Site Photos



View east along 9 Avenue NE from 10 Street NE with multi-family development in background (March 2020).



View of subject parcel looking southeast from 10 Street NE and 9 Avenue NE (September 2019).

## Appendix 6: Site Photos



View east down lane from 10 Street NE with multi-family development in background (March 2020).



View northeast from 10 Street NE and 8 Avenue NE (September 2019).

# CITY OF SALMON ARM

*Memorandum from the  
Engineering and Public  
Works Department*

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TO: Kevin Pearson, Director of Development Services  
 DATE: March 5, 2020  
 PREPARED BY: Matt Gienger  
 OWNER: Nova Capital Limited., PO Box 91775 West Vancouver, BC V7V 5S1  
 APPLICANT: Ian McDiarmid, PO Box 609 Salmon Arm, BC V1E4R5  
 SUBJECT: VARIANCE PERMIT APPLICATION NO. VP- 511  
 LEGAL: Lot A, Section 13, Township 20, Range 10, W6M KDYD, Plan 10397  
 CIVIC: 870 – 10 Street NE

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Further to the request for variance dated February 3, 2020; the Engineering Department has reviewed the site and offers the following comments and recommendations relative to the requested variances:

The applicant is requesting a variance to Subdivision & Servicing Bylaw 4163, Section 4.0 as follows:

1. Waive the requirement for road dedication along the lane frontage of the subject property;
2. Waive the requirement for road dedication along the 9 Avenue NE frontage of the subject property; and
3. Waive the requirement to upgrade the sanitary sewer system.

## 1. Waive the requirement for road dedication along the lane frontage of the subject property.

The Lane on the subject properties southern boundary is designated as an Urban Lane Road standard, requiring 7.3m road dedication (3.65m on either side of road centerline). Available records indicate that 0.602m of additional road dedication is required.

The lane is currently constructed as a Interim Urban Lane standard. The subject property is exempt from the requirement to provide road improvements under Section 5 of the Subdivision and Development Servicing Bylaw 4163.

Road dedication is a fundamental aspect of the Subdivision and Development Services Bylaw and varying this requirement would set a dangerous precedent for future developments. Many factors have been taken into consideration to determine adequate road cross sections throughout the City and altering road dedication as required in the SDSB could hamper, prevent or increase cost of future works or improvements.

Minimum building setbacks are typically taken from property line partly to ensure consistent sightlines and aesthetics throughout the City. If the requirement of road dedication was waived, staff would like to see an increase in minimum building setback which would essentially render the varied request irrelevant.

**DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-505**

Page 2

Public works has expressed concern with the existing width of the Lane. City vehicles already experience difficulty accessing this section of road, especially for plowing.

Staff see no benefit to the City to alter road dedication widths or allow road reserve covenants. It is in the best interest of the City to keep consistent with the cross sections as specified in the SDSB.

**Recommendation:**

**The Engineering Department recommends that the requested variance to waive the requirement for road dedication along the lane frontage be denied.**

**2. Waive the requirement for road dedication along 9 Ave NE frontage of the subject property.**

9 Avenue NE, on the subject properties northern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication. In consideration of traffic volumes, the area served by this road and given the proximity of the cul-de-sac from 10 Street NE, staff reduced the requirement of road dedication from 20.0m to 18.0m (9.0m on either side of road centerline). Available records indicate that 2.902m of additional road dedication is required (to be confirmed by a BCLS).

9 Avenue NE is currently constructed as a Interim Urban Local Road standard. The subject property is exempt from the requirement to provide road improvements under Section 5 of the Subdivision and Development Servicing Bylaw 4163.

Road dedication is a fundamental aspect of the Subdivision and Development Services Bylaw and varying this requirement would set a dangerous precedent for future developments. Many factors have been taken into consideration to determine adequate road cross sections throughout the City and altering road dedication as required in the SDSB could hamper, prevent or increase cost of future works or improvements.

Minimum building setbacks are typically taken from property line partly to ensure consistent sightlines and aesthetics throughout the City. If the requirement of road dedication was waived, staff would like to see an increase in minimum building setback which would essentially render the varied request irrelevant.

