



AGENDA

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

**Tuesday, February 16, 2021
8:00 a.m.
By Electronic Means**

Page #	Item #	Description
	1.	CALL TO ORDER
	2.	ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY <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.	REVIEW OF AGENDA
	4.	DISCLOSURE OF INTEREST
	5.	REPORTS
1 - 20	1.	Zoning Amendment Application No. ZON-1192 [Charlton, S. & H./Mierau, B. & R./Laird, B.; 4270 10 Avenue SE and 3831 20 Avenue SE; A-2 to M-2]
21 - 40	2.	Zoning Amendment Application No. ZON-1200 [LST Ventures Ltd./West Urban Developments Ltd.; 1230, 1260 & 1290 10 Avenue SW; C-3 to C-2]
41 - 58	3.	Development Permit Application No. DP-428 [Uptown Ventures Ltd.; 2810 15 Avenue NE; Setback requirements]
59 - 66	4.	Highway Closure Bylaw No. 4427 [Kearl, R.; part of 18 Street NE; Proposed Road Closure and Disposal]
	6.	IN-CAMERA
	7.	FOR INFORMATION
	8.	CORRESPONDENCE
	9.	ADJOURNMENT

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CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council

Date: February 10, 2021

Subject: Zoning Bylaw Amendment Application No. 1192

Legal: Lot 1, Section 7, Township 20, Range 9, W6M, KDYD, Plan 1538, Except: Plans B4356, B5847, 6971 and 18058 and Lot 17, Section 7, Township 20, Range 9, W6M, KDYD, Plan 1230

Civic Address: 4270 10 Avenue SE and 3831 20 Avenue SE

Owner: Stephen and Helen Charlton and Bruce and Rose Mierau

Applicant: Bill Laird

STAFF RECOMMENDATION

THAT: a Bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303, 1995 by rezoning Lot 17, Section 7, Township 20, Range 9, W6M, KDYD, Plan 1230 from A2 (Rural Holding Zone) to M2 (Light Industrial Zone);

AND THAT: a Bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303, 1995 by rezoning Lot 1, Section 7, Township 20, Range 9, W6M, KDYD, Plan 1538, Except: Plans B4356, B5847, 6971 and 18058 from A2 (Rural Holding Zone) to M2 (Light Industrial Zone);

AND THAT: Fourth reading and adoption of the bylaws be withheld subject to:

- 1) Registration of a Section 219 covenant and survey plan to secure road reserve alignment consistent with the road network preplan dated December 1, 2006;
- 2) The Exclusion of the subject property from the Agricultural Land Reserve; and
- 3) Final reading of the zoning amendment bylaw be withheld subject to Ministry of Transportation and Infrastructure approval.

PROPOSAL

The applicant is requesting to rezone two properties from A2 (Rural Holding Zone) to M2 (Light Industrial Zone).

BACKGROUND

The subject properties are 4270 10 Avenue SE and 3831 20 Avenue SE (Appendices 1 and 2). Both properties are designated Light Industrial in the Official Community Plan (OCP) (Appendix 3), zoned A2 (Rural holding Zone) (Appendix 4) and within a Special Development Area (SDA) (Appendix 5). The subject properties total approximately 8.0ha (19.8ac) with each property equally sized at 4.0ha (9.9ac). Both properties are within the Agricultural Land Reserve (ALR).

The SDA for Industrial development comprises of eighteen (18) lots that are largely under-developed with an undulating topography characterized by a mixture of agriculture and industrial uses. Existing structures on the subject properties include a single family dwelling and related residential buildings.

Adjacent land uses of 4270 10 Avenue SE include the following:

North: Rural Holding (A-2)/rural residential
South: Airport (P-2)/CSRDLandfill and City Airport
East: Rural Holding (A-2)/City owned land/recreation area
West: Rural Holding (A-2)/residential/agriculture property

Adjacent land uses of 3831 20 Avenue SE include the following:

North: Rural Holding (A-2)/rural residential
South: Rural Holding (A-2)/rural residential
East: Rural Holding (A-2)/City owned land/recreation area
West: Rural Holding (A-2)/residential/agriculture property

The proposed M2 (Light Industrial Zone), attached as Appendix 6, allows for 40 uses that range from manufacturing to larger scale repair and other uses that may require extensive outdoor storage. Single Family Dwelling is not a permitted use in the zone; therefore, should the bylaw be adopted the existing dwellings would be deemed legal non-conforming.

The rezoning application is separated into two bylaws as staff have recommended that the rezoning of each property is dependant on the conclusion of separate ALR Exclusion applications and is discussed in more detail later in this report.

OCP Policy

OCP Policy sections 10.3.13 to 10.3.15 identify the SDA and support the rezoning of the subject property for industrial uses. The SDA has been earmarked for the expansion of the City's Industrial land base since the mid 1980's. The area is strategically located in close proximity to the City's Airport, existing Industrial Park and access to Highway 97B. A significant portion of the SDA is within the Agricultural Land Reserve and in 1988 the ALC recognized the area for Industrial Park expansion and supported the plan to remove the area from the ALR (see Appendix 5). The 1988 ALC decision stated that the Exclusion of the lands could occur by application of individual property owner or by way of a block Exclusion application by the City. To date, there are four properties that have been Excluded from ALR within the SDA and one application (4270 10 Avenue SE) that is currently being considered by the ALC. To further the development of the SDA, in 2009 the City completed work on engineering pre-plans for the internal road network and servicing of the SDA (see Appendix 9), and shared the pre-plans with property owners.

In 2011 393ha (971ac) of land within the City was designated for Industrial use in the OCP and 342ha (845ac) of land were zoned for Industrial, including the approximately 58.7ha (145ac) of the SDA. As part of the same OCP review, Urbanics Consulting completed a Retail and Industrial Land Study that analyzed the state of the Industrial land base and provided projections in order to determine if the lands zoned or designated Industrial in the OCP would be sufficient for the community's needs in 2021 and 2026. The study concluded that, with the SDA included, in 2021 21ha (52ac) to 27.5ha (68ac) of additional land designated for Industrial would be needed and in 2026, 29.5ha (73ac) to 38ha (95ac) of additional industrial land would be needed. Should the lands not be Excluded from the ALR there would be a deficit of Industrial land. Further to this, the City would have to abandon the 30+ years of effort focussed on the SDA and seek to designate other lands for future industrial development. Given growth projections and analysis it is likely that those other lands would be within the ALR and not adjacent to the City's Airport.

The OCP further encourages the development of Industrial lands in the SDA by way of an Industrial Tax Exemption Bylaw. Effectively, the Bylaw exempts the municipal portion of the taxes on new construction or new alterations and improvements in excess of \$300,000.00. In order to qualify for the incentive the development must occur within one of the areas identified by the bylaw and the development must be new construction or alteration of an existing industrial development.

COMMENTS

Engineering Comments

The Engineering Department has provided comments for each site with the caveat that the requirements noted would be applicable at the time of development (i.e. Building Permit) and not at rezoning. The comments in their entirety are included as Appendix 7 (4270 10 Avenue SE) and Appendix (3831 20 Avenue SE).

The closest location to connect into the City's sanitary sewer system is more than 100m away; therefore, the developer is exempt from extending and connecting to sanitary sewer service at the time of development. The subject properties would be serviced on-site. While water flows are sufficient in the area, existing watermains and connections are insufficient for industrial development; therefore, at the time of development service line upgrades are required. In addition, fire hydrants may be required at the time of development and spaced to meet the high density requirements of 90m between units.

At later stages of development, the existing Interim Rural Road Standard for both 10 Avenue SE and 20 Avenue SE will require upgrades to an Urban Interim Arterial Road Standard. For the portion along 10 Avenue SE, the cross-section includes a pathway that can accommodate a separated multi-use path for cycling and pedestrian traffic and is consistent with the Type 6 Trail of the Greenways Strategy. It is anticipated that road dedication of approximately 2.356m along 10 Avenue SE would be required to achieve the improvements within the City right of way. For the affected portion of 20 Avenue SE the road improvements include a 20m road width with a cross-section that includes 10m paved road surface with space to accommodate a 7.0m travel lane with a 1.5m area on either side for pedestrian or bike traffic. No additional road dedication would be required along 20 Avenue SE.

The proposed lot configuration in the SDA preplan illustrates small lots within a fully serviced Industrial area. Until the services and infrastructure are extended to this area, either by developer or the City, it is expected that lot sizes will be designed to accommodate on-site services (minimum 10,000m²/1 hectare parcel areas). With regard to future servicing, staff note that the SDA is not included as a project in the Development Cost Charges (DCC) Bylaw nor is it identified as a priority in the City's Financial Plan. It is anticipated that the servicing of Industrial land in this area would be a capital project undertaken by the City as more demand on services in this area occurs. It is known that the current condition of the Industrial land in this area lack servicing and infrastructure; however, the extension of services to this area is not identified as an immediate priority for the City at this time.

The proposed internal road network of the SDA is part of the pre-plan, dated December 1, 2006 (Appendix 9). Staff are recommending that the network be secured by the registration of a Road Reserve Plan aligning with the pre-plan. The actual dedication and construction of the road network would occur at the time of subdivision or development as each affected lot develops. The road alignment may change as development occurs and the priority road alignment is to ensure east-west and north-south connectivity consistent with proposed parcel areas and the pre-plan. The required RD-6B Road Standard through the SDS is an 18.75m wide roadway that includes a 10m wide paved travel lane. The covenant and road reserve plan would inform future developers of the road alignment and that road dedication and construction is required. Staff is recommending the covenant and road reserve plan as the dedication and construction of the road network is premature at this time. The applicant is amenable to the conditions as noted in the motion.

Ministry of Transportation and Infrastructure

No concerns.

Building Department

No concerns.

Fire Department

No concerns.

Planning Department

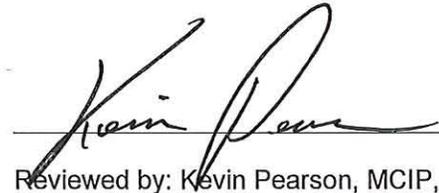
When considering rezoning applications a number of factors are considered including – long term servicing and land use plans, current land inventory and negative or positive impacts on adjacent properties. In considering this application the subject properties are within an area earmarked for the expansion of the Industrial Park and the City has invested in pre-planning road networks and servicing for the eventual shift in land use to industrial. Given the size of the parcels due to servicing and location it is not likely that proposed use would have a negative impact on adjacent properties.

Recently, applications for ALR Exclusion, Rezoning and Development Permit have been supported for 3701 20 Avenue SE (Access Precision). Support has also been granted by the City and ALC to exclude another three parcels for Industrial development. In addition to those parcels, an ALR Exclusion application for 4270 10 Avenue SE is being considered by the ALC (it was supported by Council in October 2020, ALC No. 398) and should the Bylaw for 3831 20 Avenue NE be adopted, the applicant (with the City as applicant) would make application for Exclusion from the ALR.

Lands designated in the OCP and zoned for Industrial uses ensure space within the City boundaries for diverse employment opportunities and innovation. Given that the rezoning of the subject property from A2 (Rural Holding Zone) to M2 (Light Industrial Zone) is consistent with the Official Community Plan staff are supportive of the zoning bylaw amendments.



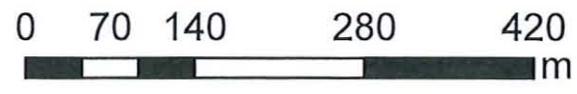
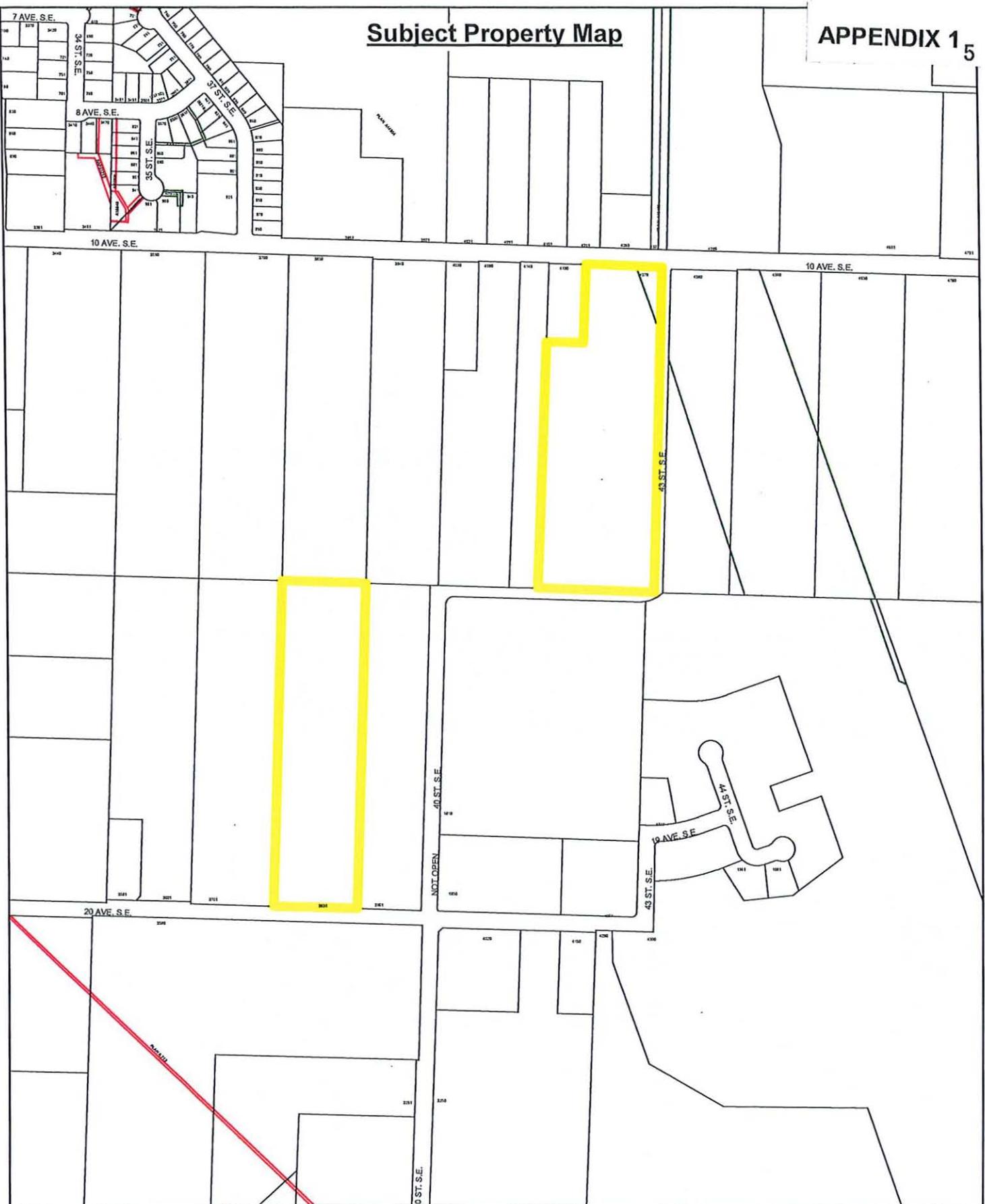
Prepared by: Melinda Smyrl, MCIP, RPP
Planner



