



AGENDA
City of Salmon Arm
Development and Planning Services
Committee

Monday, June 20, 2022
8:00 a.m.
Council Chambers, City Hall
500 – 2 Avenue NE
Salmon Arm, BC

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 - 22	1.	Development Permit Application No. DP-443 [Blanleil Cranbrook Holdings Ltd.; 2800 10 Avenue (TCH) SW; Form and Character]
23 - 46	2.	Development Permit Application No. DP-441 [1334672 B.C. Ltd./Lawson Engineering Ltd.; 1180 Old Auto Road SE; Residential]
	6.	FOR INFORMATION
	7.	IN-CAMERA
	8.	ADJOURNMENT

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To: His Worship Mayor Harrison and Members of Council

Date: June 15, 2022

Subject: Development Permit Application No. 443 (Form and Character)
 Civic Address: 2800 10 Avenue (TCH) SW
 Owner/Applicant: Blaneil Cranbrook Holdings Ltd.

MOTION FOR CONSIDERATION:

THAT: Development Permit No. 443 be authorized for issuance for Parcel A (DD 136157F Plan B6396) of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan 4550, Except Plan H401, KAP55184, KAP69718, KAP78951 and EPP7474 (2800 10 Avenue (TCH) SW) in accordance with the Development Permit drawings attached as APPENDIX 5;

AND THAT: Development Permit No. 443 vary Zoning Bylaw No. 2303 for Building 1 as shown in the drawings attached as APPENDIX 5 as follows:

1. Section 17.8.2 – Minimum Interior Parcel Line setback of 1.0m reduced to 0.0m;

AND FURTHER THAT: Issuance of Development Permit No. 443 be withheld subject to receipt of an Estimate and Irrevocable Letter of Credit (in the amount of 125% of the Estimate) for landscaping.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

To review the Development Permit package attached as Appendix 5. The applicant is proposing a commercial development consisting of three buildings, two of the buildings include drive thru services.

BACKGROUND

The subject property is located on the west side of the town center, within a Highway Commercial Corridor area described as per Official Community Plan (OCP) Section 9.3.18 (a). Further, in the OCP the subject property is designated within the Commercial Highway Service/Tourist Development Permit area and the Urban Containment Boundary. It is zoned C3 (Service Commercial Zone) in Zoning Bylaw No. 2303. The subject property is approximately 5900m² (1.45ac) and is currently vacant.

Adjacent Land Uses/Development:

North:	Trans Canada Highway & Smart Centres Development	Zoned CD8
South:	Industrial Concrete Facility	Zoned M1
East:	Building Supply Establishment	Zoned C3
West:	Retail Sales	Zoned C3

As noted in the recommendation, the proposal includes a variance request to reduce the required interior parcel line setback from 1.0m to 0.0m to accommodate the proposed Building 1 (Appendix 5). There are no other variance requests. The proposed commercial uses (*retail sales and restaurant*) are permitted uses in the C3 zone.

COMMENTS

Building Department

The Building Department has no concerns with the proposed development, noting that the buildings labelled 1 and 3 would be considered Part 3 Buildings requiring full professional review. The review would include an assessment for the level of fire separation needed given the proximity to the property line for both buildings.

At the time of Building Permit, Development Cost Charges are calculated based on the gross area of the proposed building as per the Commercial DCC rate (\$34.65 per m²/\$3.22 per ft²).

Fire Department

No concerns.

Engineering Department

Comments provided by the Engineering Department are enclosed as Appendix 6. The road fronting the subject property is included in the Trans Canada Highway #1 four-laning and upgrade project. Frontage improvements are to be completed through the Ministry of Transportation and Infrastructure (MOTI) as part of the project and frontage improvements will not be required of the developer.

Design Review Panel (DRP)

At their June 9, 2022 meeting the Design Review Panel passed the following recommendation:

"THAT the DRP supports application DP No. 443 subject to the consideration of the following conditions:

- along the north facing wall (highway side) of Building 2, rock treatment from the bottom of the building to the roof line for the centre section.
- the inclusion of lighting on the outside of building similar to the samples provided by the applicant."

The applicant has worked with staff and been amenable to revise their proposal to align with the OCP Guidelines and the DRP recommendations. Specifically, the applicant amended the landscape plan to address tree locations and plantings, and as per the recommendation of the DRP, the applicant amended the drawings to include the rock detail on the north side of Building 2 to improve the building face and highway exposure. Additionally, the applicant has committed to install the lighting as per the examples provided in the Development Permit application package.

Public Consultation

Pursuant to the *Local Government Act* and City of Salmon Arm Development Permit Procedures Bylaw notices are mailed to land owners within a 30m radius of the application. The notices outline the proposal and advises those with an interest in the proposal to provide written submission prior to the Hearing and information regarding attending the Hearing. It is expected that the Hearing for this application will be held on June 27, 2022.

Planning Department

Official Community Plan (OCP)

OCP Section 9.3.18(a) describes the Highway Commercial Corridor as an area oriented toward vehicle service and retail warehousing uses. For development within the Highway Service/Tourist Commercial Development Permit Area the OCP requires the issuance of a Development Permit. The Development Permit approval process is an opportunity to review and address any issues with internal traffic circulation, site access and site egress, as well as, form and character and landscaping of the proposed development. OCP Section 9.6 describes the Guidelines for the Highway Service/Tourist Commercial Development Permit area.