Staff see no benefit to the City to alter road dedication widths or allow road reserve covenants. It is in City's best interest to keep consistent with the cross sections as specified in the SDSB.

**Recommendation:**

**The Engineering Department recommends that the requested variance to waive the requirement for road dedication along 9 Ave NE frontage be denied.** Full dedication has already been reduced from 20.0m to 18.0m.

**DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-505**

Page 3

**3. Waive the requirement to upgrade the sanitary sewer system.**

The subject property fronts a 150mm diameter sanitary sewer main on 9 Avenue NE. Upgrading to a 200mm diameter is required. Since this upgrade is premature at this time, a 100% cash in- lieu payment towards future upgrading will be required. Owner / Developer is responsible for all associated costs.

The subject property fronts a 150mm diameter sanitary sewer on the lane adjacent to the property's southern boundary. Given this main is currently a first run, no upgrades will be required at this time.

The Subdivision and Development Servicing Bylaw 4163 (SDSB) requires that developers upgrade services within their frontage to meet the current bylaw standards. As noted in the bylaw, "The Sanitary system shall be designed with sufficient capacity to collect and convey anticipated flows from the total catchment area to be served when fully developed." This area is in the OCP as high density, and the sanitary main on 9 Ave NE has the potential to be extended west, which could significantly increase future demand.

The sanitary main fronting the subject property on 9 Ave NE is in an area with known operational concerns that require ongoing Operations and Maintenance to reduce potential for sewer backup. Additional demand to this area without upgrading the sanitary main will only exacerbate this issue.

If the sanitary main upgrade on 9 Ave NE is not accounted for at this time, the cost of upgrading would be deferred to future developers or to the City.

**Recommendation:**

**The Engineering Department recommends that the requested variance to waive the requirement to upgrade the sanitary sewer on 9 Ave NE be denied,** as there are known issues with the existing sanitary infrastructure that require ongoing Operations and Maintenance to prevent sewer backup.



Matt Gienger  
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

FROM: Director of Development Services

DATE: March 6, 2020

SUBJECT: Development Variance Permit Application No. VP-512  
 Legal: The North ½ of Legal Subdivision 11 of Section 6, Township 20, Range 9, W6M, KDYD  
 Civic Address: 3631 40 Street SE  
 Owner/Applicant: A. Murray Campbell

## MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP- 512 be authorized for issuance for The North ½ of Legal Subdivision 11 of Section 6, Township 20, Range 9, W6M, KDYD to vary Subdivision & Development Servicing Bylaw No. 4163 and waive the requirement to install a fire hydrant to the minimum 300 metre spacing.

## STAFF RECOMMENDATION

THAT: The Motion for Consideration be defeated.

## PROPOSAL

The owner of this property would like to construct a single family dwelling on the property and a new fire hydrant is required for a building permit. The applicant is requesting to vary fire hydrant spacing of the Subdivision and Servicing Bylaw No. 4163, by waiving the requirement to install a fire hydrant to meet the minimum spacing of 300 metres as specified for properties outside the urban containment boundary. The property is located between Hillcrest and the Industrial Park just off Auto Road SE (Appendix 1 & 2). The applicants have submitted a letter of rationale attached as Appendix 3.

## BACKGROUND

The property is designated Acreage Reserve in the City's Official Community Plan (OCP) and is zoned A-2 Rural Holding in the City's Zoning Bylaw (Appendix 4 & 5).

The property is 8.22 ha in size with 200 m of frontage on 40<sup>th</sup> street. This section of 40<sup>th</sup> Street is not dedicated, but because the City maintains it and has a water main aligned underneath, it may be considered a Section 42 Road as per the Transportation Act. The fire hydrant would need to be located along the frontage on 40<sup>th</sup> street. The two closest fire hydrants are spaced approximately 630 metres apart; 168 m from the north and 207 m from south property boundary as shown on Appendix 6. They do not meet the required minimum spacing of 300 metres as specified in Section 5.8.1 Spacing of the Subdivision and Development Servicing Bylaw (Appendix 7). The cost of the fire hydrant is approximately \$8,750 (including a 25% contingency which would be refunded if not required).