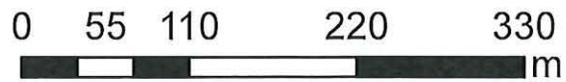
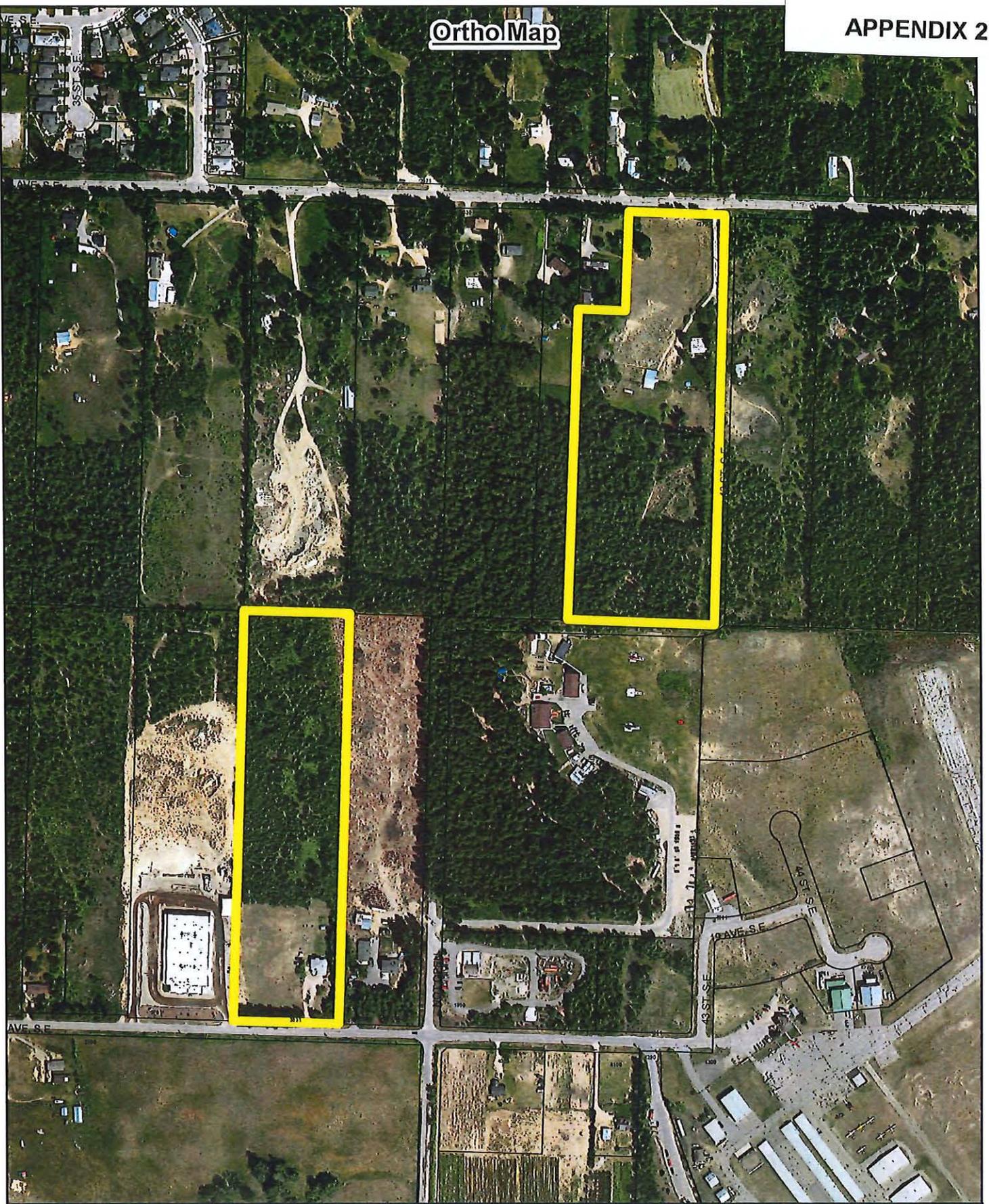
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services

Subject Property Map

APPENDIX 15

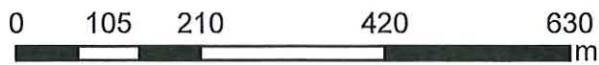
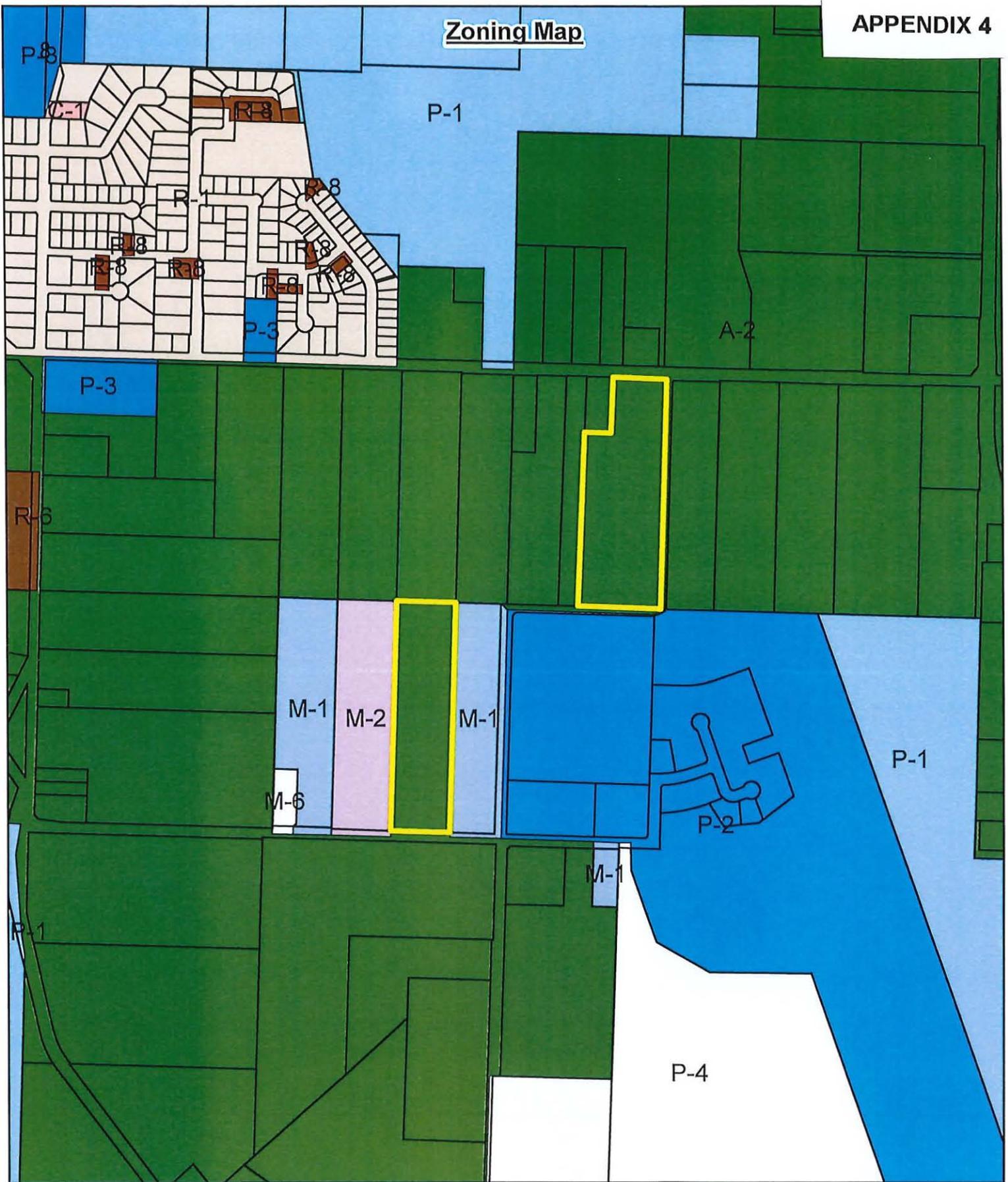


-  Subject Property
-  Easement
-  Right of Way



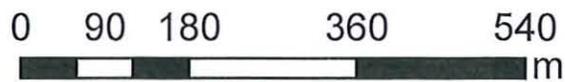
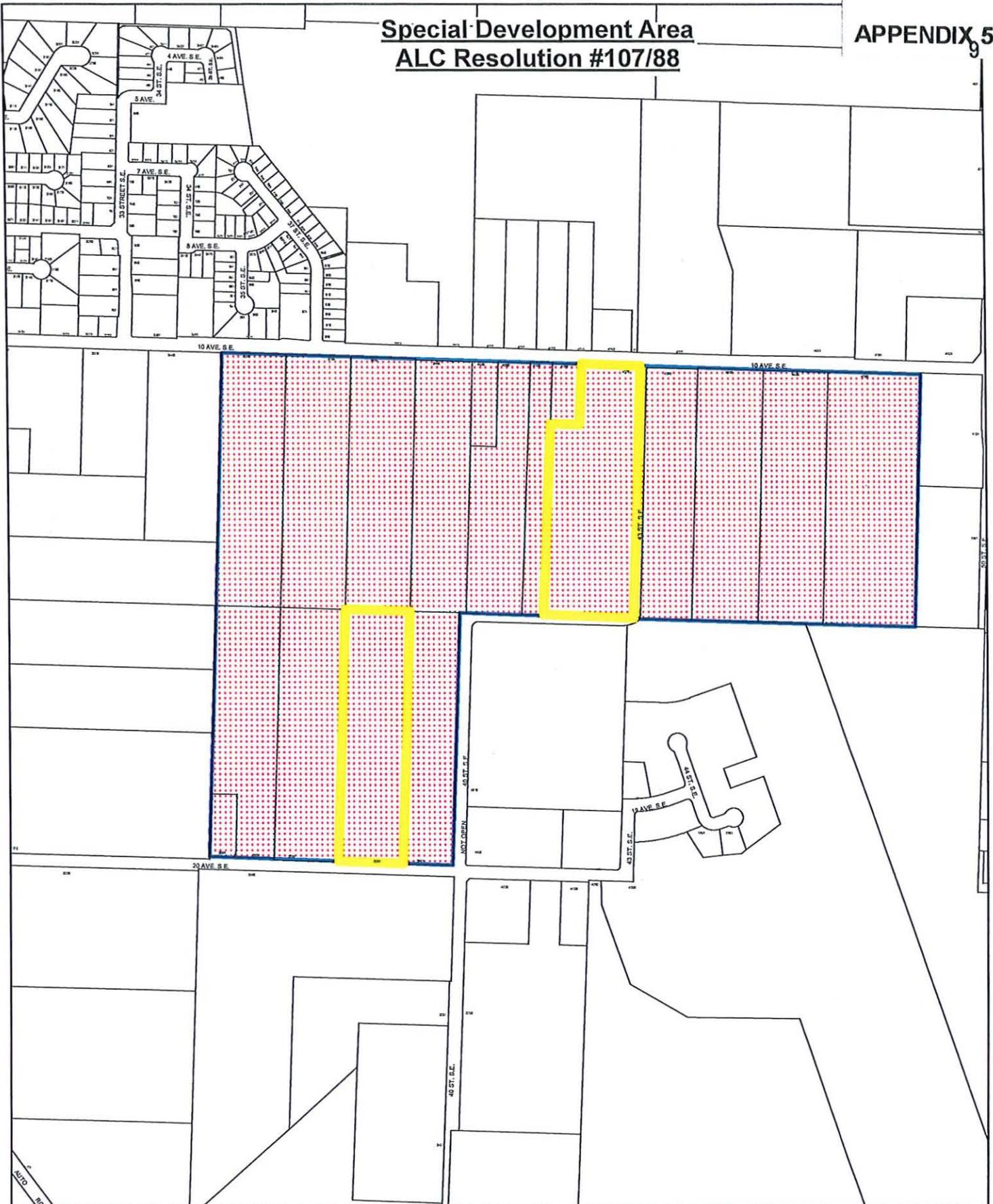
 Subject Property

Zoning Map



Subject Property	A-2	P-2
Parcels	C-1	P-3
	M-1	R-1
	M-2	R-6
	P-1	R-8

**Special Development Area
ALC Resolution #107/88**



-  Subject Property
-  Special Dev Area (ALR Reso N.107/88)

Purpose

29.1 The M-2 Zone provides for the location of light manufacturing and related uses to be located in areas where conflict with surrounding uses is unlikely to occur.

Regulations

29.2 On a *parcel zoned* M-2, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the M-2 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

29.3 The following uses and no others are permitted in the M-2 Zone:

- .1 auction yards;
- .2 automotive and truck repair shop, including body repair and painting, excluding *fuel service station*; #3375
- .3 auto sales and rental lots, showroom (new and used); #2736
- .4 boat and boat trailer sales and rental showroom, including minor repairs; #2736
- .5 *cafe*; #2736
- .6 distillery and brewery #2736;
- .7 distribution of refurbished/recycled goods; #3001
- .8 farm equipment sales and rentals; #2736
- .9 frozen food lockers, including retail sales; #2736
- .10 funeral services, including crematorium, embalming and related viewing rooms; #2958
- .11 greenhouses, and nurseries, including retail sales; #2736
- .12 *home occupation*; #2782
- .13 *key lock fuel installation*;
- .14 laboratory, scientific and research; #2736
- .15 *light industry*;
- .16 machinery sales, rental;
- .17 *mini warehousing*;
- .18 *mobile food vending*; #4240
- .19 *mobile home sales*; #2736
- .20 moving and storage establishment #2736;
- .21 *office*, in association with a permitted industrial use, where the *office* does not exceed 50% of the lot area; #2736
- .22 *outside vending*; #2837
- .23 print shop; #2736
- .24 *private utility*; #2736
- .25 *public use*;
- .26 *public utility*;
- .27 recreation vehicle sales and rental lots, and showroom (new and used); #2736
- .28 *recycling depot*;
- .29 rental and repair of tools, small equipment; #2736
- .30 *transportation use*;
- .31 truck sales and rental lots, and showroom (new and used); #2736
- .32 upholstery shop; #2736
- .33 *ancillary retail sales*; #2736
- .34 *accessory use*, including one *dwelling unit*, or one *single family dwelling*, or one *upper floor dwelling unit*. #2761

Maximum Height of Principal and Accessory Buildings

29.4 The maximum *height* of *principal* and *accessory buildings* shall be 15.0 metres (49.2 feet).

Maximum Parcel or Site Coverage

29.5 The maximum *parcel* or *site* coverage for all *buildings* and *structures* shall be 70% of the *parcel* or *site* area.

Minimum Parcel Size or Site Area

29.6 The minimum *parcel* size or *site* area shall be 465.0 square metres (5,005.4 square feet).

Minimum Parcel or Site Width

29.7 The minimum *parcel* or *site* width shall be 15.0 metres (49.2 feet).

Minimum Setback of Principal and Accessory Buildings

29.8 The minimum *setback* of the *principal* or *accessory buildings* from the:

- | | | |
|----|--|--|
| .1 | <i>Front parcel line</i> shall be | 6.0 metres (19.7 feet) |
| .2 | <i>Rear parcel line</i>
- adjacent to a <i>parcel not zoned</i>
Industrial shall be
- all other cases shall be | 6.0 metres (19.7 feet)
3.0 metres (9.8 feet) |
| .3 | <i>Interior side parcel line</i>
- adjacent to a <i>parcel not zoned</i>
Industrial shall be
- where the <i>parcel</i> has access to
a lane shall be
- where the <i>parcel</i> does not have
access to a lane shall be | 6.0 metres (19.7 feet)
1.5 metres (4.9 feet)
4.0 metres (13.1 feet) |
| .4 | <i>Exterior side parcel line</i> shall be | 6.0 metres (19.7 feet) |

Accessory Retail Use

29.9 Accessory retail uses, including showrooms and display areas, shall not exceed 25% of the maximum *floor area* of the *principal building* as defined under *Light Industry*.

Outside Storage

29.10 Outside storage shall be screened from public view and any adjacent *parcel not zoned* Industrial as per Appendix III.

Parking and Loading

29.11 Parking and loading shall be required as per Appendix I.



*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: 18 January 2021
 PREPARED BY: Chris Moore, Engineering Assistant
 OWNER: **Stephen and Helen Charlton**
 APPLICANT: **Bill Laird, Box 1022, Salmon Arm, V1E 4N2**
 SUBJECT: **Rezoning Application No. 1192 (Referral 1 of 2)**
 LEGAL: Lot 1, Section 7 Township 20, Range 9, W6M, KDYD, Plan 1538 Except:
 Plans B4356, B5847, 6971 and 18058
 CIVIC: **4270 – 10 Avenue SE**

Further to your referral dated 17 December 2020, 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:**

Engineering Department does not have any concerns related to the Re-zoning and recommends that it be approved.

General:

1. Development layout and design must conform to "Industrial Park Conceptual Design SA06-0822" (Gentech Engineering, December 2006). Alternatively, developer may submit for approval a revised preplan for the area, to suit the proposed development.
2. 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.
3. 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.
4. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with electrical and telecommunication wiring upon development.
5. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
6. 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.
7. Erosion and Sediment Control measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
8. At the time of subdivision / building permit 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,

Rezoning Application No. 1192 (Referral 1 of 2)
18 January, 2021
 Page 2

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

9. For the on-site development, prior to commencement the applicant will be required to submit to the City for review and approval detailed engineering plans in accordance with the requirements of the Subdivision and Development Servicing bylaw 4163. These plans must be prepared by a qualified professional engineer. As a condition of final subdivision approval, the applicant will be required to deposit with the City for a period of 1 year, funds equaling 10% of the estimated cost for all works that are to be transferred to the City.
10. 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 Avenue SE, on the subject properties Northern boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at this time, all building setbacks will be required to conform to the ultimate 25.0m cross section. Available records indicate that 2.356m of additional dedication is required (to be confirmed by BCLS). The City may require a ROW covering the additional dedication in the interim if required to accommodate the improvements indicated below.
2. 10 Avenue SE is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Interim Arterial Road standard is required, in accordance with Specification Drawing No. RD-4. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, 3m wide multi use path, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs.
3. As 10 Avenue SE is designated as an Arterial Road, no driveway direct access onto 10 Avenue SE shall be permitted and all access shall be from within the property.
4. Future roadways (Roads 1, 2 and 5) are proposed within the Industrial Park Conceptual Design (Prepared by Gentech Engineering Inc. drawings, Project No. SA06-0822 - attached). Road reserves will be required at time of development, or dedication and construction will be required upon subdivision in accordance with the New Industrial Park Cross-Section (Drawing No. RD-6B).
5. The maximum allowable cul-de-sac length in urban areas is 160 m. This measurement shall be measured along centerline from the center of the first intersection having access from two alternate routes. Where cul-de-sac length is exceeded a secondary emergency access shall

Rezoning Application No. 1192 (Referral 1 of 2)
18 January, 2021
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be provided (Temporary where road connectivity will be provided in the future). Emergency accesses are to be constructed in conformance with Policy No. 3.11.