Siting and Building

The proposed development consists of three separate contemporary styled commercial buildings. Proposed Building 1 is to be 929m² (9669ft²), proposed Building 2 is to be 472m² (5076ft²), and proposed Building 3 is 219m² (2256ft²). The buildings are oriented toward the frontage road with parking oriented away from the frontage road. Each building appears to be of high quality materials with articulated faces and varied height that adds architectural interest. Each building has well defined entrances, lighting and windows. All elements of the building design, massing and siting are consistent with the OCP guidelines.

Landscape and Screening

The landscape plan has been completed in consultation with the OCP guidelines. The landscape plan includes street trees along the frontage road (five London Plane trees) and areas of shrubs and low level landscaping areas within the development site that are consistent with the OCP guidelines and "Fire Smart" recommendations for plant species and spacing. A screened refuse and recycling area is provided (along the east parcel line in between the Building 1 and 3, see Site Plan). Should Council support the Development Permit with variance a landscape estimate and security would be approved prior to issuance of the Permit.

Access, Circulation and Parking Area

With regard to access and site circulation staff have reviewed the drive thru and vehicle queuing provided and it is sufficient for the development site. There are two access/egress locations, at the north location there is a sign structure proposed. The parking areas are located toward the rear of those proposed buildings along the frontage minimizing the view of parking lots from the street. There are three accessible parking spaces noted on the site plan and each of the parking spaces are located at the entrance of each of the buildings. The access and site circulation is consistent with the OCP guidelines.

Setback Variance

When considering the variance request to reduce the interior parcel line setback from 1.0m to 0.0m a number of factors are taken into consideration including – the potential negative impact to adjacent and affected properties, current land use and future land use of the affected adjacent parcel to assess for potential conflict(s). In this instance, locating the building closer to the property line removes a small area in between the proposed building and the property line to be maintained. In the case of the property to the east, the proposed Building 1 would help to screen outdoor storage areas to the rear of the neighbouring property. Provided that Buildings 1 and 3 are reviewed by a professional as per the Building Department comments, staff are supportive of the variance requests.

Given that the drawings submitted in support of the application are consistent with the OCP Guidelines for the Highway Service/Tourist Commercial Development Permit Area and the proposed uses are permitted under the C3 zoning, staff support the issuance of the Development Permit.



Prepared by Melinda Smyrl, MCIP, RPP
Planner



Reviewed by Chris Larson, MCIP, RPP
Senior Planner

P4

Subject Property

9 AVE. S.W.

30 ST. S.W.

3191

3101

3041

2991

2521

10 AVE. S.W.

3140

TRANS CANADA HIGHWAY No. 1

10

1050

1110

2000

2750

2670

2560

2520

2430

1160

1200

1250

1291

1361

13 AVE. S.W.

2030

2840

2690

2650

1430

1540

30 ST. S.W.



Subject Property



Parcels

Ortho Map

TRANS CANADA HIGHWAY

2800

2750



0 10 20 40 60 80 m

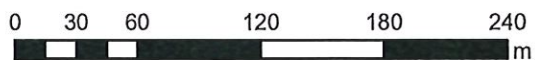
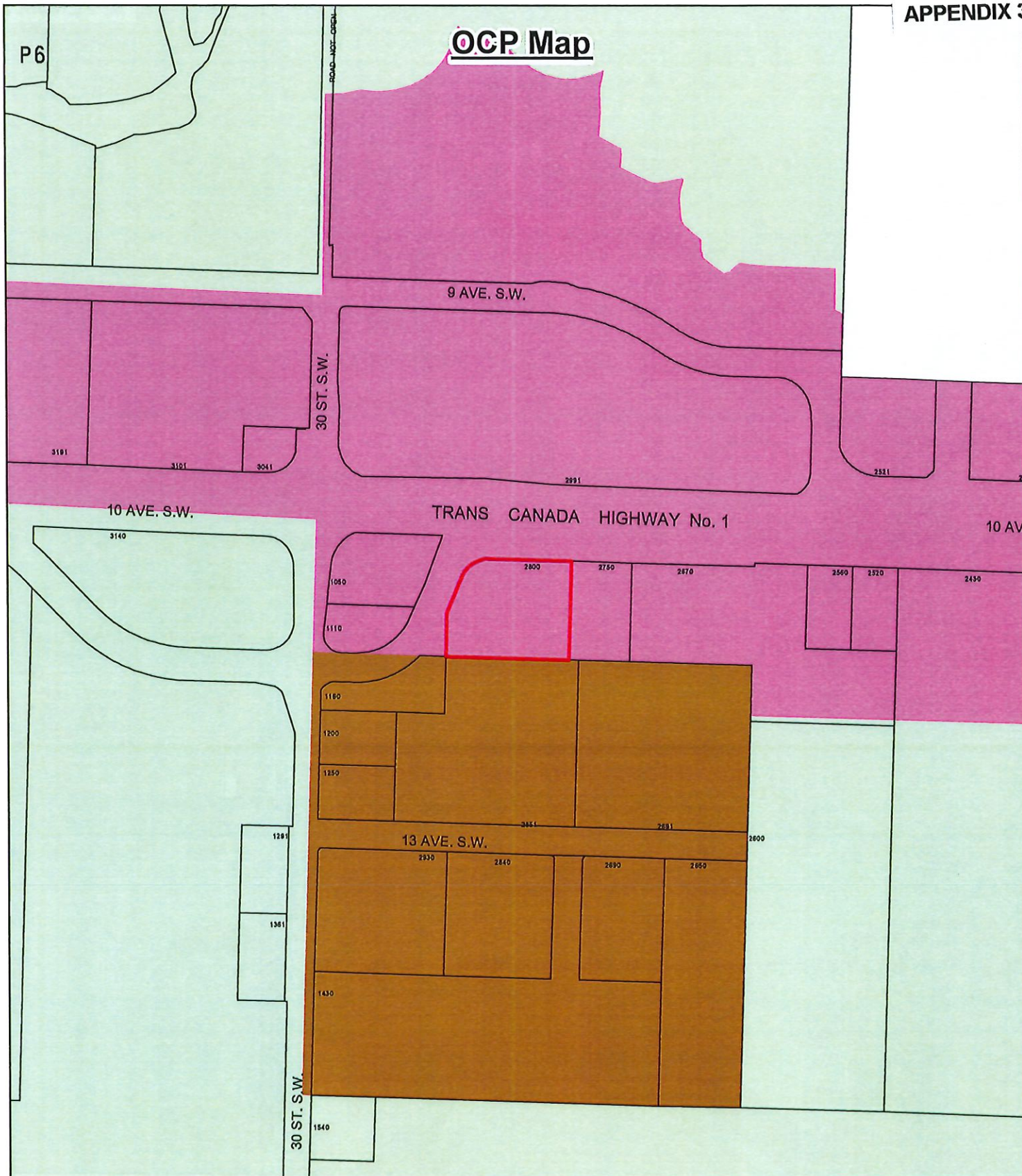