STAFF COMMENTSFire Department

The Fire Department does not support the variance.

Building Department

No BC Building Code concerns.

Engineering Department

The Engineering Department recommends that the requirement to waive the installation of a fire hydrant be denied. See attached engineering report (Appendix 8).

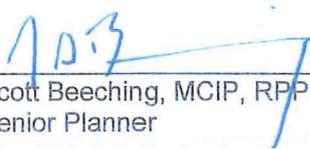
Planning Department


All development, including building permits, are subject to the minimum servicing levels as specified in Subdivision and Development Servicing Bylaw No. 4163 Table 1: Service Levels for Subdivision and Development (Appendix 9). Fire hydrants are included in the water service level and are to be spaced every 300 metres in rural/ALR areas, where fire fighting can have its challenges.

In this location there is a hazard associated with rural/forest interface fires. If this development variance permit is issued the \$8,750 burden to provide a fire hydrant will be pushed to the next developer/property owner or the City.

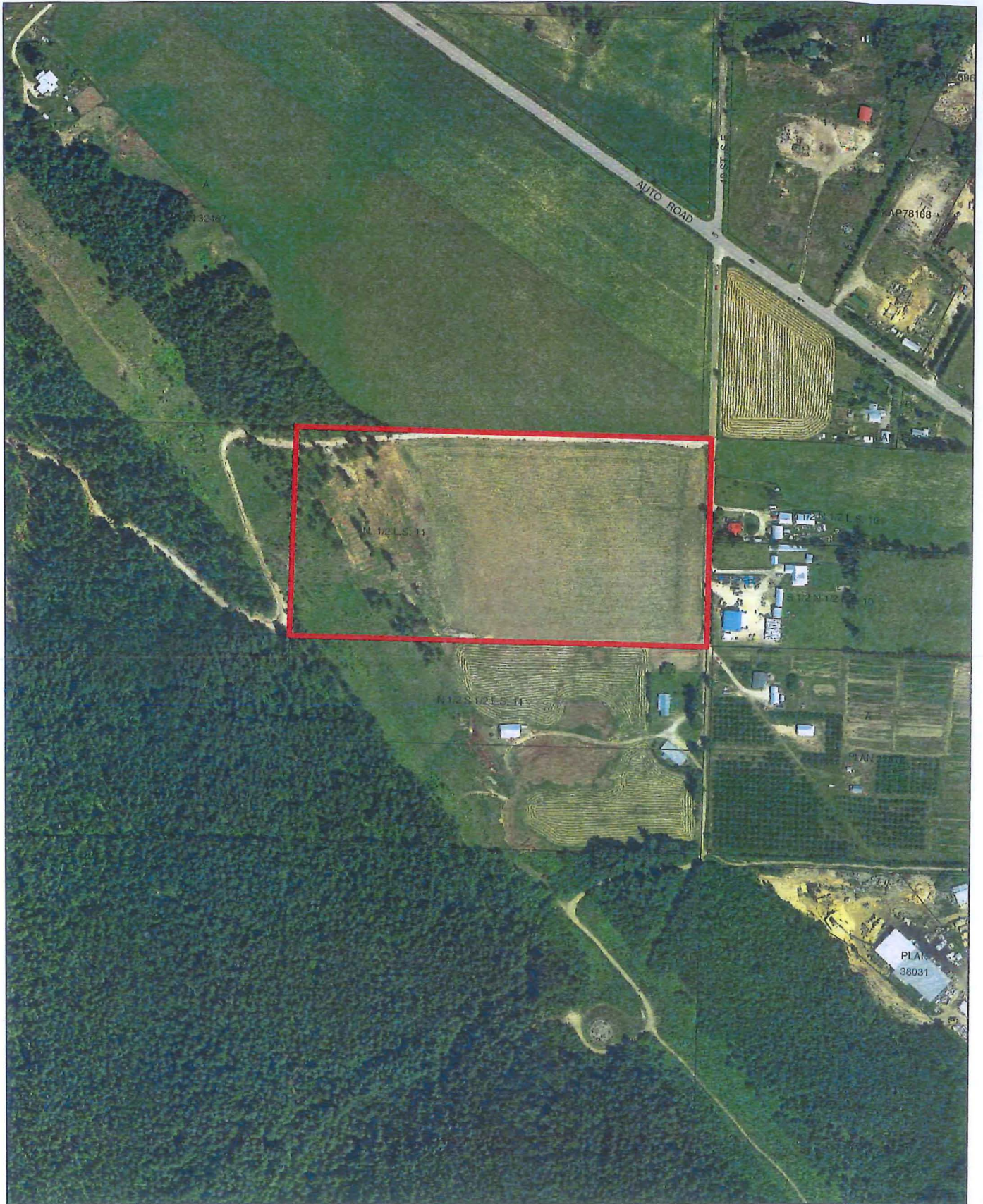
CONCLUSION

Both the Fire Department and Engineering Department do not support the variance. Considering the potential for interface fire and the proximity to the Industrial Park it is recommended that Council deny this variance request.

  
\_\_\_\_\_  
Scott Beeching, MCIP, RPP  
Senior Planner

  
\_\_\_\_\_  
Kevin Pearson, MCIP, RPP  
Director of Development Services





0 45 90 180 270 360 Meters



Subject Parcel

February 4, 2020

Development Services Department  
City of Salmon Arm  
PO Box 40, 500 2<sup>nd</sup> Ave NE  
Salmon Arm, BC V1E 4N2

**RE: LETTER OF RATIONALE VARIANCE PERMIT APPLICATION FOR 3631 40 STREET SE, SALMON ARM**

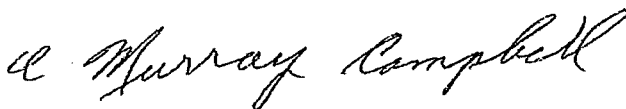
To Whom It May Concern,

The City of Salmon Arm is requiring an additional fire hydrant be installed on the eastern boundary on my property as described above.