6. The construction of a temporary turnaround as per specification drawing No. RD-13 will be required at the end of each constructed roadway. A statutory right of way will be required for this turnaround area.
7. Corner cuts will be required at the intersections of all streets measuring 5.0 meter x 5.0 meter.

Water:

1. The subject property fronts a 300mm diameter Zone 4 watermain on 10 Avenue SE. No upgrades will be required at this time.
2. Records indicate that the existing property is serviced by a service of unknown size from the 300mm diameter watermain on 10 Avenue SE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. Extension of a 250mm water main from 10 Avenue NE to the south west corner of the subject property for looping shall be required. Owner / Developer is responsible for all associated costs.
4. Proposed parcels shall be serviced by a single metered water service connections (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use (minimum 25mm). Water meters 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. Owners consulting Engineer shall review the site to ensure placement of fire hydrants meet the high-density spacing requirements of 90 meters.

Sanitary:

1. Records indicate that the existing parcel is currently serviced by a septic field. Decommissioning of the septic field, in accordance with building departments requirements will be a condition of subdivision. Owner / Developer responsible for all associated costs.
2. The subject property is not within 100m of the City of Salmon Arm sanitary sewer system and is therefore exempt from extension and connection. Subject to the required approvals from Interior Health Authority, private on-site disposal systems will be required for each lot.

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Drainage:

1. The subject property does not front on an enclosed storm sewer system.
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.
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. The long-term plan for the industrial park includes stormwater servicing. ISMP may consider an 'intermediate' design with ultimate connection to a storm sewer.

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), is required.



Chris Moore
Engineering Assistant



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



*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: 18 January 2021
 PREPARED BY: Chris Moore, Engineering Assistant
 OWNER: **Bruce and Rose Mierau**
 APPLICANT: **Bill Laird, Box 1022, Salmon Arm, V1E 4N2**
 SUBJECT: **Rezoning Application No. 1192 (Referral 2 of 2)**
 LEGAL: Lot 17, Section 7, Township 20, Range 9, W6M, KDYD, Plan 1230
 CIVIC: **3831 – 20 Avenue SE**

Further to your referral dated 17 December 2020, 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:**

Engineering Department does not have any concerns related to the Re-zoning and recommends that it be approved.

General:

1. Development layout and design must conform to "Industrial Park Conceptual Design SA06-0822" (Gentech Engineering, December 2006). Alternatively, developer may submit for approval a revised preplan for the area, to suit the proposed development.
2. 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.
3. 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.
4. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with electrical and telecommunication wiring upon development.
5. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
6. 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.
7. Erosion and Sediment Control measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
8. At the time of subdivision / building permit 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,

Rezoning Application No. 1192 (Referral 2 of 2)
18 January 2021
Page 2

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

9. For the on-site development, prior to commencement the applicant will be required to submit to the City for review and approval detailed engineering plans in accordance with the requirements of the Subdivision and Development Servicing bylaw 4163. These plans must be prepared by a qualified professional engineer. As a condition of final subdivision approval, the applicant will be required to deposit with the City for a period of 1 year, funds equaling 10% of the estimated cost for all works that are to be transferred to the City.
10. 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. 20 Avenue SE, on the subject properties southern boundary, is designated as a Rural Collector 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. 20 Avenue SE is currently constructed to an Interim Rural Paved Road standard. Upgrading to a Rural Collector Road standard is required, in accordance with Specification Drawing No. RD-8. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, sidewalk, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs.
3. Future roadways (Roads 3 and 4) are proposed within the Industrial Park Conceptual Design (Prepared by Gentech Engineering Inc. drawings, Project No. SA06-0822 - attached). Road reserves will be required at time of development, or dedication and construction will be required upon subdivision in accordance with the New Industrial Park Cross-Section (Drawing No. RD-6B).
4. The maximum allowable cul-de-sac length in urban areas is 160 m. This measurement shall be measured along centerline from the center of the first intersection having access from two alternate routes. Where cul-de-sac length is exceeded a secondary emergency access shall be provided (temporary where road connectivity will be provided in the future). Emergency accesses are to be constructed in conformance with Policy No. 3.11.
5. The construction of a temporary turnaround as per specification drawing No. RD-13 may be required at the end of each constructed roadway, depending upon the timing of the construction of connecting roads. A statutory right of way will be required for this turnaround area.
6. Corner cuts will be required at the intersections of all streets measuring 5.0 meter x 5.0 meter.

Rezoning Application No. 1192 (Referral 2 of 2)**18 January 2021**Page 3

Water:

1. The subject property fronts a 200mm diameter Zone 5 watermain on 20 Avenue SE. Upgrading this watermain to a 250mm diameter across the frontage of the subject property is required. Subject to Item 2 below this work is considered premature and the Engineering Department will support a 100% cash contribution in lieu for future works to upgrade to 250mm diameter.
2. Records indicate that the existing property is serviced by a 25mm service from the 200mm diameter watermain on 20 Avenue SE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. Extension of a 250mm water main along Roads 3 and 4 will be required at time of subdivision of phases fronting onto those roads.
4. Proposed parcels shall each be serviced by a single metered water service connections (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use (minimum 25mm). Water meters 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. Owners consulting Engineer shall review the site to ensure placement of fire hydrants meet the high-density spacing requirements of 90 meters for onsite roads. One additional hydrant is also required on 20 Ave SE to comply with the high-density Industrial spacing.

Sanitary:

1. Records indicate that the existing parcel is currently serviced by a septic field. Decommissioning of the septic field, in accordance with building departments requirements will be a condition of subdivision. Owner / Developer responsible for all associated costs.
2. The subject property is not within 100m of the City of Salmon Arm sanitary sewer system and is therefore exempt from extension and connection. Subject to the required approvals from Interior Health Authority, private on-site disposal systems will be required for each lot.

Rezoning Application No. 1192 (Referral 2 of 2)
18 January 2021
Page 4

Drainage:

1. The subject property does not front on an enclosed storm sewer system.
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.
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. The long-term plan for the industrial park includes stormwater servicing. ISMP may consider an 'intermediate' design with ultimate connection to a storm sewer.

Geotechnical:

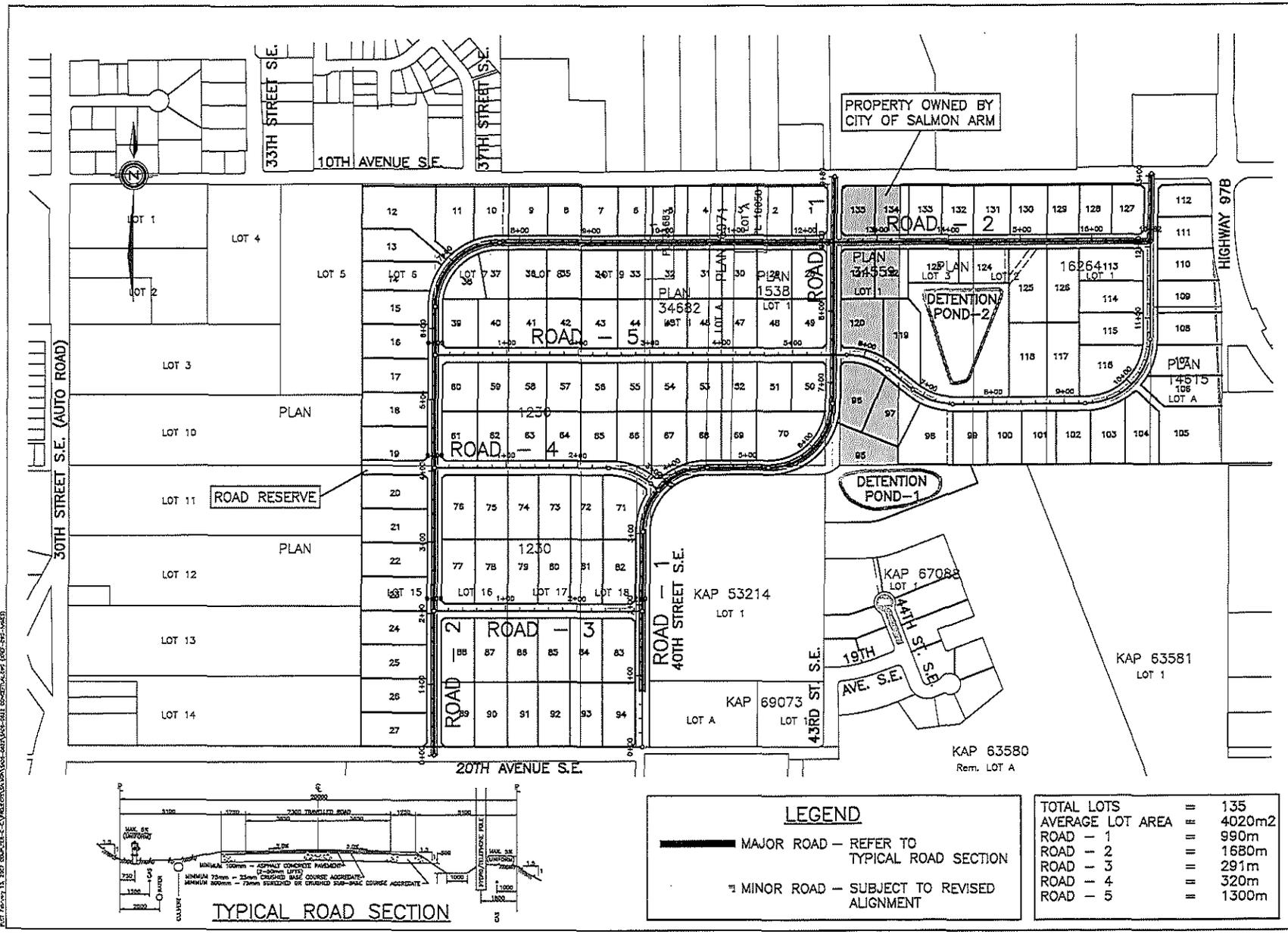
1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), is required.



Chris Moore
Engineering Assistant



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



LEGEND

NOTES:

- 1) CONTINUE TO VERIFY LOCATION OF ALL EXISTING UTILITIES WITH ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION.
- 2) CONTINUE TO CO-ORDINATE UTILITY RELOCATION WORK WITH UTILITY COMPANIES AS REQUIRED.
- 3) ALL CONSTRUCTION TO BE IN ACCORDANCE WITH CITY OF SALMON ARM SUBDIVISION AND DEVELOPMENT BYLAWS PER 2006.

REV	DATE	DESCRIPTION	BY	APP'D

REVISIONS	
DESIGN	JLA
DRAWN	JLA
DATE	2006-12-01
CHECKED	BRJ

PAGE	SCALE	DATE	PROJECT
0	1:2000	12/01	SA06

GENTECH ENGINEERING INC.
CITY ENGINEERS

CITY OF SALMON ARM

INDUSTRIAL PARK CONCEPTUAL DESIGN
SALMON ARM, B.C.

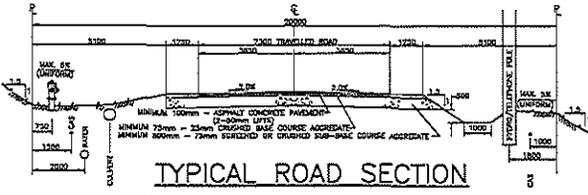
CONCEPTUAL LOT & ROAD LAYOUT

PLAN VIEW

PROJECT NO. SA06-

SHEET 1 OF 7

DWG. NO. 1-1



LEGEND

MAJOR ROAD - REFER TO TYPICAL ROAD SECTION

MINOR ROAD - SUBJECT TO REVISED ALIGNMENT

TOTAL LOTS	==	135
AVERAGE LOT AREA	==	4020m ²
ROAD - 1	==	990m
ROAD - 2	==	1680m
ROAD - 3	==	291m
ROAD - 4	==	320m
ROAD - 5	==	1300m

CITY OF SALMON ARM

TO: His Worship Mayor Harrison and Members of Council

DATE: February 9, 2021

SUBJECT: Zoning Bylaw Amendment Application No. 1200 (C-3 to C-2).
1230, 1260 & 1290 10 Ave. SW
Owner: LST Ventures Ltd.
Applicant: West Urban Developments Ltd.

STAFF RECOMMENDATION

THAT: A Bylaw be prepared for Council's consideration, adoption of which would rezone Lots 1 and 2, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plan KAP76862 and Lot 6, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plan 6136, 35041 and KAP76862 from C-3 Service Commercial Zone to C-2 Town Centre Commercial Zone;

AND THAT: Fourth reading be withheld subject to:

- 1) Approval of the Bylaw by the Ministry of Transportation and Infrastructure; and
- 2) Registration of a Section 219 Land Title Act Covenant on the titles of subject property restricting development until such time that a geotechnical report is provided to the City of Salmon Arm addressing the 200-year floodplain, confirming the land is safe for the intended use, and saving the City harmless.

BACKGROUND

The proposal is to rezone the three lots from C-3 to C-2 to accommodate a mixed commercial / residential use development. The development concept consists of a six-storey, L-shaped building mass with underbuilding parking, main level commercial and upper residential floor space; potentially 104 residential units and a combined floor area of 11,364 m² (122,321 ft²).

The combined area of the properties is approximately 0.88 hectares (2.17 acres). The 10 Avenue SW frontage is approximately 72 m in length and the depth 104 m. Floor space ratio (density) would be relatively high 1.14 for Salmon Arm with most of the lot needed for surface parking.

Official Community Plan: The lots are designated "City Centre Commercial" (Land Use); "Potentially Hazardous Areas" (200-Year Floodplain); and City Centre Development Permit Area. Reference maps, the development proposal and the C-2 zone regulations are attached.

COMMENTS

The proposed zoning is consistent with the land use policies of OCP. The C-2 zone mostly encompasses the original downtown core area of Salmon Arm. This zone allows for the largest building masses and development densities in the City. The zone allows for zero building setbacks and a maximum building height of 20 m.

The subject properties and immediate area have been subject to a slow yet steady transformation involving the redevelopment of various land use uses over the past 20 years. In 2011, recognizing the emerging mixed-use development node in the vicinity of 10 Ave. / 10 St. SW, the OCP Land Use category of the subject properties was changed from "Service Commercial" to "City Centre Commercial".

With new office building development and residential stratas of various densities and forms, the 10 / 10 node has been slowly transforming from service commercial to a more retail and multi-family residential landscape. Adjacent land uses and zoning are described as follows:

North: Piccadilly Mall	Zoned C-7 – Shopping Centre Commercial
South: Village at 10 th & 10 th	Zoned R-4 – Medium Density Residential
East: Dwelling and City Furniture	Zoned R-1 / C-3
West: Farmland	Zoned A-1 / C-3 – Agriculture / Service Commercial

If the rezoning is approved and then followed by lot consolidation, the next step would be for the applicant to apply for a form and character Development Permit. The land is subject to the "City Centre Development Permit Area" guidelines. The applicant has engaged an architect for this next step. Detailed site and landscaping plans and exterior building design drawings would be required at that point for review by City staff, the Design Review Panel and Council.

Registration of the covenant referred to in the motion for consideration would satisfy the "Potentially Hazardous Areas Development Permit Area" guidelines of the OCP.

The proposed development concept intends to meet the Zoning Bylaw requirements for off-street parking, unlike in the C-2 zone of the downtown core where properties are subject to the Specified Parking Area levy and parking relaxations.

OTHER COMMENTS

The Engineering Department has provided a memorandum outlining the anticipated off-site servicing requirements (attached).

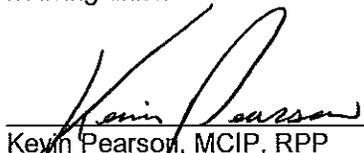
The Ministry of Transportation and Infrastructure (MOTI) has received the referral for this application but has not provided preliminary approval at this time. MoTI approval is required for rezoning pursuant to Section 52 of the Transportation Act.

Fortis BC has responded indicating no objections subject to the abandonment of all utility connections at the time of development.

The Fire Department has expressed no concerns with the rezoning.