Subject Property



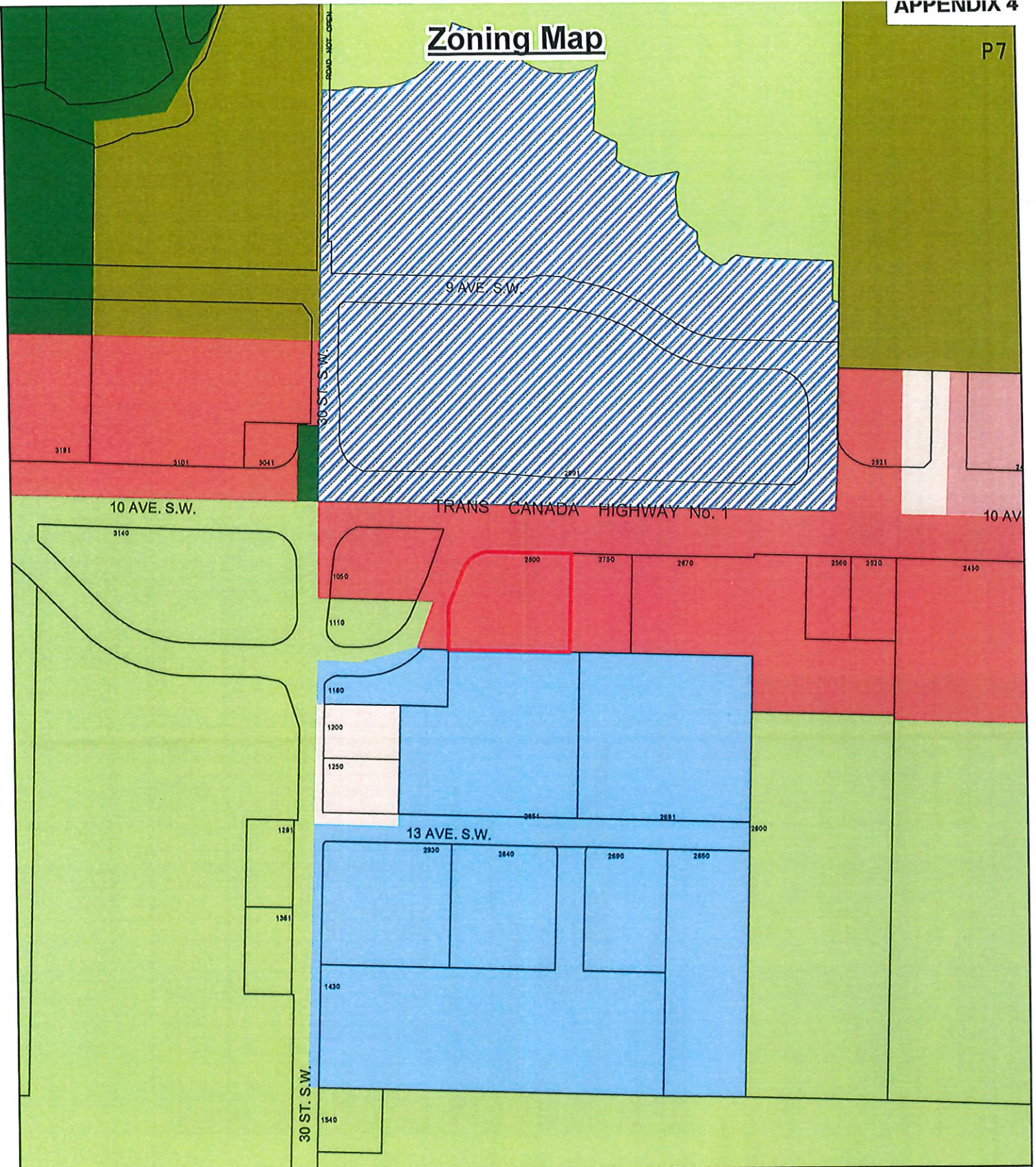
Parcels

OCP Map



- Subject Property
- Parcels
- Salmon Valley Agriculture
- Commercial - Highway Service / Tourist
- Industrial - General

Zoning Map



0 30 60 120 180 240 m

- | | | |
|------------------|------|-----|
| Subject Property | CD-8 | C-5 |
| Parcels | A-1 | IR |
| | A-2 | M-1 |
| | A-3 | R-1 |
| | C-3 | |