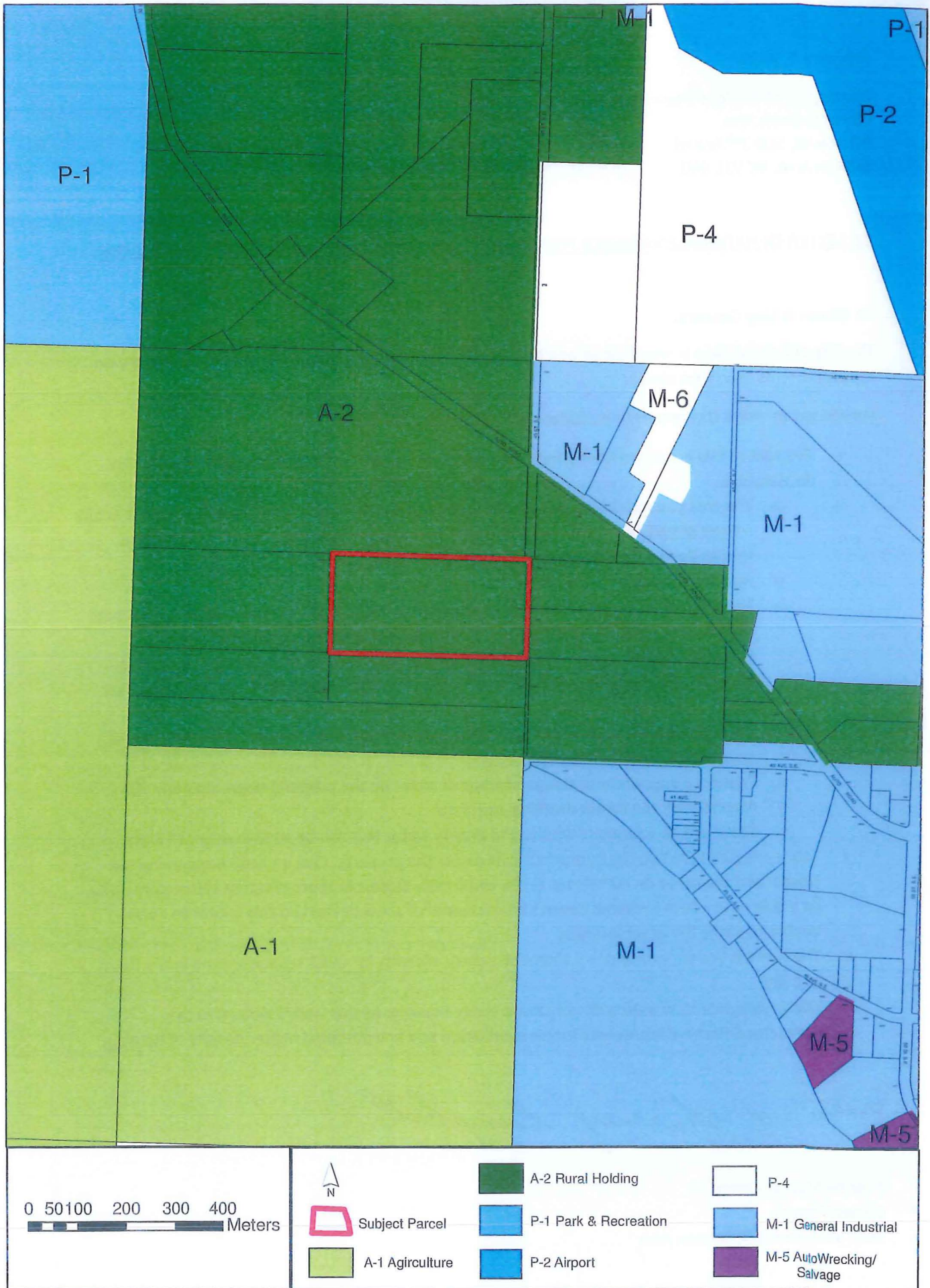
I proposed to waive this requirement based on the following rationale:

- The cost of this proposed fire hydrant is impractical for my farm and to pay \$8,000 would be detrimental.
  - The cost of establishing an orchard is already is very high. It takes 5 years to turn a profit – taxes already are very high and having to undergo these extra fees would make a tremendous difference in the earnings of my farm.
  - Farming is a costly/losing game due to rising costs of fuel.
  - The extra taxes on small farming business are a hard cost to cover. Frontage tax is paid each year at \$600-\$700. It could be proposed that these funds could be used to subsidize the fire hydrant should the City choose they want to proceed at their cost.
  - There is a Fortis Gas pipeline located on the property running North to the South East corner. There are two high pressure lines that have prevented the use of the City's water system and due to this I am already having to undergo the cost to install a well.
- There is substantial water in this area.
  - There is a dugout for drainage/storage of water on the property approximately 100 meters from the future dwelling and shop
  - There will be a pump in addition to gravity water that can be used in event of a fire.
- There are currently two fire hydrants located near the property. One on Auto Road being the closest and the other on 40<sup>th</sup> Street at the south end. Closest is approximately 100 meters away. As a side note - both hydrants haven't been cleared of snow or marked this winter so I was unable to verify the exact location.
- The nearest fire department is 3 kilometers away allowing for quick response time in the event of a fire.
- This is an agricultural area with very low-density housing. As this land is located in the Agricultural Reserve it prevents future subdivision and any potential higher density of housing.