CONCLUSION

Staff support the proposed rezoning. The development concept and land use would fit well within this area of the City Centre, providing ground level commercial floor space and much needed higher density housing units.



 Kevin Pearson, MCIP, RPP
 Director of Development Services



 Subject Properties



2016 Image





111-2036 South Island Hwy
Campbell River, BC V9W 0E8
Phone: (250) 914-8485
Fax: (250) 914-8490

January 6, 2021

Development Services
City of Salmon Arm
P.O. Box 40
500 2 Avenue NE
Salmon Arm, BC V1E 4N2

Attention Development Services:

RE: Rezoning Amendment Application – 1230, 1260, 1290 10th Ave. SW

The enclosed rezoning application is being submitted by WestUrban Developments Ltd. to amend the zoning on the properties located at 1230, 1260, 1290 10th Ave. SW. from Service Commercial (C3) to Tourist/Recreation Commercial (C6).

Further to our pre-application discussions, we are pleased to propose a building comprised of a blend of street-oriented commercial on the main floor and purpose-built rental apartments units on the upper floors. We are excited to introduce a new commercial option to the main floor of this property, that will make up part of this transitional and vibrant area of the city. Also, the variety of residential floorplans will offer choice to a broad demographic to make these new residences their home. The development is committed to offer a long-term, purpose-built rental solution to Salmon Arm residents who desire a housing option close to the downtown core.

Project Description

The application proposes 600 square meters of commercial space fronting on to 10th Avenue SW. Above the commercial space, we have provided 140 residential units that range from studio to three-bedrooms that will be built on the 2-6 floors. To serve both the commercial and residential tenants, 172 surface and covered parking stalls have been provided. The new building is responsive to the neighboring properties and is a positive introduction to the streetscape. Careful attention has been given to responding to the residential dwellings to the south and the busy streetscape along 10th Ave SW. The proposed increase in density is an appropriate approach for this location.



111-2036 South Island Hwy
Campbell River, BC V9W 0E8
Phone: (250) 914-8485
Fax: (250) 914-8490

Project Rationale

The proposed project aligns to the Salmon Arm Official Community Plan (OCP), Housing needs Assessment Report and Zoning Bylaw No. 2303. The following table details alignment to these policy and guiding documents.

Policy/Guiding Document	Project Rationale
<p>OCP vision: <i>Salmon Arm will be a place where residents enjoy quality, affordable services in a compact urban form. Salmon Arm will:</i></p> <ul style="list-style-type: none"> • <i>increase development densities and discourage urban sprawl.</i> • <i>provide a mix of land uses and densities that are sensitively integrated.</i> 	<p>The 10th Ave. SW corridor is a location suitable for increased density with recent projects representative of this proposed development.</p> <p>The proposal includes a mix of commercial and residential with studio, one, two and three-bedroom units.</p>
<p>OCP Goal: To provide a variety of housing types to meet the needs of all residents in the community.</p>	<p>We believe the requested rezoning is an appropriate designation for the subject site and will complement not only the existing commercial property of Piccadilly Mall, but also the need to provide rental housing for the City of Salmon Arm.</p>
<p>Housing Diversity. Encourage a variety of housing types, including affordable housing, to meet the needs of all residents in the community.</p>	<p>Purpose-built rental units are a more affordable option than purchasing a single-family home.</p>
<p>Growth rate: By 2020, there will be another 932 to 2000 residents, requiring an additional 388 to 833 units. The total number of new units required over the next 9 years will therefore be between 758 and 1,516.</p>	<p>The Salmon Arm community continues to grow in population. The development proposal provides 140 of the required 758-1516 new units to serve the growing population.</p>
<p>Housing needs: Addressing rental housing needs as one of the Strategic Themes for action that has been identified in the Housing Needs Assessment report.</p>	<p>Providing rental housing is a key priority for the community. Providing housing within the Urban Core is a mandate of the present Council.</p>



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 Campbell River, BC V9W 0E8
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<p>Smart Growth: Create a range of housing opportunities and choices:</p> <ul style="list-style-type: none"> • Create walkable and accessible communities • Emphasize the need for a mix of land uses • Strengthen and direct development towards existing developed areas and communities 	<p>The development is in a walkable community that provides a mix of residential and commercial offerings. The site is located in a developed area taking advantage of existing amenities, services and infrastructure.</p>
<p>4.4 Growth Management Policies: 4.4.7 Continue to support 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. 4.4.8 Continue to recognize and support the City Centre as the principal commercial, business, cultural and administrative centre, encouraging it to be a vibrant, compact, accessible downtown that reinforces the comfortable, safe atmosphere of Salmon Arm, including opportunities for upper floor dwelling units as part of mixed use developments (see Map A-1).</p>	<p>To support the needs of a diverse population a wide range of housing types within the apartment rental classification have been provided including studio, one, two three-bedrooms. Also, work live units will be provided. The development will be sensitively integrated into the exiting development area.</p> <p>The 140 upper floor dwelling units proposed will encourage the vibrancy, compactness and accessibility and safe atmosphere of Salmon Arm.</p>
<p>Zoning Bylaw No. 2303 Highway Service/ Tourist Policies 9.3.15 Encourage land uses in the Highway Service/Tourist Commercial area which are distinguished by an orientation toward access by vehicular traffic. Uses included are automotive services, tourist accommodation, entertainment and recreational tourist services, minor repair, retail commercial warehousing, retail and food outlets, and upper floor dwelling units.</p>	<p>140 upper floor dwelling units have been provided. The orientation of the building is toward 10th Ave SW to facilitate vehicular traffic access.</p>

The scale and exterior materials selected are also responsive to the architectural language of the Urban Core. A resident in this location will enjoy close community amenities, walkable activities, and everything the City of Salmon Arm area offers while realizing an affordable rental lifestyle.



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Site Access and Vehicle Movement

Extensive efforts have gone into streamlining traffic circulation. The parking levels are situated to the rear of the property with entrance doors concealed from the back of the buildings utilizing landscape and architectural screening. Surface parking is also contained within the drive aisle to streamline the tenant and visitor experience.

Landscape and Lifestyle Amenities

The commercial units that line the frontage of 10th Ave SW all have front entry doors that are oriented to the streetscape as well as a dedicated parking stalls connected to the units in the back. As you make your way up in the building, second level apartments will have outdoor patio areas for private use. Having the ability to enjoy the indoor/outdoor climate in the Okanagan is a priority for planning in this development. Other lifestyle amenities contemplated include a fitness area, dog wash, and relaxation areas. Planning for the development is aimed at a lifestyle for long-term rental residents. We want to ensure this building will feel like 'home'.

Community Well-Being and Connectedness

These are two primary considerations in this section, crime prevention and urban interaction. As part of the community well-being, safety measures such as security cameras, secure tenant access, generous lighting, and activated building faces have all been contemplated. Crime prevention and a sense of safety is a primary need for all of us. An active property manager and welcoming lobby environment will also add to the comfort of all residents within the development. The urban interaction surrounding the subject property is significant. The Blackburn Park is very close to the development and provides a beautiful public park for residents to enjoy. The proposed development is a significant opportunity to add new commercial and housing options within the downtown commercial neighborhood. The rezone to Tourist/Recreation Commercial (C6) offers a variety of commercial/residential space that responds to the continued demand and sustainability of Salmon Arm. We look forward to receiving the support of Staff and Council for this Rezoning Application and welcome your feedback as we work together to enhance the community.

Kind Regards,

Blair Sampson
WestUrban Developments

PROJECT DATA

LEGAL ADDRESS:

CIVIC ADDRESS:
10TH AVENUE SALMON ARM BC

ZONING:
CD6

LOT SIZE
+/- 8387 SQ.M.

BUILDING AREA:
PROPOSED FOOTPRINT 874 SQ.M. (AT GRADE)
2098 SQ.M. (RESIDENTIAL OVER)

FLOOR AREAS:

MAIN	722 SQ.M.
SECOND	1771 SQ.M.
THIRD	1771 SQ.M.
FOURTH	1771 SQ.M.
FIFTH	1771 SQ.M.
SIXTH	1771 SQ.M.
TOTAL (NET)	9577 SQ.M.
COMMON (MAIN)	152 SQ.M.
COMMON (SECOND)	327 SQ.M.
COMMON (THIRD)	327 SQ.M.
COMMON (FOURTH)	327 SQ.M.
COMMON (FIFTH)	327 SQ.M.
COMMON (SIXTH)	327 SQ.M.
TOTAL (NET)	1787 SQ.M.
TOTAL (GROSS)	11,364 SQ.M.

FLOOR AREA RATIO:
PROPOSED: 1.14

DENSITY:
PROPOSED: 140 UNITS

LOT COVERAGE:
10% (AT GRADE)
25% (RESIDENTIAL FOOTPRINT OVER)

OPEN SPACE:
PROVIDED = 892 SQ.M.

BUILDING HEIGHT:
6 STOREYS

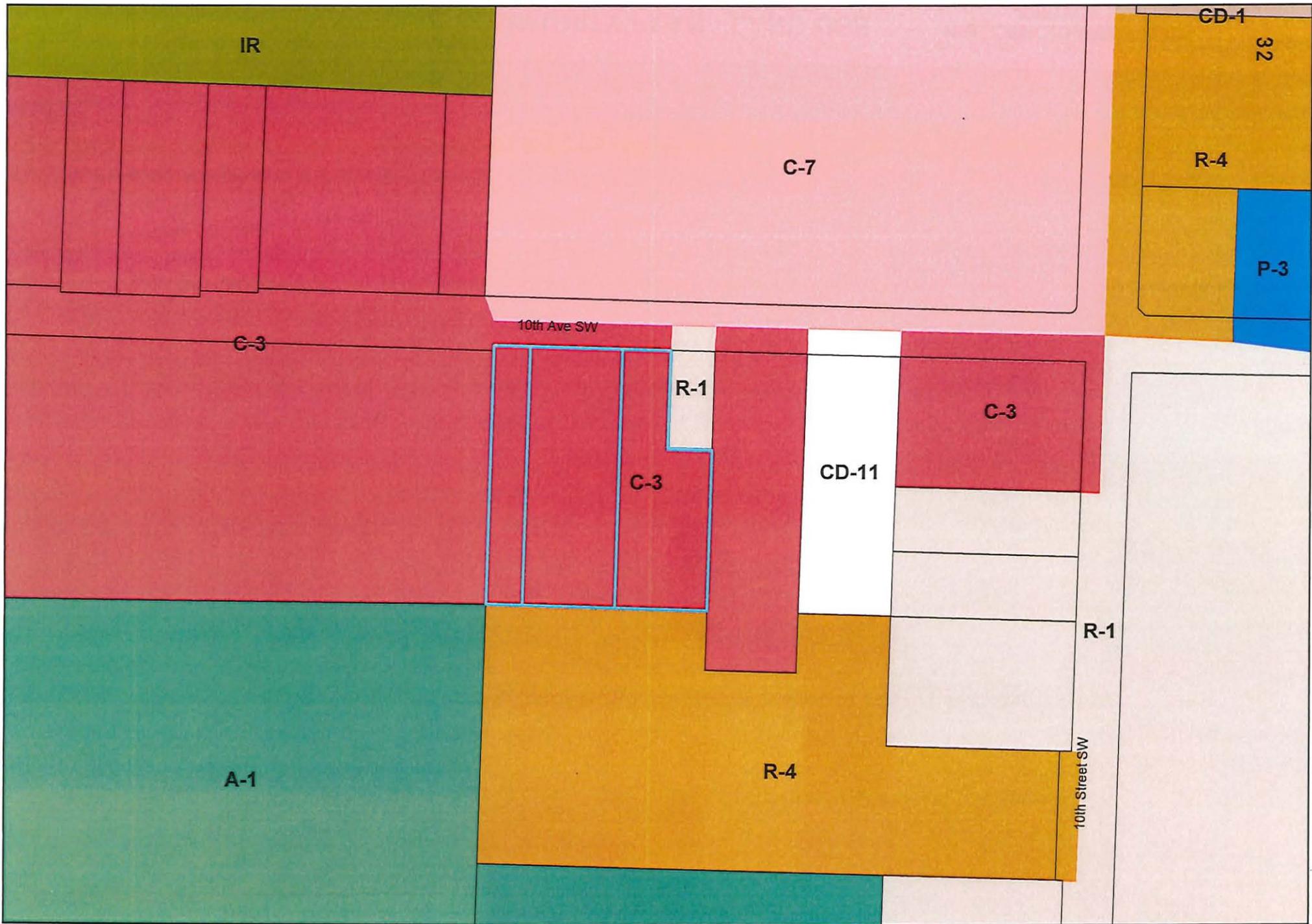
UNIT COUNT:	MAIN	2-6TH FLOORS	BUILDING
STUDIO BEDROOM	0	0 (*5)	0
ONE BEDROOM	0	16 (*5)	80
TWO BEDROOM	0	12 (*5)	60
THREE BEDROOM	0	0 (*5)	0
TOTAL	0	28 (*5)	140

SETBACKS

FRONT (NORTH)	PROPOSED	3.3M
REAR (SOUTH)	PROPOSED	15.48M
SIDE (EAST)	PROPOSED	10.41M
SIDE (WEST)	PROPOSED	4.48M

PARKING:

REQUIRED RESIDENTIAL 1 PER UNIT:	140
COMMERCIAL 1:20 SQ.M	30
TOTAL	170
PROVIDED STANDARD:	168
HANDICAP STALLS (2% REQ.D)	4
SMALL CAR	0
TOTAL	172



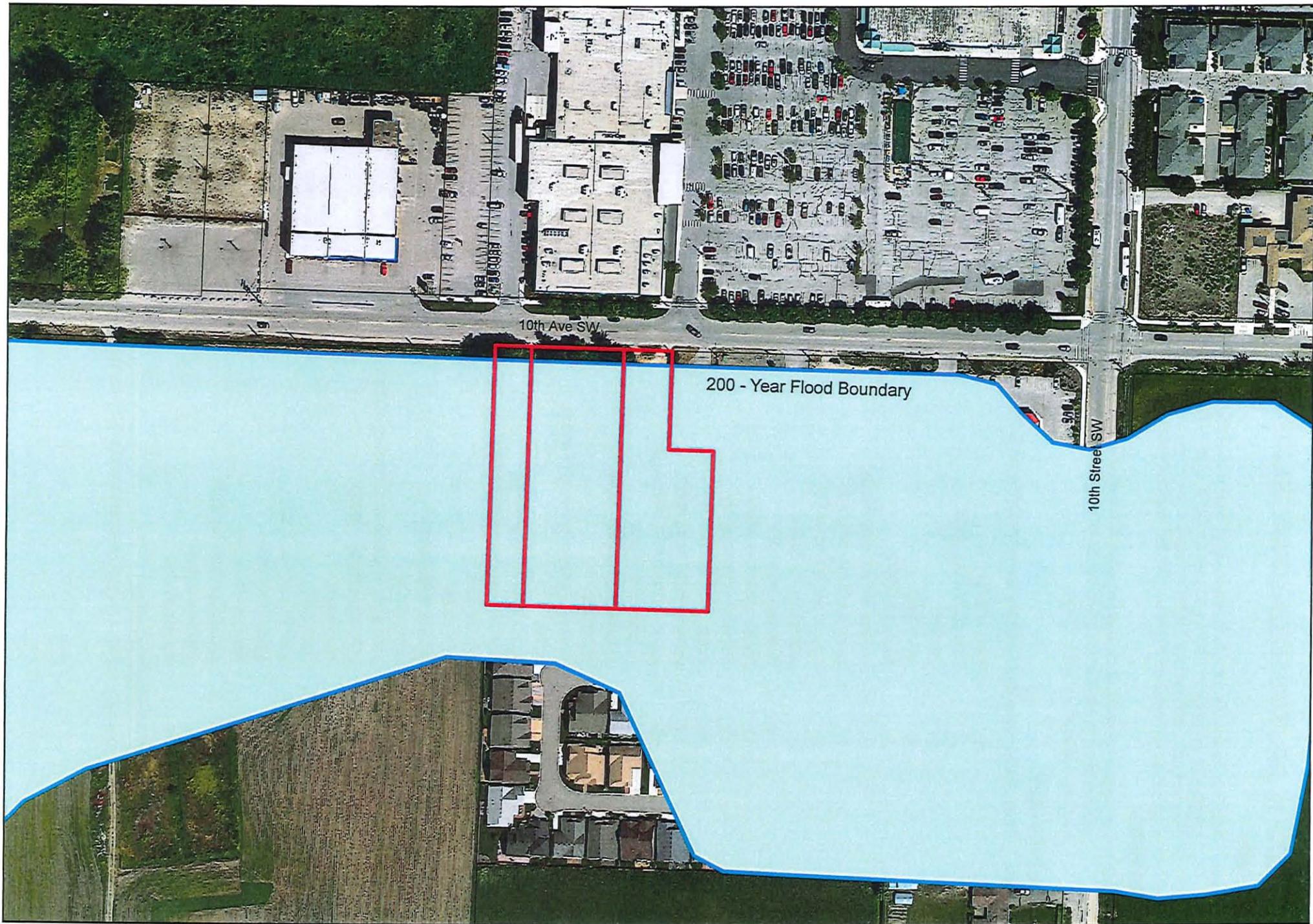
 Subject Properties

Zoning Bylaw - Zone Categories



2016 Image





 Subject Properties

OFFICIAL COMMUNITY PLAN - FLOODPLAIN



2016 Image



SECTION 16 - C-2 - TOWN CENTRE COMMERCIAL ZONE

34

Purpose

- 16.1 The C-2 Zone is intended to function as the central business district of the *Municipality* and as such be oriented to pedestrian traffic and provide for a wide variety of activities including retail, business, entertainment, cultural and limited residential uses. New *developments* zoned C-2 may be required to obtain a *Development Permit* as per the requirements of the *Official Community Plan*.