LOCATION MAP

BUILDING CODE SYNOPSIS

AS PER BC BUILDING CODE 2018 for up to 1 storey Combustible Buildings

BUILDING CHARACTERISTICS/ CONSTRUCTION

Building #1	Building #2	Building #3 (POPEYES)
Occupancy: Group F, Up to 2 storeys, 3.3.2.4.8 Building Area: 103.8 sqm (1,119.0 sqft) Building Height: 1 storey, (11.8 m) Streets Facing: 2 Construction: Combustible and Non-Combustible Sprinklers: No Floor Assemblies: NA Roof Assemblies: NA Suite Demising Walls: 1H FR	Occupancy: Group F, Up to 2 storeys, 3.3.2.4.8 Building Area: 471.8 sqm (5,078.0 sqft) Building Height: 1 storey, less than 10m Streets Facing: 2 Construction: Combustible and Non-Combustible Sprinklers: No Floor Assemblies: NA Roof Assemblies: NA Suite Demising Walls: 1H FR	Occupancy: Group A2, One Storey, 3.3.2.4.8 Building Area: 218.8 sqm (2,358.8 sqft) Building Height: 1 storey Streets Facing: 1 Construction: Combustible and Non-Combustible Sprinklers: No Floor Assemblies: NA Roof Assemblies: NA Suite Demising Walls: NA

FIRE PROTECTION

Meets min. 100 building perimeter within 15m of a street (fire department access route).
Fire/Smoke alarm and detection systems, exit lights and emergency lighting.
Emergency Power duration of 60min.
Horizontal concealed spaces (such as attics) to be fire blocked into compartments (unless filled with non-combustible insulation).

SPATIAL SEPARATION AND EXPOSURE CALCULATION

Calculations based on Table 3.3.2.1.0
(VALUES HAVE BEEN INTERPOLATED WHERE THE LIMITING DISTANCE OR FIRE COMPARTMENT VALUES ARE IN BETWEEN THOSE LISTED IN THE TABLE)
ALL LIMITING DISTANCES HAVE BEEN MEASURED TO PROPERTY LINE.

BUILDING #1 LEVEL COMPARTMENT	FACE	OCCU- PANCY	LIMITING DISTANCE (m)	AREA (sqm)	UNPROTECTED OPENINGS (sqm)	ACTUAL OPENINGS	OPENINGS PERMITTED	CLADDING REQ.	CONST. REQ.
ENTIRE FACE	W	E	35.6	117.8	22.5	18.1%	100.0%	CNC	CNC
ENTIRE FACE	N	E	10.3	204.8	55.7	17.2%	10.5%	CNC	CNC
ENTIRE FACE	S	E	1	387.3	5.9	1.5%	4.0%	CNC	CNC
ENTIRE FACE	E	E	3	117.8	0.0	0.0%	0.0%	CNC	CNC
BUILDING #2 LEVEL COMPARTMENT	FACE	OCCU- PANCY	LIMITING DISTANCE (m)	AREA (sqm)	UNPROTECTED OPENINGS (sqm)	ACTUAL OPENINGS	OPENINGS PERMITTED	CLADDING REQ.	CONST. REQ.
ENTIRE FACE	W	E	12.8	119.8	8.4	7.0%	64%	CNC	CNC
ENTIRE FACE	N	E	6.0	103.2	4.0	2.5%	12%	CNC	CNC
ENTIRE FACE	S	E	10.3	103.2	36.1	23.4%	33%	CNC	CNC
ENTIRE FACE	E	E	9.45	119.8	8.4	7.0%	40%	CNC	CNC
BUILDING #3 (POPEYES) LEVEL COMPARTMENT	FACE	OCCU- PANCY	LIMITING DISTANCE (m)	AREA (sqm)	UNPROTECTED OPENINGS (sqm)	ACTUAL OPENINGS	OPENINGS PERMITTED	CLADDING REQ.	CONST. REQ.
ENTIRE FACE	W	A2	9.3	113.7	13.4	10.0%	85%	CNC	CNC
ENTIRE FACE	N	A2	6.0	47.9	14.9	31.1%	45%	CNC	CNC
ENTIRE FACE	S	A2	10.3	48.6	2.3	4.7%	100%	CNC	CNC
ENTIRE FACE	E	A2	4.3	113.8	0.0	0.0%	16%	CNC	CNC

PROJECT INFORMATION

LEGAL DESCRIPTION: SITE PLAN OF PARCEL A (DD 134577 PLAN 06376) OF LOT 1
SEC. 10, TP.20, R10, KD10, PLAN 4550 EXCEPT PLANS 14611, KAP55184, KAP78951 AND EPP7474
CIVIC ADDRESS: 2800 100A, AVENUE SW
ZONING: C3

DEVELOPMENT INFORMATION

ZONING ANALYSIS TABLE BASED ON CITY OF SALMON ARM B.C. BYLAW No. 2303

SITE DETAILS:

PARCEL AREA:				PROPOSED			
(ha)	(acres)	(m ²)	(ft ²)	(ha)	(acres)	(m ²)	(ft ²)
0.046	0.115	465.0	5,005.4	0.56	1.39	5,619.7	60,492.0
MINIMUM PARCEL FRONTAGE:				PROPOSED			
				(m)	(ft)	(m)	(ft)
				15.0	49.2	60.8	199.8
MINIMUM PARCEL SETBACKS:				PROPOSED			
				(m)	(ft)	(m)	(ft)
FRONT:				6.0	19.7	6.0	19.7
INTERIOR SIDE:				1.0	3.3	0.5	1.0
EXTERIOR SIDE:				6.0	19.7	12.7min	41.7
REAR:				1.0	3.3	1.0	3.3