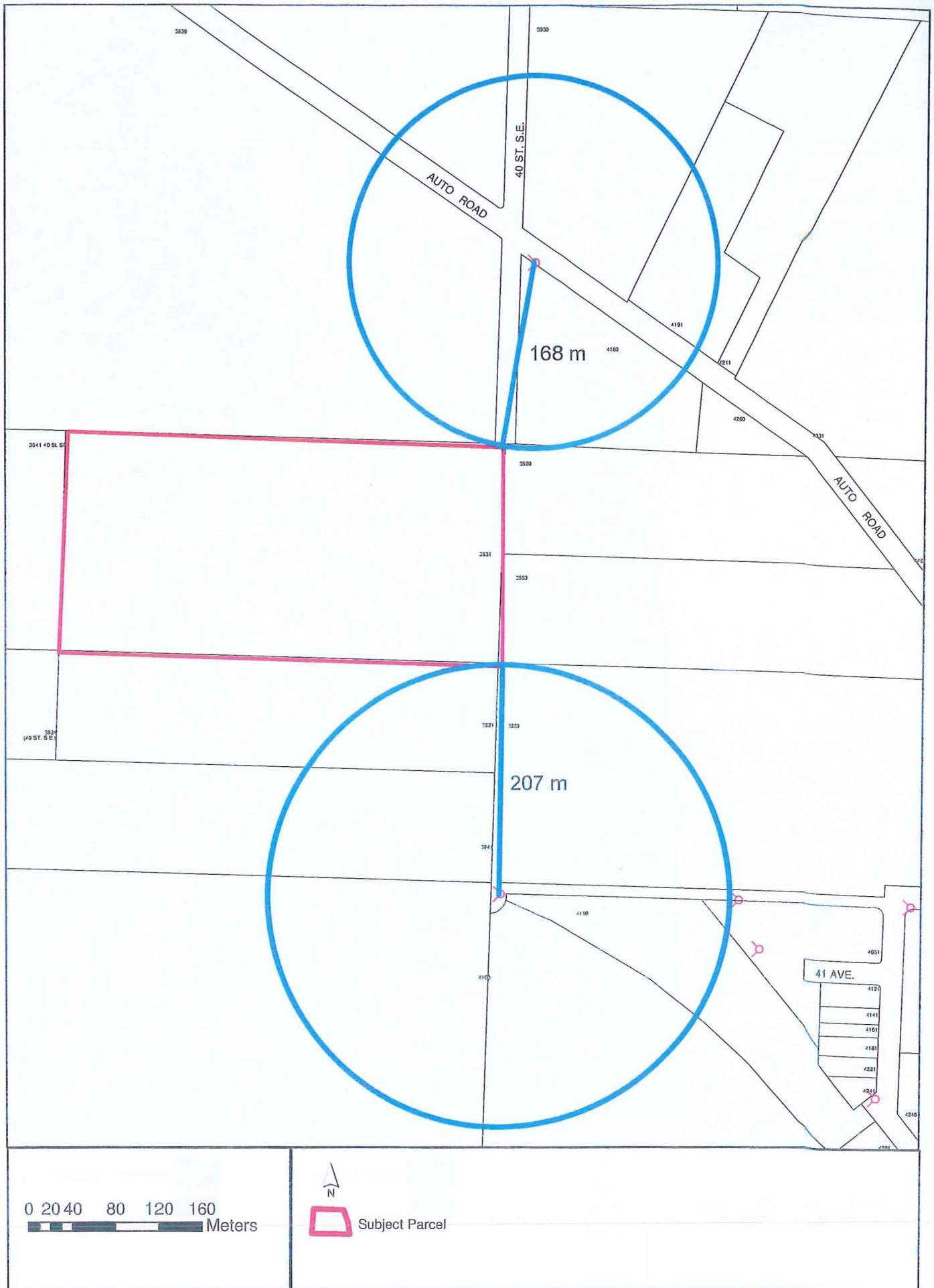
Sincerely,



Andrew Murray Campbell  
Owner/Farmer  
3631 40th Street SE Salmon Arm







## 5.8 Fire Hydrants

### 5.8.1 Spacing

For developments, additional fire hydrants shall be located and spaced in accordance with the requirements of the British Columbia Building Code and the City of Salmon Arm Fire Department.

For Subdivision, fire hydrant spacing shall be approximately, and in all cases shall not exceed 150 meters in low density residential zones and 90 meters in medium and high density residential zones, commercial, industrial and institutional zones and 300 meters in ALR/Rural zones.

The calculation for fire hydrant spacing and the distance to the principle entrance of a building shall be measured along centreline of the fronting road and shall not be separated by a controlled access highway for commercial, industrial or institutional zoned land.