Regulations

- 16.2 On a *parcel* zoned C-2, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the C-2 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 16.3 The following uses and no others are permitted in the C-2 Zone:

- .1 *assembly hall;*
- .2 *auto parts retail; #3001*
- .3 *cabaret;*
- .4 *cafe; #2900*
- .5 *churches; #2819;*
- .6 *commercial daycare facility;*
- .7 *congregate housing; #3067*
- .8 *education/training facility;*
- .9 *entertainment facility;*
- .10 *financial institution;*
- .11 *health services centre;*
- .12 *home occupation; #2782*
- .13 *hotel;*
- .14 *licensee retail store; #3223;*
- .15 *lower floor dwelling units; #3951*
- .16 *neighbourhood pub;*
- .17 *mobile food vending; #4240.*
- .18 *nightclub;*
- .19 *outside display of goods and wares;*
- .20 *office;*
- .21 *parkade/off street parking;*
- .22 *personal service establishment;*
- .23 *print service;*
- .24 *public use;*
- .25 *private utility; #3060*
- .26 *public utility;*
- .27 *radio and television broadcasting station;*
- .28 *recreation facility - indoor;*
- .29 *restaurant;*
- .30 *retail store;*
- .31 *sporting goods stores;*
- .32 *tourist retail shop;*
- .33 *transportation use;*
- .34 *upper floor dwelling units;*
- .35 *upholstery shop;*
- .36 *accessory use.*

Maximum Height of Principal Buildings

- 16.4 The maximum *height* of the *principal buildings* shall be 20.0 metres (65.6 feet).

Maximum Height of Accessory Buildings

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

Maximum Parcel or Site Coverage

16.6 The maximum *parcel* or *site coverage* shall be 100% of the *parcel* or *site* area.

Minimum Parcel Size or Site Area

16.7 The minimum *parcel* size or *site* area shall be 300.0 square metres (3,229.3 square feet).

Minimum Parcel or Site Width

16.8 The minimum *parcel* or *site* width shall be 10.0 metres (32.8 feet).

Outside Storage

16.9 Outside storage shall not be permitted.

Parking and Loading

16.10 Parking and loading shall be required as per Appendix I.

TO: Kevin Pearson, Director of Development Services
 DATE: February 3, 2021
 PREPARED BY: Matt Gienger, Engineering Assistant
 OWNER: **LST Ventures Ltd.**
 APPLICANT: WestUrban Developments Ltd
 SUBJECT: **Rezoning Application No. 1200**
 LEGAL: Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plan KAP76862 (PID:010-732-462)
 Lot 2, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plan KAP76862 (PID: 010-732-446)
 Lot 6, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plans 6136, 35041 and KAP76862 (PID: 002-834-910)
 CIVIC: **1230, 1260 & 1290 10 Avenue SW**

Further to your referral dated January 14, 2021, 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. These comments are based on amalgamation of the three subject lots, as indicated in the rezoning application:**

Engineering Department does not have any concerns related to the Rezoning and recommends that they be approved.

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 prior to the commencement 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 and 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 building permit 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.
 9. For the off-site improvements at the time of 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 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 Avenue SW, on the subject properties northern boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Available records indicate that 2.38m of additional dedication is required, with an additional 2.50m of Right of Way required (dedication requested). All dimensions and areas of dedication and Right of Ways to be confirmed by BCLS.
2. 10 Avenue SW is currently constructed to an Interim Urban Arterial Road standard. Upgrading to a modified Urban Arterial Road standard is required, in accordance with Specification Drawing No. RD-4, with consideration for the planned open drainage system (see Drainage Section 1). Upgrading may include, but is not limited to, road widening and construction, curb & gutter, multi-use path, boulevard construction, street lighting, street drainage, fire hydrants, 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. As 10 Avenue SW is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only one (1) 8.0m wide driveway access with culvert will be permitted onto 10 Avenue SW. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.
5. 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.

Water:

1. The subject property fronts a 200mm diameter Zone 1 watermain on 10 Avenue SW. No upgrades will be required at this time.
2. Water service is to be provided by a single metered water service connection (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. Only one water service is permitted per parcel, all unused services to be decommissioned at main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
4. Fire protection requirements to be confirmed with the Building Department and Fire Department.
5. Records indicate existing fire hydrant approximately 50 meters east of easternmost frontage of 1230 10 Ave SW. Fire hydrant installation will be required, spaced 90m from existing hydrant to meet the commercial density spacing requirements.

Sanitary:

1. The subject property fronts a 305mm diameter AC sanitary sewer and a 200mm diameter sanitary sewer on 10 Ave SW. The 200mm main terminates within the frontage of 1290 10 Ave SW. No upgrades will be required at this time.
2. Records indicate that the existing properties are each serviced by City sanitary sewer. The subject parcel is to be serviced by a single sanitary service connection, adequately sized (minimum 100mm) to satisfy the requirements of the development. Only one sanitary sewer service is permitted per parcel, all unused services to be decommissioned at main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no known capacity issues according to the City's Sanitary Master Plan (2016), which indicates the 305mm sanitary main is able to increase capacity by approximately 20 L/s. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Sani System to receive the proposed discharge from the development, including review of the lift station at 681 10 Ave SW. Any necessary upgrades will be the responsibility of the Owner / Developer.

Drainage:

1. The subject property fronts a 1730mm diameter storm sewer main on 10 Ave SW. Due to the limited capacity of this storm sewer main and other considerations, an open drainage system has been designed for this area, which requires a modification to the Urban Arterial Standard. Owner / Developer's engineer will be required to incorporate this design into their drawings for the development.

-
2. Records indicate that the existing property is not serviced by City storm sewer.
 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. Geotech reports in this area recommend against rock pits. Site should connect into the municipal system; however should be designed such that in the event of capacity issues in the main line, stormwater will daylight on site and have a safe flow route off the site and onto 10 Ave SW.
 5. Discharge into the Municipal Stormwater Collection System shall be in accordance with Section 7.3. The subject property shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Storm infrastructure in this area is known to have capacity issues; therefore, controlling to 2 year pre-development storm flows is required. 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) is required.



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

DATE: February 9, 2021

SUBJECT: Development Permit Application No. DP-428 (12 Unit - High Density Residential)

Legal: Lot 1, Section 24, Township 20, Range 10, W6M, KDYD, Plan EPP90400, Except Phases 1-7, Strata Plan EPS5686

Civic: 2810 - 15 Avenue NE

Owner/Applicant: Uptown Ventures LTD.

STAFF RECOMMENDATION

THAT: Development Permit No. 428 be authorized for issuance for Lot 1, Section 24, Township 20, Range 10, W6M, KDYD, Plan EPP90400 Except Phases 1-7, Strata Plan EPS5686 (2810 - 15 Avenue NE) in accordance with the attached drawings;

AND THAT: Development Permit No. 428 include the following variance to Zoning Bylaw No. 2303:

Section 10.9.2 – decrease the minimum rear parcel line setback for a principal building from 5.0 metres (16.4 feet) to 3.0 metres (9.9 feet) in accordance with the attached drawings dated November 30, 2020;

AND FURTHER THAT: Issuance of Development Permit No. 428 be withheld subject to receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of the landscaping plan.

PROPOSAL

This application is to permit a new 12-unit residential development in the form of 4 triplex multi-family buildings as shown on the site plans and building elevations attached (Appendix 1).

BACKGROUND

The subject parcel is located at 2810 - 15 Avenue NE (Appendix 2 and 3), 0.462 hectares in area, designated Residential – High Density (HD) in the City's Official Community Plan (OCP), with the portion under application zoned R-5 (High Density Residential) in the Zoning Bylaw (Appendix 4 and 5). The site under proposal is currently vacant (site photos - Appendix 6).

The Zoning Map (Appendix 4) shows the mix of zones in the immediate area, predominantly Residential (R-1 and R-4), with Institutional, Commercial and Agricultural zones further beyond. The subject property has been under the consideration of Council recently, with a zoning application and a subsequent Development Permit application for the northern portion of the parcel approved in 2017/18. At that point in time, two larger condominium buildings were contemplated on this portion of the lot with a total of approximately 56 dwelling units. This proposal for 12 units could fit within the R-4 zone regulations and is considered to be "medium density".

The 4 proposed buildings are a contemporary style triplex with traditional pitched rooflines broken by modern garage structures, situated along 2 two-way accesses. While 15 parking spaces are required (1.25 spaces per unit), a total of 27 are proposed (including 11 small car spaces).

The variance requested with the proposal is to decrease the minimum permitted rear setback (from 5 m to 3 m) adjacent to Unit 6 of proposed Triplex B at the southeast corner of the site.

COMMENTS

Building Department

No concerns.

Fire Department

Confirm cul-de-sac radius meets 12 m in diameter as road exceeds 90 m. Confirmed by applicant.

Engineering Department

Engineers design to be approved by the City prior to commencement.

Design Review Panel

Proposal for multi-family residential development triggered referral to the Design Review Panel (DRP). The DRP noted no concerns with the proposal.

Planning Department

The surrounding neighbourhood has been gradually re-developing with a mix of older, single family housing and newer condominium, commercial and institutional development. The subject parcel is located in an area well-suited for higher density residential development featuring developed sidewalks, greenways, bike and transit routes, within close walking distance of commercial services, the recreation centre and arena, schools including Okanagan College, as well as the City Centre and hospital just over 1 km to the west. Continued development, including future roads to support access and circulation, is anticipated to proceed at some point in the future (Appendix 7).

The proposed development is subject to the Zoning Bylaw and the guidelines of the "Residential Development Permit Area" as described in the OCP, suggesting characteristics under the topics of siting and building, access, circulation and parking area, as well as landscape and screening guidelines.

Siting and Building

The applicant is proposing a 12-unit residential development in the form of four triplex buildings. The buildings are situated along two access lanes, with the separate buildings allowing for articulation, greenspace, and a reduced overall massing. The building design is a contemporary or modern style with some facade and roofline variations, similar to existing development on the parcel. The building forms are largely complimentary to existing residential development in the area.

OCP Residential Development Permit Area policy 8.4.10 encourage breaking up building massing, while policies 8.4.14 and 8.4.17 encourage varied facades and rooflines, all of which staff feel is reasonably achieved by the proposed design. The articulation of the facades and rooflines limit related impacts and the varied facade materials could be considered an enhancement. As such, staff feel the design achieves the intent of the guidelines outlined in the OCP. Staff note that the DRP had no concerns.

Access and Parking Area

The subject property has 2-way vehicle access proposed via 15 Avenue NE to the north. Considering offsite access to the subject property as 15 Avenue NE is currently a dead-end road, future offsite road network development including a connection to the west (Appendix 7) should provide an option during times of busier traffic.

The 27 parking spaces as proposed exceeds the 15 required (1.25 parking spaces per dwelling unit) as specified by the Zoning Bylaw. Given the limited street parking at this location, staff feel the additional parking proposed will be well-used.

A sidewalk and pathway through the northern portion of the parcel will provide pedestrian access through the subject parcel as prescribed by the OCP and Greenways Strategy, with connectivity expected to be ultimately achieved as the adjacent lands to the west develop in the future.

Landscape and Screening

The landscape plan prescribes a range of trees and shrubs for screening along the parcel lines, between buildings, as well as decorative ground cover, which staff view as meeting OCP guidelines.

Height and Density

The maximum residential density permitted under R-5 zoning is 100 dwelling units per hectare of land. The resulting maximum density permitted is 46 units based on the area (0.462 hectares) of the subject parcel. A medium density development of 12 units is now being proposed.

Under the Zoning Bylaw regulations a maximum permitted height of 12 m is permitted, which may be increased to 15 m with an amenity provision. Considering this, the proposed maximum 6.1 m building height is well within the range of height permitted in the R-5 zone.

Variance

The proposed development includes a variance request to decrease the minimum permitted rear setback (from 5 m to 3 m) adjacent to Unit 6 of proposed Triplex B at the southeast corner of the site. Noting the directly adjacent land is a portion of a panhandle for access, the relatively small scale and height of the proposed building, and that there are no additional variances requested, staff are not concerned with this request. Staff note that that while this south parcel line is the rear parcel line of the subject property, the proposed development is aligned as though this is a side parcel line similar to the development to the east and the 3 m setback proposed exceeds the 2.4 side parcel line setback. Landscaping is proposed to help buffer any related impacts.

CONCLUSION

In the opinion of staff, the proposed design achieves the intent of the OCP guidelines. Staff recommends approval of Development Permit No. 428 and the associated variance.



Prepared by: Chris Larson, MCIP, RPP
Senior Planner



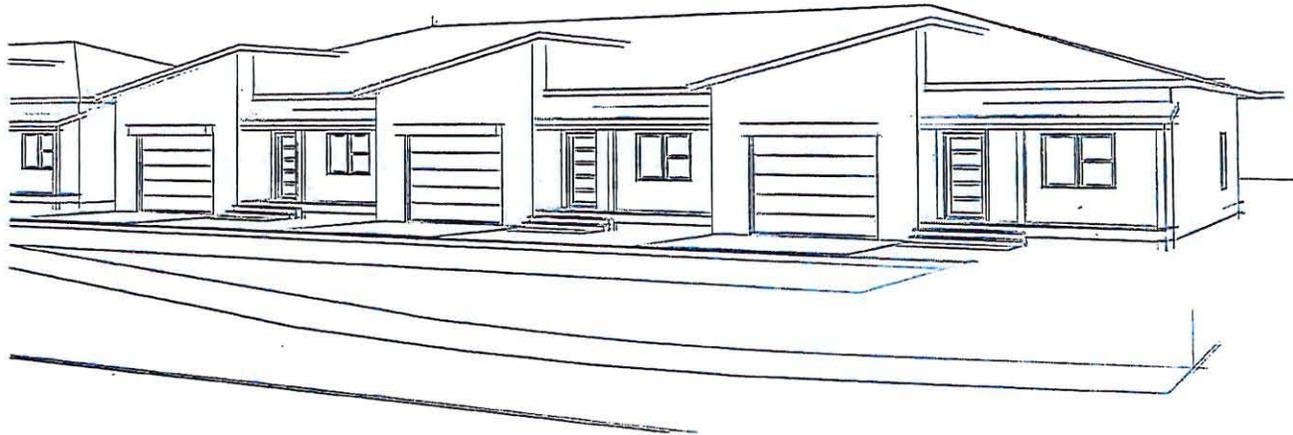
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services

UPTOWN RIDGE - Residential Triplexes - Development Permit

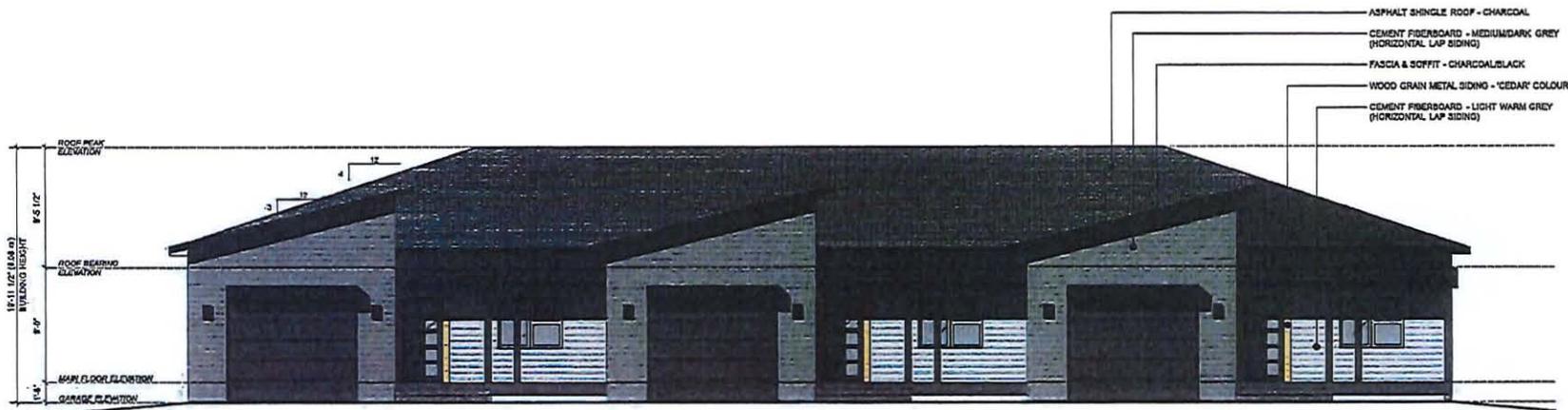
Salmon Arm, BC

DRAWING LIST:

- A00 COVER
- A01 SITE PLAN
- A02 BASEMENT FLOOR PLAN
- A03 MAIN FLOOR PLAN
- A04 ROOF PLAN
- A05 ELEVATIONS
- A06 ELEVATIONS
- A07 3D VIEWS
- A08 3D SITE VIEWS



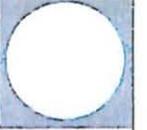
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ISSUE	DATE									
Development Permit	February 10, 2020									
<p><small>DRAWN BY: H.S.C. DATE: November 2020 SCALE: 1/4" = 1'-0"</small></p>										
 <small>405 - 101 STRE PO BOX 1116 SALMON ARM, BC V1E 4H3 Ph: 250.834.4851 E: info@avexarch.com W: www.avexarch.com</small>										
<p><small>PROJECT: 20400 Uptown Ridge Triplex Development</small></p>										
<p><small>2810 - 15th Ave. NE Salmon Arm, BC</small></p>										
<p><small>DRAWING TITLE: COVER</small></p>										
<p><small>DRAWING NO: A00</small></p>										



1 FRONT ELEVATION
Scale: 1/4" = 1'-0"



2 BACK ELEVATION
Scale: 1/4" = 1'-0"



ISSUE	DATE

Drawn By: PLO
Date: February 2020
Scale: 1/4" = 1'-0"



418 - 4th St NE
Rochester, NC 27660
Phone: 336.281.4400
Fax: 336.281.4401
www.avexarch.com

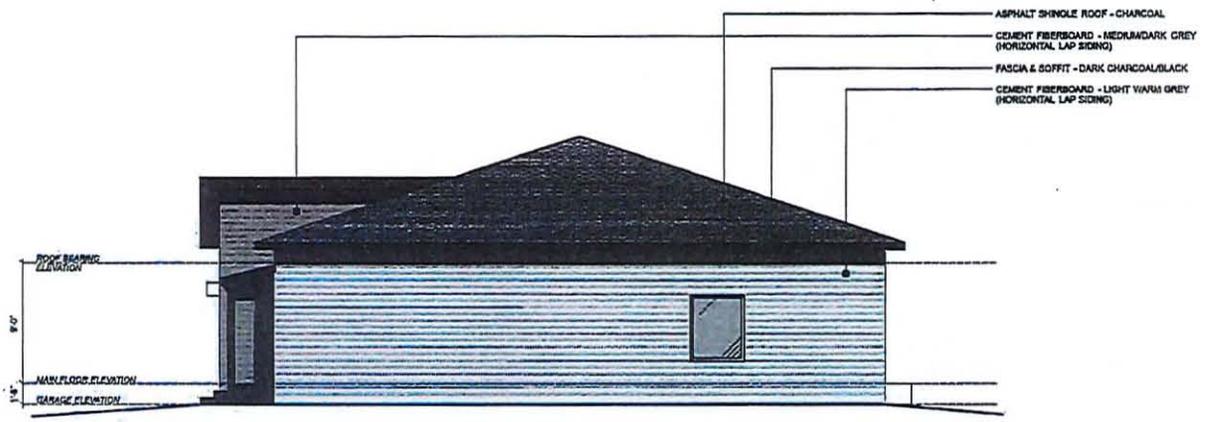


PROJECT: 2020
Uptown Ridge
Triplex Development

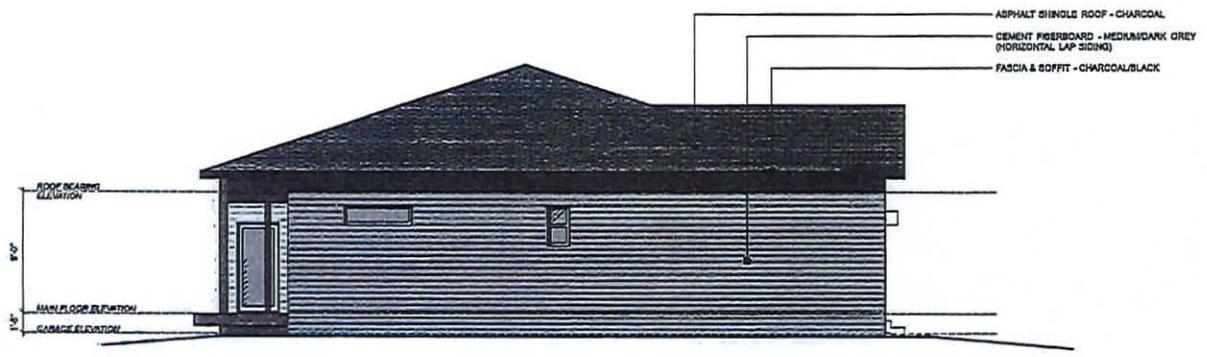
2810 - 15th Ave, NE
Salem, NC

DRAWING TITLE:
ELEVATIONS

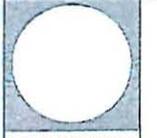
DRAWING NO:
A05



1 RIGHT ELEVATION
 Scale: 1/4" = 1'-0"



2 LEFT ELEVATION
 Scale: 1/4" = 1'-0"



ISSUE	DATE

DRAWN BY: H.C.
 DATE: November 2020
 SCALE: 1/4" = 1'-0"

AVEX
 ARCHITECTURE

418 - 4th ST. NE
 ROOM 2100
 SALEM, OR 97301-4181
 Phone: 503-325-1111
 Fax: 503-325-1112
 Email: info@avexarch.com
 www.avexarch.com



PROJECT: 20-000
Uptown Ridge
 Triplex Development

2310 - 15th Ave. NE
 Salem, OR, 97301
 DRAWING TITLE:
ELEVATIONS

DRAWING NO:
A06

Appendix 1



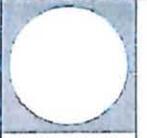
VIEW ALONG ACCESS ROUTE 1 TO EAST



AT PROJECT ENTRANCE TO SOUTHWEST



VIEW ALONG ACCESS ROUTE 2 TO SOUTH



COMMONWEALTH ARCHITECTURE, INC.
A PROFESSIONAL CORPORATION
1000 WEST 10TH AVENUE, SUITE 100
DENVER, COLORADO 80202

ISSUE	DATE
Development Plan	November 19, 2020

DRAWN BY: P.L.C.
 DATE: November 2020
 SCALE: N/A



4128 - 4th ST. NE
 FOLKSON, CO 80131
 SALMONDAKE, BC V1E 4K3
 7815 LINDSEY AVENUE, ARLC
 T 226-10-800
 E mail@seattlearchitecture.com
 W www.seattlearchitecture.com



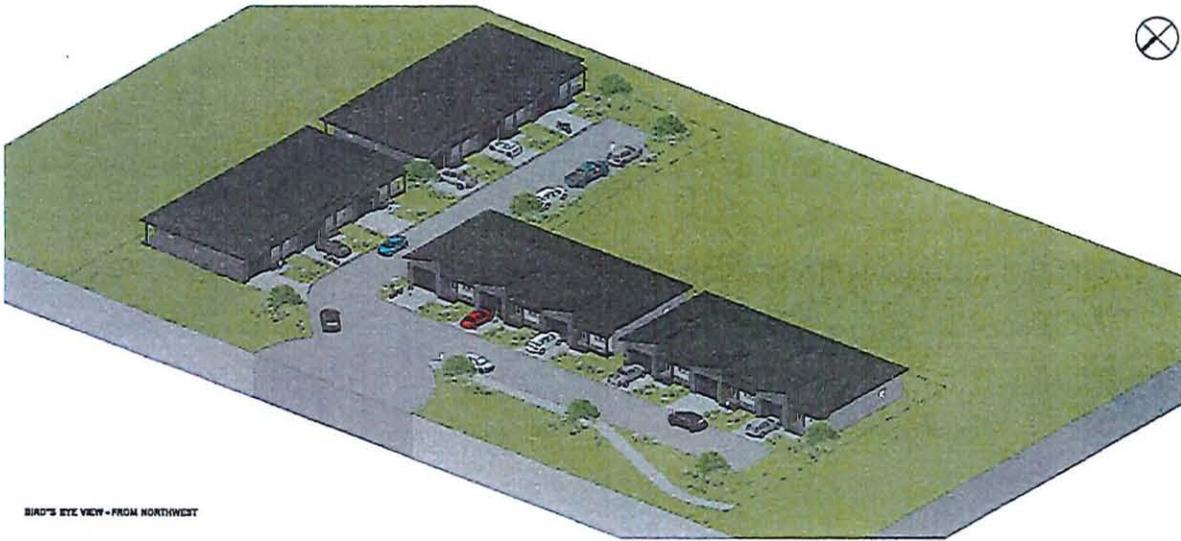
PROJECT: 20-00
Uptown Ridge
 Triplex Development

2810 - 150 Ave. NE
 Silverdale, BC

DRAWING TITLE:
3D VIEWS

DRAWING NO.
A07

Appendix-1



BIRD'S EYE VIEW - FROM NORTHWEST



BIRD'S EYE VIEW - FROM SOUTHWEST



Professional Architectural Services
 10000 10th Street, Suite 100
 Richmond, BC V6V 2G9

ISSUE	DATE

Drawn By: M.C.
 Date: November 2020
 Scale: N/A



4168 - 46th ST NE
 R3, R24, R25
 SAULCHUK, SCV14-493
 West Lumberton, AMNH, ADC
 T 250-113-4801
 E info@avexarch.com
 W www.avexarch.com



Project: 20-000
Uptown Ridge
 Triplex Development

2810 - 15th Ave. NE
 Surrey, BC

DRAWING TITLE:
3D VIEWS
SITE

DRAWING NO:
A08

Appendix-1

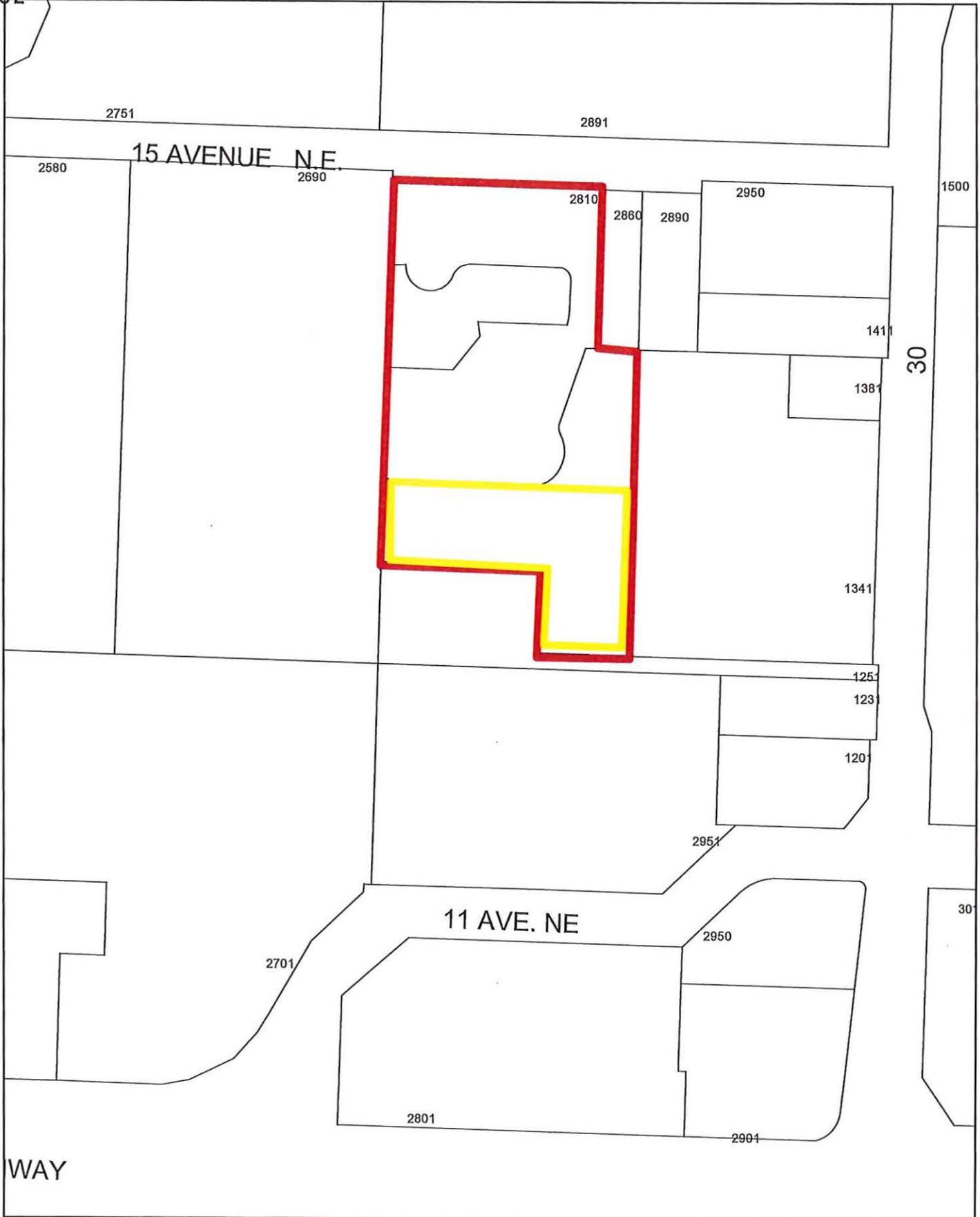


ERIC REYNARD
Landscape Architect

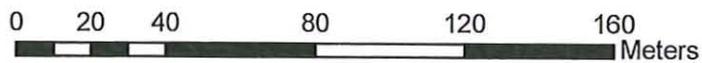
UPTOWN RIDGE - SALMON ARM. 04 DECEMBER 2020

QTY	ID	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
17	AAB	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple	7cm cal.
SHRUBS				
5	BTS	Berberis thunbergii 'Sunsation'	Sunsation Japanese Barberry	#2 pot
21	BTG	Berberis thunbergii 'Gentry'	Royal Burgundy Japanese Barberry	#2 pot
3	BGV	Buxus x 'Green Velvet'	Korean Box	#2 pot
12	CIH	Cornus alba 'Balhalo'	Ivory Halo Dogwood	#2 pot
16	CSK	Cornus sericea 'Kelseyil'	Kelsey Dogwood	#2 pot
9	GLB	Genista lydia 'Bangles'	Bangles Lydia Woadwaxe	#1 pot
86	HSO	Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	#1 pot
15	HSS	Hosta x 'Sum and Substance'	Sum and Substance Plantain Lily	#2 pot
12	HAA	Hydrangea arborescens 'Annabelle'	<u>Annabelle Hydrangea</u>	#2 pot
18	HPB	Hydrangea paniculata 'Bombshell'	<u>Bombshell Panicked Hydrangea</u>	#2 pot
7	MAS	Matteuccia struthiopteris	Ostrich Fern	#1 pot
51	PAT	Pachysandra terminalis	Japanese Spurge	10cm pot
16	PMP	Poinus mugo 'Pumillo'	Dwarf Mugo Pine	#2 pot
8	POM	Physocarpus opulifolius 'Mindia'	Coppertina Ninebark (R)	#2 pot
10	RBR	Rosa Canadian Artist 'Bill Reid'	Bill Reid Canadian Artist Rose	#2 pot
25	REC	Rosa Canadian Artist 'Emily Carr'	Emily Carr Rose	#2 pot
9	SSS	Sorbaria sorbifolia 'Sem'	False Spirea	#2 pot
24	SBG	Spiraea betulifolia 'Glo Girl'	Glo Girl Birch-Leaf Spirea	#2 pot
3	TMD	Taxus x media 'Densiformis'	Dense Yew	#5 pot