DEVELOPMENT DETAILS:

FLOOR AREAS:		(m ²)	(ft ²)
BUILDING 1:		928.62	9,996.0
BUILDING 2:		471.56	5,078.0
BUILDING 3: (POPEYES)		218.87	2,358.0
TOTAL:		1,619.05	17,428.0
MAXIMUM BUILDING HEIGHT:		MAXIMUM	PROPOSED
		(m)	(ft)
BUILDING 1:		10.0	32.8
BUILDING 2:		10.0	32.8
BUILDING 3: (POPEYES)		10.0	32.8
PARKING:	PARKING REQUIRED:	PARKING PROVIDED:	
	BUILDING 1 69.82sqm/24m = 38.7 STALLS	REGULAR SIZE = 66 STALLS	
	BUILDING 2 471.56sqm/24m = 19.7 STALLS	HC = 3 STALLS	
	BUILDING 3 24 SEATS = 8.0 STALLS	TOTAL = 69 STALLS	
	TOTAL = 66.4 STALLS		

VARIANCE REQUIRED

A VARIANCE IS REQUIRED FOR THE
WEST PROPERTY SETBACK FOR
BUILDING #1 FROM 1m TO 3m.

NOTES:
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Revisions		

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Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title

ZONING & CODE ANALYSIS

Scale
NTS
Drawing

DP1

Date 2022-05-10

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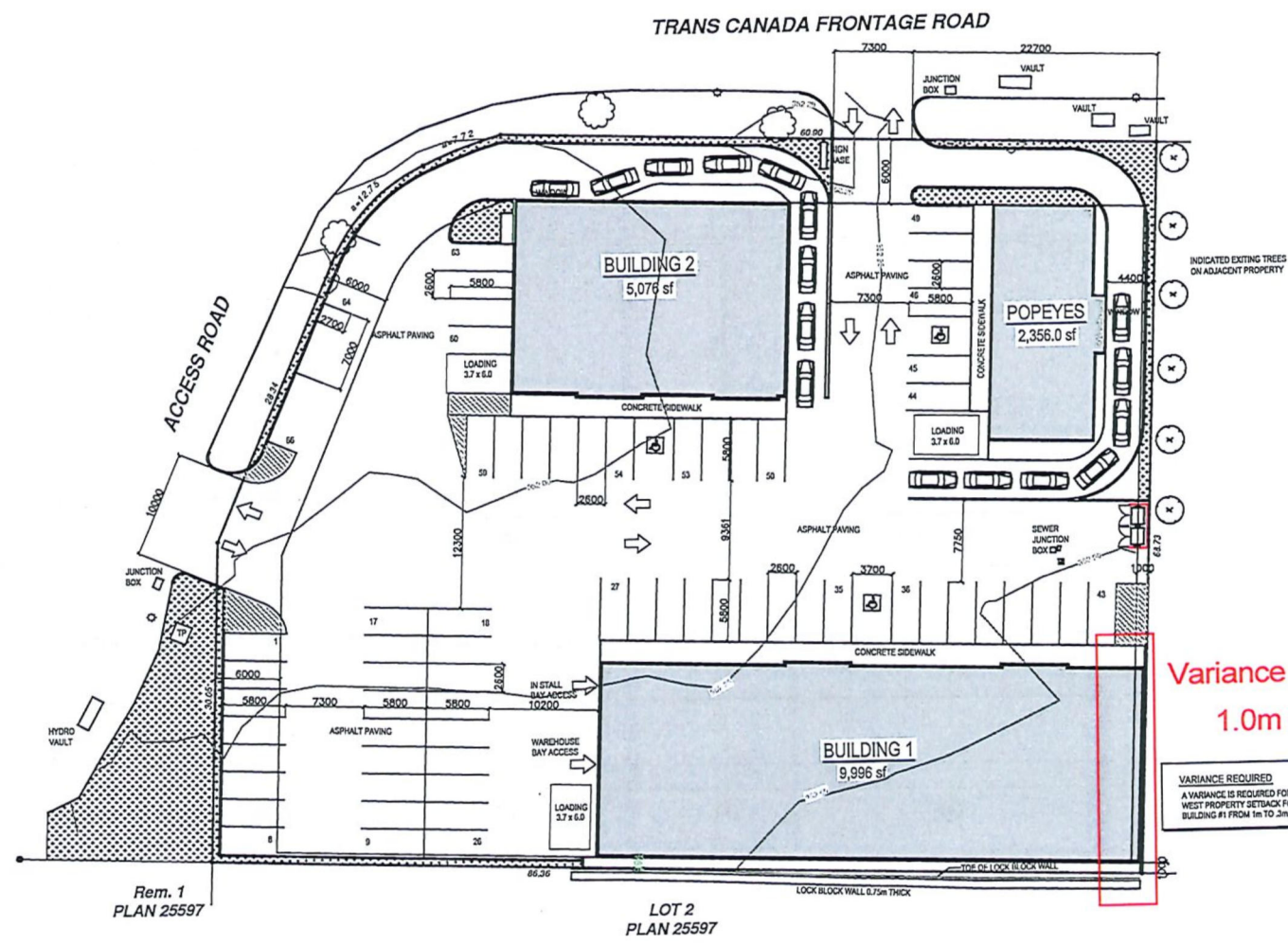
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Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