### 5.8.2 Location/Clearance

Fire hydrants shall be installed at property lines in mid-block locations and at intersections wherever possible.

Fire hydrants shall be located at minimum 2.0m from back of curb or 0.5m from back of sidewalk.

A 1.0 meter radius clearance, free of obstructions must be provided around all fire hydrants.

Where a fire hydrant requires to be installed behind a ditch, a 1.0 meter radius paved clearance must be provided around the fire hydrant, and a 6.0 meter culvert installed.

### 5.8.3 Connections

Fire Hydrant connections shall be a minimum of 150mm in diameter.

### 5.8.4 Depth of Bury

Minimum depth of bury shall be 1.5 metres. Maximum depth shall be 1.8m. Where extra depth is required for the hydrant connection, the compression fitting shall be installed at 1.8 vertical metres and all required extensions shall be installed beneath the compression fitting.

## 5.9 Thrust Blocks and Joint Restraints

Thrust blocks and/or adequate joint restraining devices must be provided at bends, tees, wyes, reducers, plugs, caps, valves, hydrants and blow offs. They shall be designed for a minimum 1725kPa water pressure. Refer to Specification Drawing No. W-1. Bends at 5 degrees must be in accordance to the manufactures specifications. Engineered calculations shall be provided to the City Engineer, when required, for all thrust block design based on fitting type, water pressure and soil conditions.

# CITY OF SALMON ARM

*Memorandum from the  
Engineering and Public  
Works Department*

TO: Kevin Pearson, Director of Development Services  
 DATE: 26 February 2020  
 PREPARED BY: Matt Gienger, Engineering Assistant  
 OWNER: A. M. Campbell, 221 Beatty Avenue NW, Salmon Arm, BC V1E 1W3  
 APPLICANT: Owner  
 SUBJECT: **DEVELOPMENT VARIANCE PERMIT AMENDMENT APPLICATION No. VP-512**  
 LEGAL: THE NORTH ½ OF LEGAL SUBDIVISION 11 OF SECTION 6 TOWNSHIP 20 RANGE 9 W6M KDYD  
 CIVIC: **3631 – 40 Street SE**  
 ASSOCIATED: BP16050B [DPW-1995]

Further to the request for variance dated February 13, 2020, the Engineering Department has reviewed the site and offers the following comments and recommendations relative to the requested variances:

## **1. Waive the requirement to install a fire hydrant.**

Subdivisions and Developments are required to complete frontage improvements to meet the service levels required in the Subdivision and Development Services Bylaw 4163 (SDSB) unless they fall under one of several exemptions.

The SDSB states that fire hydrant spacing shall be approximately, and in all cases shall not exceed 150 meters in low density residential zones and 90 meters in medium and high density residential zones, commercial, industrial and institutional (ICI) zones and 300 meters in ALR/Rural zones.

There is currently a fire hydrant located approximately 25 metres east of the intersection of 40 Street SE and Auto Road SE. Another hydrant exists at the intersection of 40 Street SE and 40 Ave SE. The distance between these hydrants, measured along centreline of road, is approximately 630m, well above the 300m spacing required in this area.

**Fire Hydrant spacing recommendations are provided by the Fire Underwriters Survey** (formerly the Insurers' Advisory Organization and Canadian Underwriters Association), a national organization that provides data on public fire protection for fire insurance statistical work and underwriting purposes of subscribing insurance companies.

Staff reviewed over 25 other municipalities and found that the City of Salmon Arm's bylaw is very consistent with municipalities throughout BC and Canada.

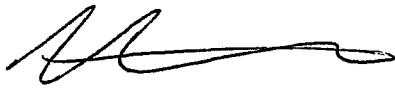
The Applicant has applied to construct a new dwelling on the subject parcel, increasing development density and therefore fire risk.

**DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-497**

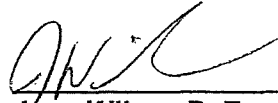
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**Recommendation:**

**The Engineering Department recommends that the requirement to waive the installation of a fire hydrant be denied.** Setting a precedent of waiving safety related requirements against the recommendation of FUS would likely cause liability issues for the City and creates a grey area for applicants on City requirements.