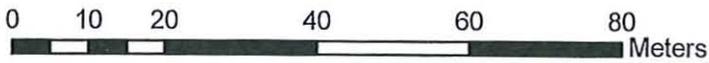
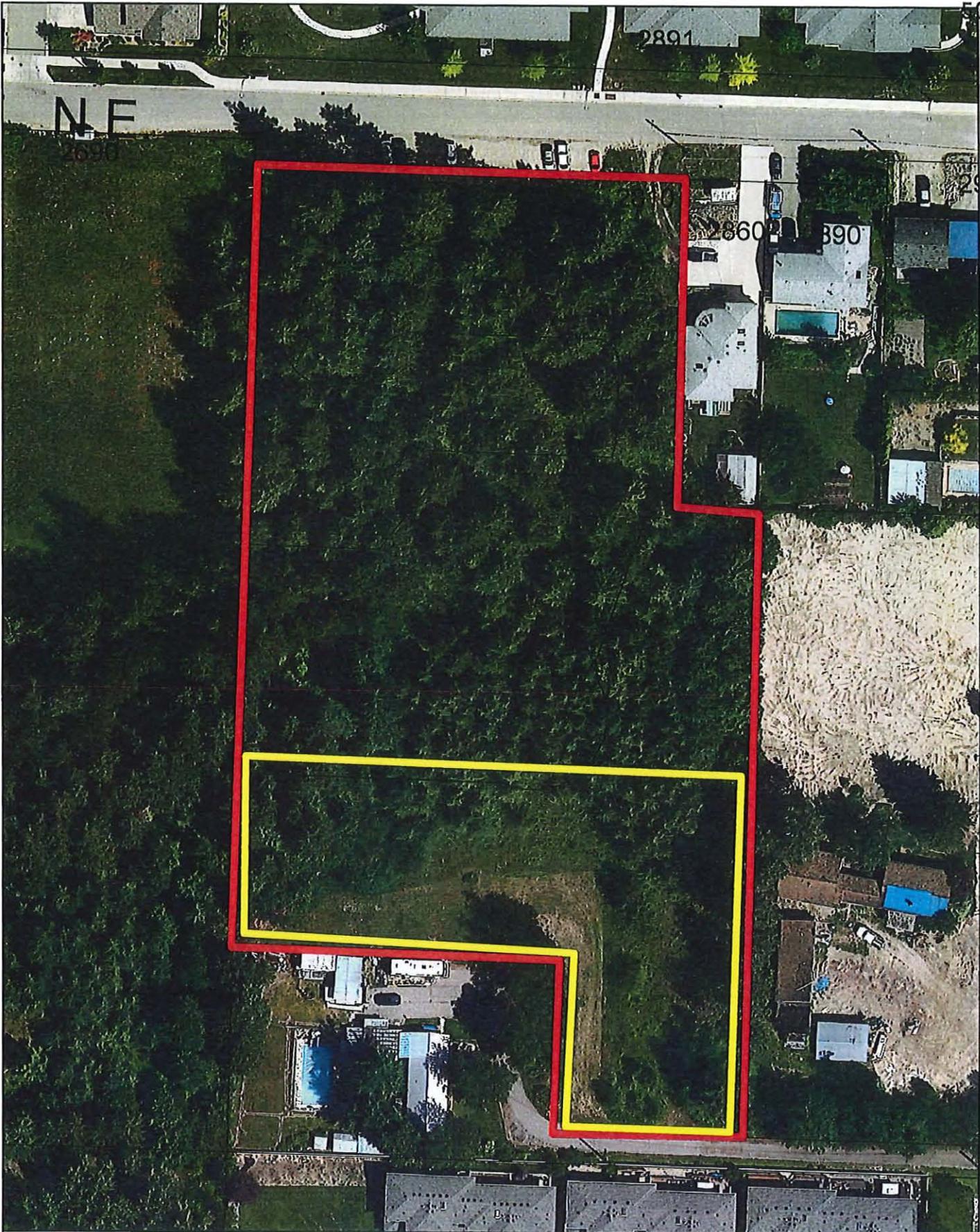
No substitutions without written permission of the Landscape Architect.

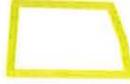


WAY

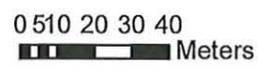
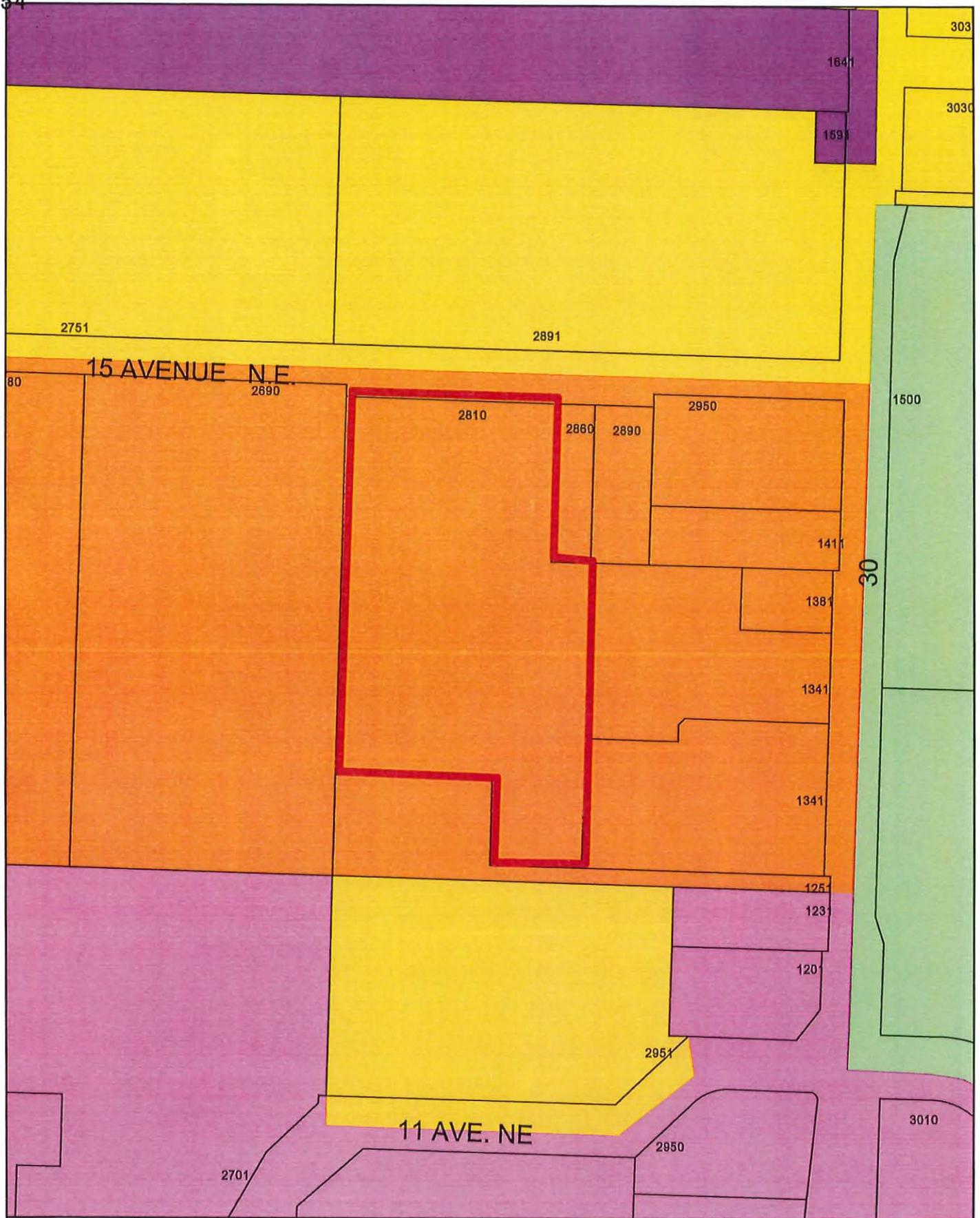


-  Subject Parcel
-  Portion Under Consideration

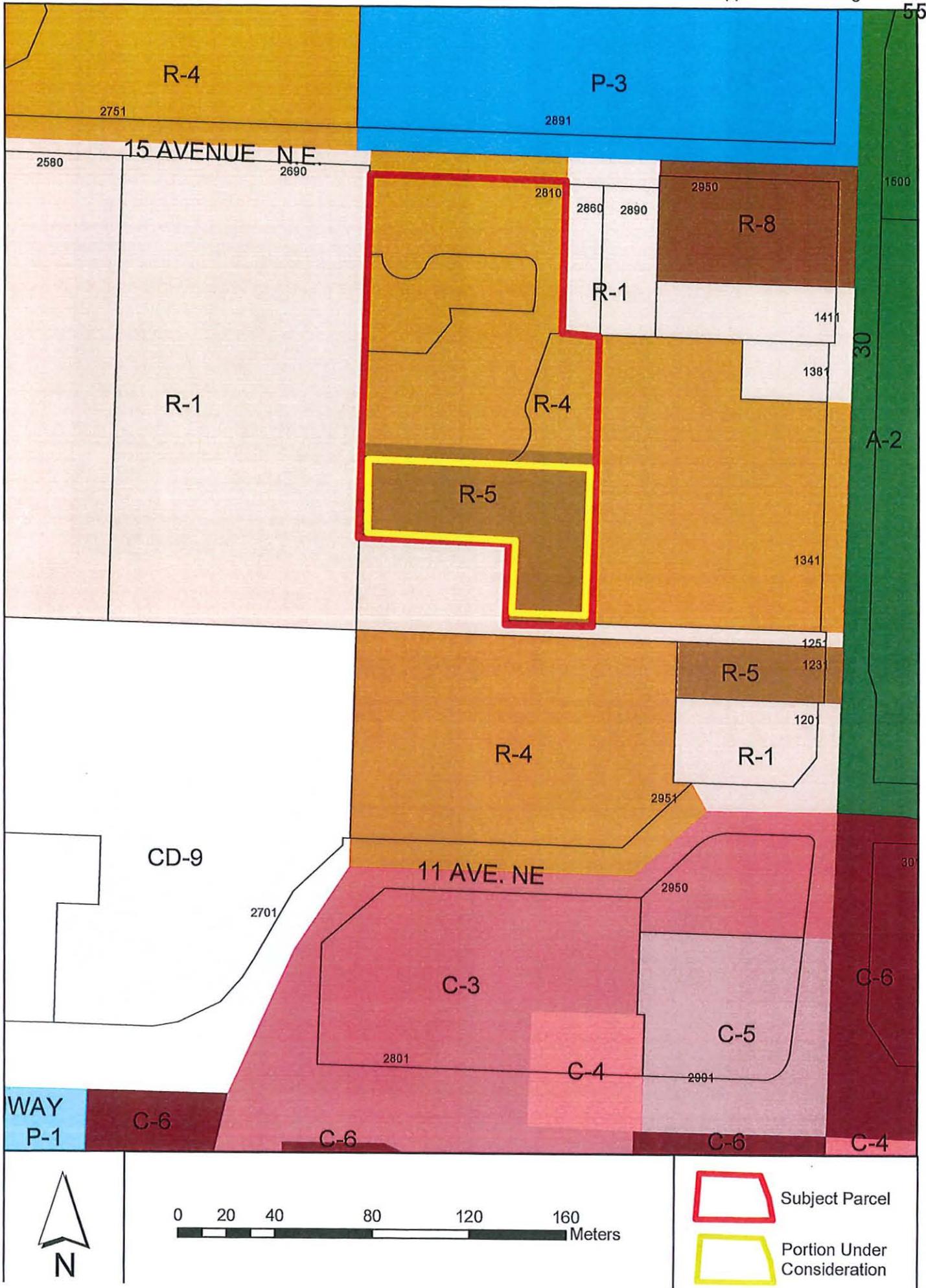


-  Subject Parcel
-  Portion Under Consideration

54



- | | | | |
|---|------------------------------------|---|-----------------|
|  | High Density Residential |  | Acreage Reserve |
|  | Medium Density Residential |  | Institutional |
|  | Highway Service/Tourist Commercial |  | Subject Parcel |

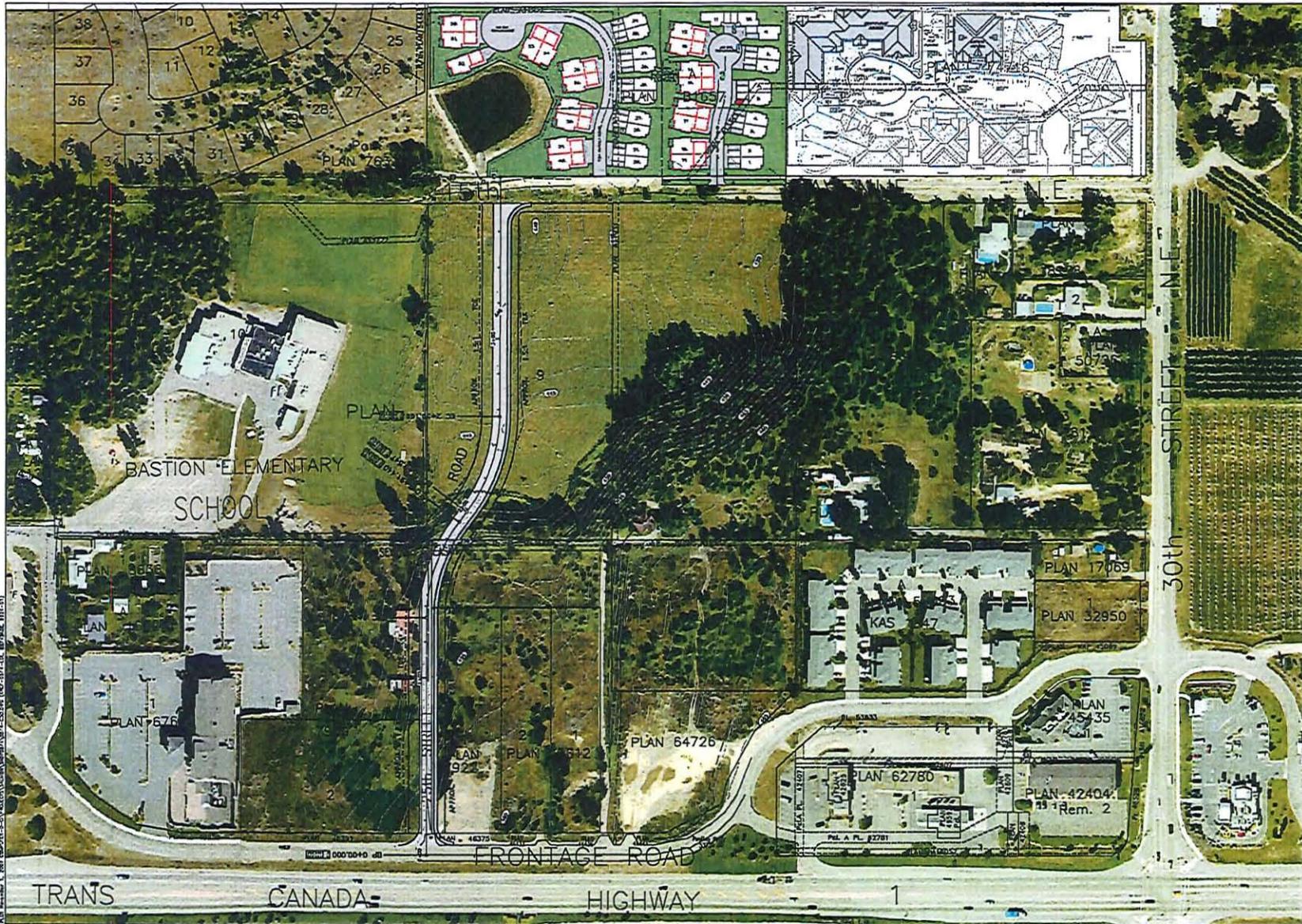




View southeast over proposed development site.



View southwest over proposed development site.



LEGEND

EXISTING

- HYDRO/TELEPHONE POLE
- HYDRO/TELEPHONE POLE C/W BUNT
- TELEPHONE POLE
- HYDRO POLE
- HYDRO POLE C/W TRANS.
- POST TOP STREET LIGHT
- DOT
- SAWTOOTH URN/BOWL
- STONE URN/BOWL
- CATCHBANK
- TRC MOUND
- GATE VALVE
- SAWTOOTH SLOPE
- FORCE MAIN
- WATER MAIN
- GAS
- U/T
- UNDERGROUND TELEPHONE
- FENCE
- DECK/PAVING/CONCRETE
- HOSE

PROPOSED

- SAWTOOTH URN/BOWL
- STONE URN/BOWL
- CATCHBANK
- GATE VALVE
- TRC MOUND
- SAWTOOTH SLOPE
- STONE BOX
- WATER MAIN
- INLET/OUTLET HEADWALL
- DOT CUP
- WHEEL CHAIR RAMP
- DRIVEWAY LIGHTING
- BIEN BASE

NOTES:

- 1) CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES WITH ALL UTILITY OWNERS PRIOR TO BIDDING.
- 2) IDENTIFICATION OF POLYMER/PLASTIC UTILITY COLLECTION SYSTEMS WITH UTILITY COMPANIES AS REQUIRED.
- 3) ALL CONSTRUCTION TO BE IN ACCORDANCE AND DEVELOPMENT SERVICES PLAN No. 2885.