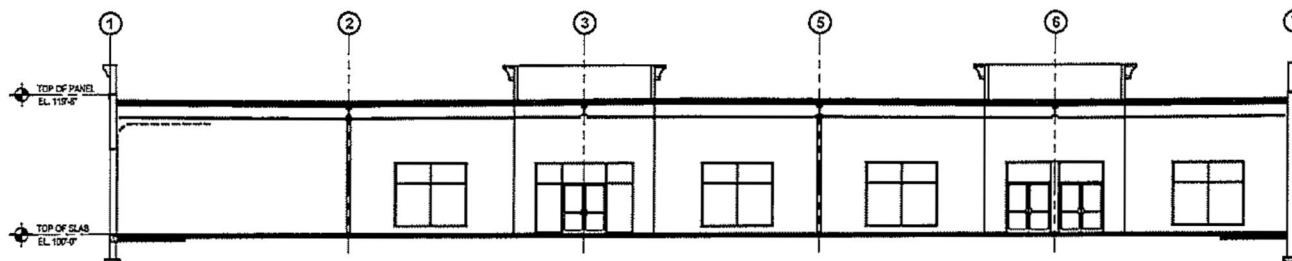
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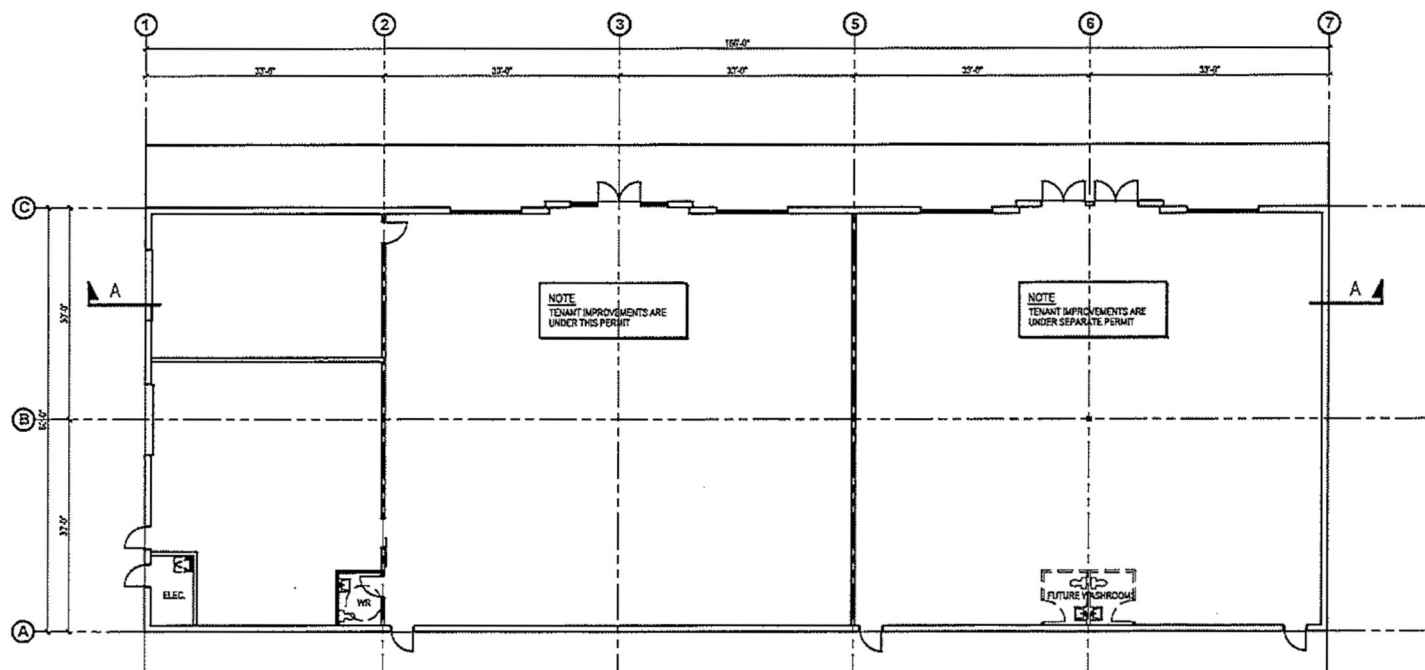
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2022-05-10



SITE PLAN
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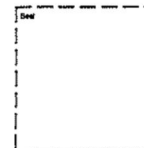
LONGITUDINAL SECTION A-A
SCALE: 1/8" = 1'-0"



FLOOR PLAN
SCALE: 1/8" = 1'-0"

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Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
BUILDING #1
FLOOR PLAN