**Matt Gienger**  
Engineering Assistant



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

TABLE 1: Service Levels for Subdivision and Development (1)

SERVICE	SERVICE LEVEL	DEVELOPMENT AREA						
		Urban	Rural	Industrial	Light Industrial	City Centre	Urban Hillside	Rural Hillside
<i>Highways:</i>  Road Standards, including curb, gutter, paving, etc. shown on applicable specification drawing. Collector and Arterial Road Standards shall be applied where designated in the <i>Official Community Plan</i>	RD-1 - Urban Local (18m)	X					X	
	RD-2 - Urban Local (20m)	X					X	
	RD-3 - Urban Collector (20m)	X					X	
	RD-4 - Urban Arterial (25m)	X (7)					X (7)	
	RD-5 - Town Centre (Varies)	X				X		
	RD-6a - Industrial Area (20m)			X				
	RD-6b - Light Industrial (20m)				X			
	RD-7 - Rural Local (20m)		X					X
	RD-8 - Rural Collector (20m)		X	X				X
	RD-9 - Rural Arterial (25m)		X (7)	X (7)				X (7)
	RD-14 - Canoe Beach Drive (20m)	X						
	RD-15 - Urban Local Hillside (18m)						X	
	RD-16 - Rural Local Hillside (18m)							X
Road dedication	Based on applicable road cross-section (2)	X	X	X	X	X	X	X
Water	City Water System including fire hydrants	X	(8)	X	X	X	X	(8)
	Alternate Water Supply		X (6)					X (6)
Sanitary	City Sewer System	X		X (3)	X (3)	X	X	
	Sewage Disposal to Ground System		X	X	X			X
Storm	City Storm Sewer System	X		X	X	X	X	
	Open Channel System	X (10)	X	X	X		X (10)	X
	Ground Discharge	X (10)	X	X	X		X (10)	X
Hydro, Telecommunications (Civil Works Required)	Overhead Distribution to Property Line	(4)	X	X	X		(4)	X
	Underground Distribution to Property Line	X (5)				X (5)	X (5)	
	Overhead Service (within lot)	(4)	X	X	X		(4)	X
	Underground Service (within lot)	X				X	X	
Natural Gas (Optional)	Underground	X	X	X	X	X	X	X
Street Lighting	Schedule B, Part 1, Section 8.0	X	(9)	X	X	X	X	(9)
Sidewalk	One Side (Limited Local)	X		X	X		X	
	Two Sides (Collector/Arterial or Medium to High Density Development)	X				X	X	
Street Tree & Boulevard Furnishings & Planting	Street Trees/Park Benches/Planters					X		
Trail and Roadside Corridors	CGS-7 to CGS-12	X	X	X	X	X	X	X

- 1 The applicable service level is indicated with an X.
- 2 Road dedication is capped at a 20 metre wide right-of-way and is not required for *Development*.
- 3 Required where the *City* system is within 100 metres and a gravity connection is possible.
- 4 Small *Subdivisions* and *Developments* do not require underground distribution where they are in an area of existing overhead distribution and the *City Engineer* in consultation with BC Hydro approves overhead works.
- 5 Three-phase BC Hydro distribution to be located underground only where a tri-party cost sharing agreement is in place between the *Owner/Developer*, BC Hydro and the *City*.
- 6 The *Owner/Developer* is required to grant a potable water treatment covenant in a form acceptable to the *Approving Officer*.
- 7 The *Owner/Developer* is to construct adjacent arterial road *Frontage* with one traffic lane (second lane funded by *City* if required).
- 8 Extension of municipal system into the rural area is permitted where supported by the OCP.
- 9 If street lighting is required for safety purposes. Rural Street lighting covered under Policy 5.5.
- 10 With specific approval from the *City Engineer* as part of an integrated stormwater management plan. *Owner/Developer* may be required to grant an Alternative Stormwater maintenance covenant in a form acceptable to the *Approving Officer* and the *Director of Development Services*.