NO.	DATE	DESCRIPTION	BY	APP'D
REVISIONS				
		DESIGN	DAR	
		DRAWN	DAR	
		DATE	07-NOV-01	
		CHECKED	DWJ	

P.D.I.D.

SCALE: HORIZ. = 1"=1000' 50'
VERT. = 1"=100' 5'

GENTECH ENGINEERING INC.
CIVIL ENGINEERING

CITY OF SALMON ARM

**CONCEPTUAL PLAN
25TH ST. NE
CONNECTOR
15TH AVE TO
FRONTAGE Rd
PLAN OPT - 4**

OPTION 4 ROAD A

PROJECT NO. SA07-0874

SHEET 1 OF 4

DWG. NO. C-1

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CITY OF SALMON ARM

To: His Worship Mayor Harrison and Members of Council
 Date: February 10, 2021
 Subject: Proposed Road Closure and Disposal – Part of 18 Street NE
 Owner/Applicant: Russell Kearl

STAFF RECOMMENDATION

- THAT:** City of Salmon Arm Road Closure Bylaw No. 4427 proceed to first, second and third readings;
- AND THAT:** Final reading of City of Salmon Arm Highway Road Closure Bylaw No. 4427 be subject to:
- 1) Compliance with Section 26 (Notice of Proposed Property Disposition) and Section 94 (Requirements for Public Notice) of the Community Charter;
 - 2) The registration of a Statutory Right of Way in favour of BC Hydro and Telus and;
 - 3) Payment of \$89, 000.00 to the City of Salmon Arm prior to September 1, 2021.
-

PROPOSAL

The subject portion of road is located between 1050 and 1091 18 Street NE (Appendix 1 and 2). The road has been deemed surplus to the City's needs and is proposed to be closed. Should the Road Closure Bylaw be supported, the road would be sold to the adjacent property owner to be incorporated into development plans for the two adjacent properties.

BACKGROUND

As shown by the Reference Plan provided by the applicant, the subject portion of road is 823.9m² (see Appendix 3). To date the following events have precipitated the subject road closure and purchase:

1. In December 2020 Council adopted Bylaws 4410 (OCP Amendment) and 4411 (Zoning Amendment Bylaw) redesignating and rezoning the properties adjacent to the subject road closure area to accommodate future development of a dentist office and residential unit with potential for other commercial uses. The Bylaw amendments had the effect of redesignating and rezoning the subject portion of road and;
2. In October 2020 Mr. Kearl submitted an offer letter to Council to purchase the portion of 18 St NE adjacent to 1050 and 1091 18 Street NE for \$89,000.00. Council accepted the offer subject to the adoption of a Road Closure Bylaw. The offer was based on an estimated land area of 675m² and an averaging of the recent purchase price of the adjacent parcels.

The Land Title Act allows for the process of raising the title of the road, then consolidation with the adjacent titles to be completed through an Explanatory Plan and does not require approval by the City's Approving Officer. The surveyor submits to the Land Title Office an Explanatory Plan (Appendix 3) and a Plan of Consolidation (Appendix 4) which are to be registered concurrently. Staff are recommending that prior to the adoption of the Road Closure Bylaw that the conditions of BC Hydro and Telus be satisfied by the applicant.

COMMENTS

Engineering Department

Engineering comments regarding the road closure are enclosed as Appendix 8. The report notes that there is a watermain within 18 Street NE and would require the decommissioning of the service by the developer.

There are also watermain services for each existing lot in 18 Street NE which would have to also be decommissioned. With regard to roads, an existing letdown onto 18 Street NE which, with future development would require upgrading and/or removal such that the site has only one access from 11 Avenue NE.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (MOTI) has given preliminary approval of the rezoning provided that there is no direct access to the Trans-Canada Highway and that all new structures must be located outside of the provincial setback of 4.5m from the Trans-Canada Highway road/property line. These requirements were echoed under the review for the road closure.

The Explanatory Plan highlights a portion of the "road" adjacent to the south property line of 1091 18 Street. This portion of road is not included in this Road Closure Bylaw and would not form part of the proposed Property Disposition because the area is a residual portion of private land left from a previous subdivision in 1963. The area shows as "road" on plans; however, the applicant's BCLS researched the history of road dedications in this area and concluded that it was not properly dedicated at the Land Title Office at the time of the previously mentioned 1963 subdivision; therefore, it is owned by another land owner.

BC Hydro & Telus

BC Hydro requires a new Statutory Right of Way Agreement to protect the hydro services and an osprey pole located in 18 Street NE. The SRW agreements would need to be registered on the title before the land is transferred to the adjacent land owners. This would be done by way of concurrent registration at the land title office of the road closure plan along with BC Hydro's new SRW agreement. A Telus communications line is currently within the same area and would be protected under that same Statutory Right of Way Agreement.

Fortis

No concerns.

Building Department

No concerns were raised during the review period.

Fire Department

No concerns.

Planning Department

The additional development area provided by the road closure and consolidation would provide a larger developable area over the area least impacted by the sloping terrain. Plans detailing the development proposal have not been submitted at this time and it is unknown how the Road Closure area is to be incorporated in to the development proposal. Given the address sequence for this portion of 11 Avenue NE, at the time of lot consolidation staff may have to readdress the site to apply an 11 Avenue NE address. Planning staff are supportive of the Road Closure and proposed sale of the property to the adjacent property owner to incorporate the land into the development of the adjacent properties.



Prepared by: Melinda Smyrl, MCIP, RPP
Planner



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

Subject Property Map

62

18

12

20 STREET N.E.

11 AVENUE

18 STREET N.E.

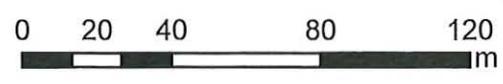
TRANS CAN

HIGHWAY

20 ST. N.E.

N.E.

18 ST. N.E.



-  Parcels
-  Subject Property

OrthoMap



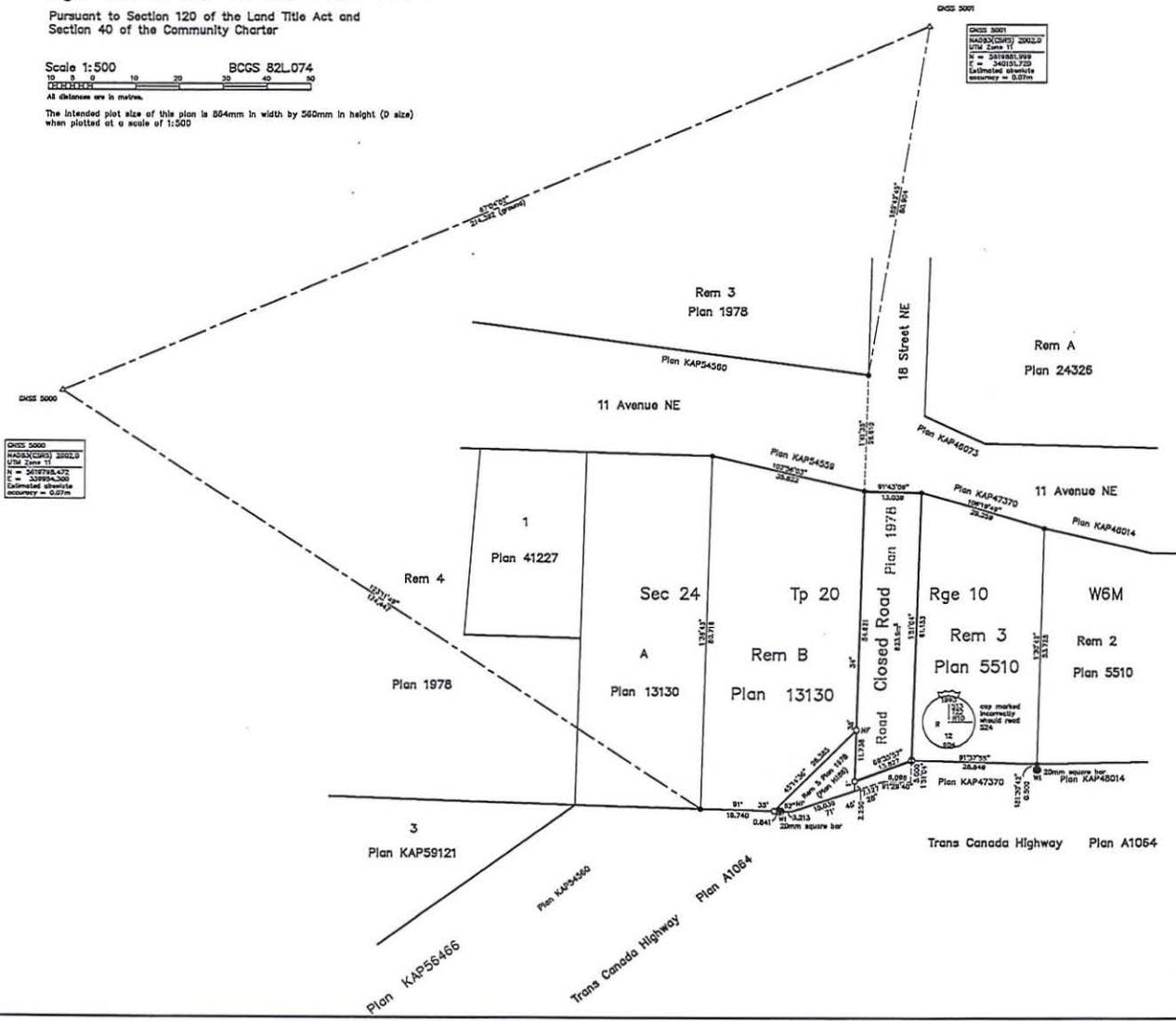
-  Parcels
-  Subject Property

Reference Plan to Accompany
 City of Salmon Arm Road Closure Bylaw Number 4427
 of a Portion of Road, Sec 24, Tp 20,
 Rge 10, W6M, KDYD, Plan 1978

Pursuant to Section 120 of the Land Title Act and
 Section 40 of the Community Charter

Scale 1:500 BCGS 82L074
 0 5 10 20 30 40 50
 All distances are in metres.

The intended plot size of this plan is 864mm in width by 560mm in height (D size)
 when plotted at a scale of 1:500



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 0.9998315. The average combined factor has been determined based on an ellipsoidal elevation of 402.2 metres.

The UTM coordinates and estimated absolute 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 (SIP)
- Standard Iron Post Placed (SPP)
- △ Traverse Hub Placed
- Standard Capped Post Found
- Non-Standard Iron Post Found
- W Denotes Witness
- NF Denotes Nothing Found

Note: This plan shows one or more witness posts which are not set on the true corner(s).

This plan lies within the Columbia Shuswap Regional District.

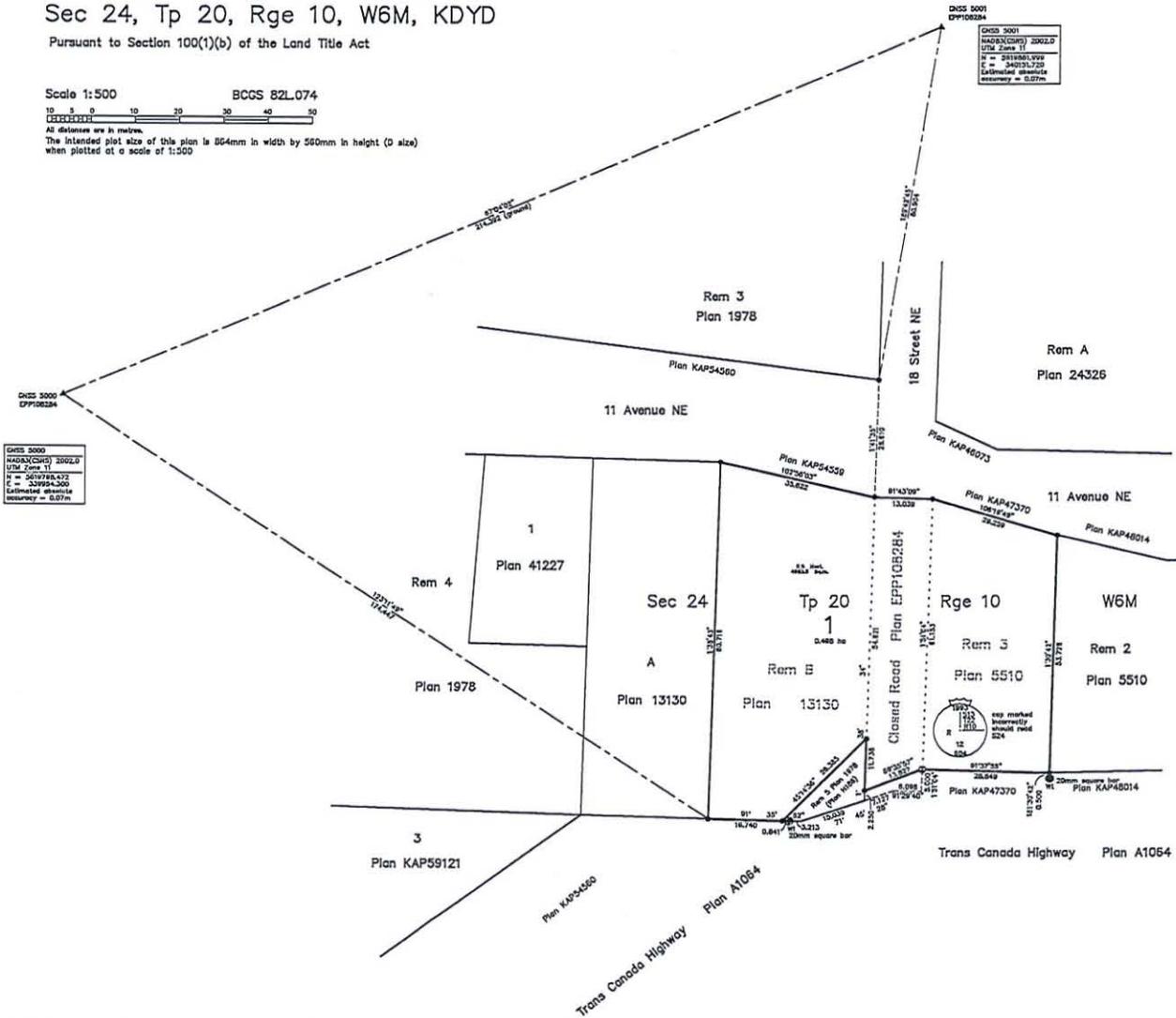
The field survey represented by this plan was completed on the 11th day of January, 2021, Joseph Charles Johnson, SLS (504)

BROWN, JOHNSON LAND S.L.
 B.C. AND CANADA LANDS
 SALMON ARM, B.C. 250-8
 File: 559-20 559-20.rdw

Reference Plan of Consolidation of
 Lot B, Plan 13130 Except Plan KAP54559,
 Lot 3, Plan 5510 Except Plan KAP47370
 and Closed Road, Plan EPP108284,
 Sec 24, Tp 20, Rge 10, W6M, KDYD

Pursuant to Section 100(1)(b) of the Land Title Act

Scale 1:500 BCGS 82L.074
 10 0 10 20 30 40 50
 METRES
 All distances are in metres.
 The intended plot size of this plan is 864mm in width by 560mm in height (0 size)
 when plotted at a scale of 1:500



GNSS 5000
 NAD83(CR82) 2002.0
 UTM Zone 11
 N = 5619784.472
 E = 329954.300
 Estimated absolute
 accuracy = 0.07m

GNSS 5001
 EPP108284
 NAD83(CR82) 2002.0
 UTM Zone 11
 N = 5619881.099
 E = 348373.729
 Estimated absolute
 accuracy = 0.07m



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 0.99999515. The average combined factor has been determined based on an ellipsoidal elevation of 400.2 metres.
 The UTM coordinates and estimated absolute 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 (GP)
- ▲ Traverse Hub Found
- Standard Capped Post Found
- Non-Standard Iron Post Found
- wt Denotes Witness

Note: This plan shows one or more witness posts which are not set on the true corner(s).
 This plan lies within the Columbia Shuswap Regional District

The field survey represented by this plan was completed on the 11th day of January Joseph Charles Johnson, DCLS (004)

BROWNE JOHNSON LAND S.
 B.C. AND CANADA LANDS
 SALMON ARM, B.C. V0G-3
 Fax: 8-21 539-20, new

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