Scale
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Author

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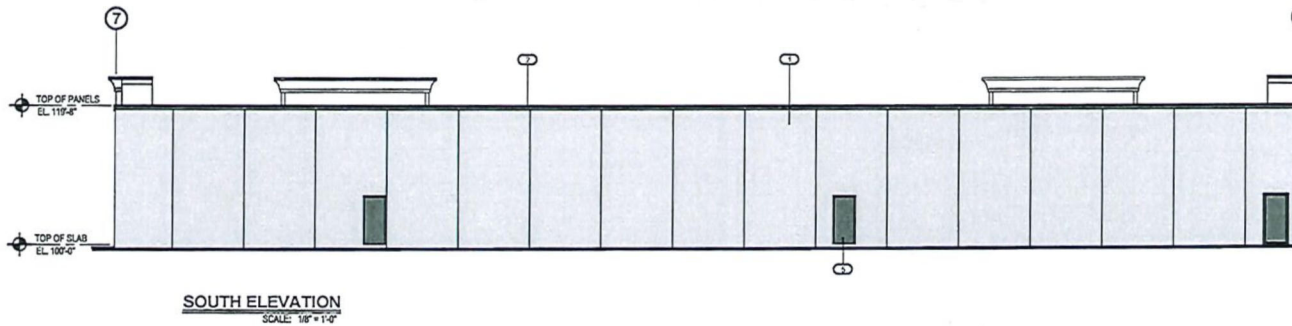
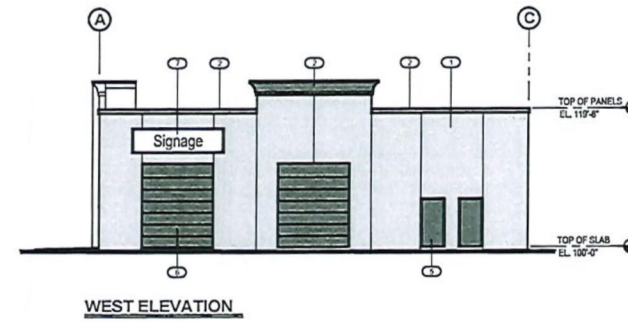
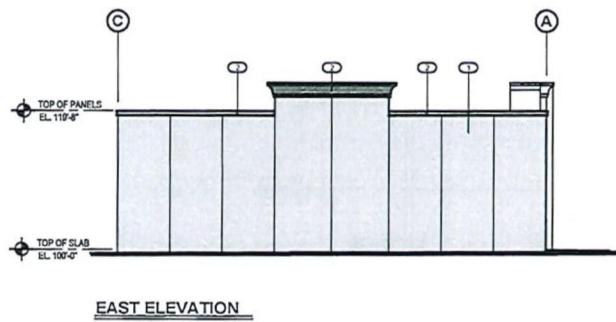
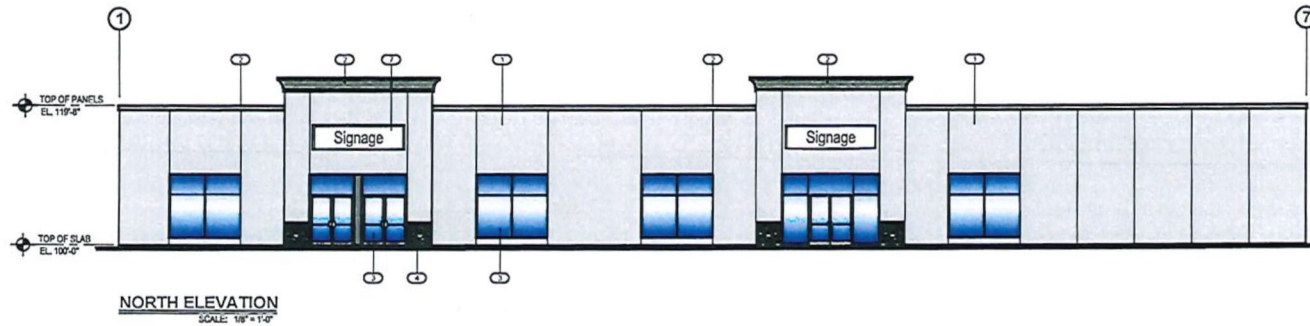
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Date

Sheet

DP3

2022-05-10



- MATERIAL LEGEND**
1. CONCRETE INSULATED TILT UP PANELS
 2. STYROFOAM BUILD OUT WITH ACRYLIC STUCCO SMOOTH TEXTURE, COLOUR TBC
 3. STOREFRONT DOOR / WINDOW
 4. PRO-FIT LEGERSTONE IN BLACK RUNDLE OR SIMILAR
 5. MANDOOK
 6. OH DOOR
 7. TENANT SIGNAGE

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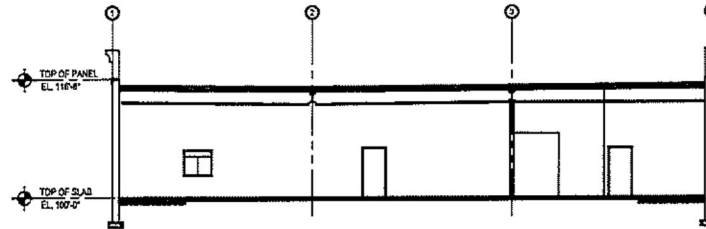
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ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
BUILDING #1
ELEVATIONS

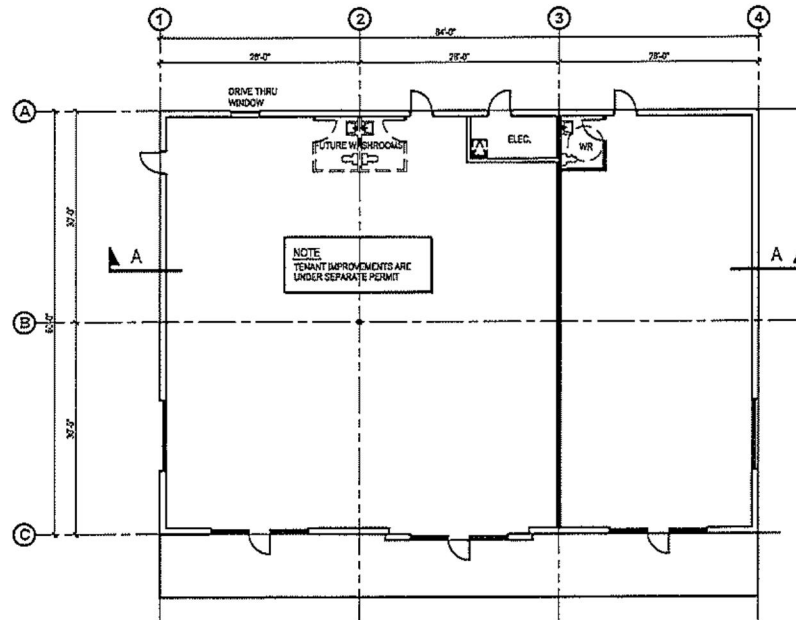
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DP4

Date
2022-05-10



LONGITUDINAL SECTION A-A
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FLOOR PLAN
SCALE: 1/8" = 1'-0"

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Professional LLC
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101-101-101

Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
BUILDING #2
FLOOR PLAN

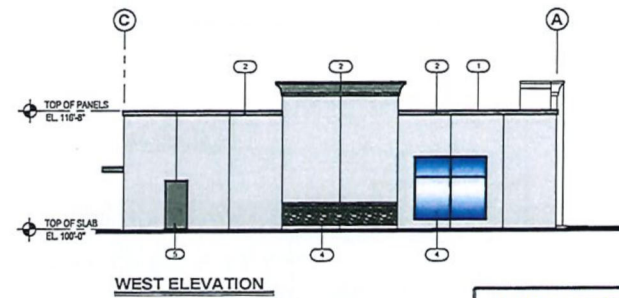
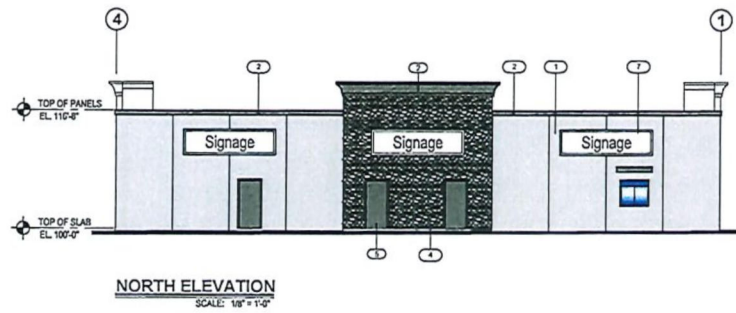
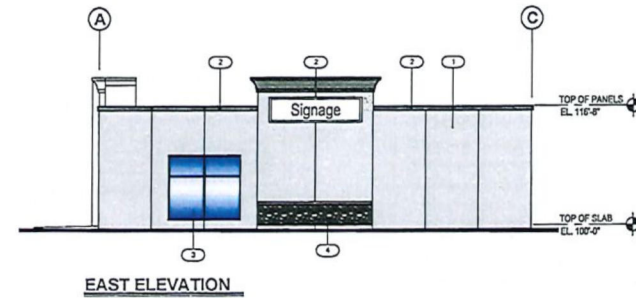
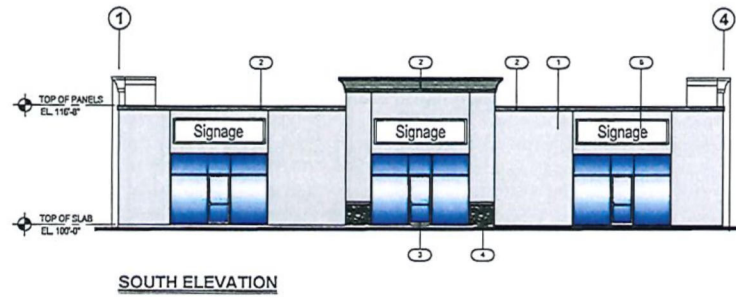
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DP5

Date
2023-05-10

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- MATERIAL LEGEND**
1. CONCRETE INSULATED TILT UP PANELS
PAINTED FINISH, COLOUR TBC
 2. STYROFOAM BUILD OUT WITH ACRYLIC STUCCO
SMOOTH TEXTURE, COLOUR TBC
 3. STOREFRONT DOOR / WINDOW
 4. LEGERSTONE - IN BLACK RUNDLE OR SIMILAR
 5. MANDOOK
 6. OIL DOOR
 7. TENANT SIGNAGE

2	2022-06-10	North Elevation Revised
1	2022-05-10	Issued for preliminary GP review

Revisions

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Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

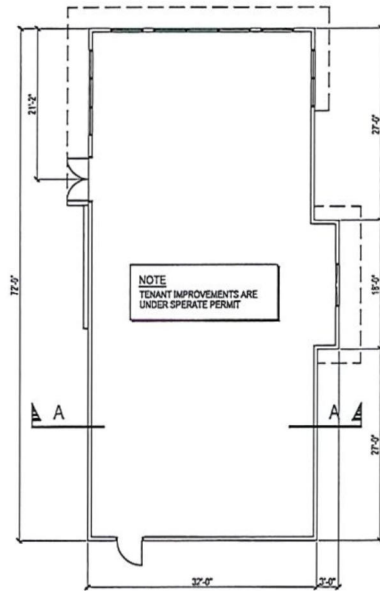
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FLOOR PLAN

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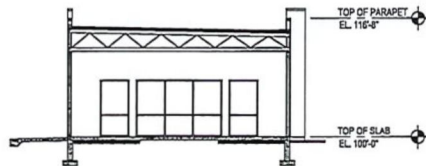
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DP6

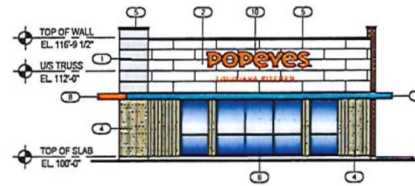
Issued 2022-06-10



FLOOR PLAN
SCALE: 1/8" = 1'-0"



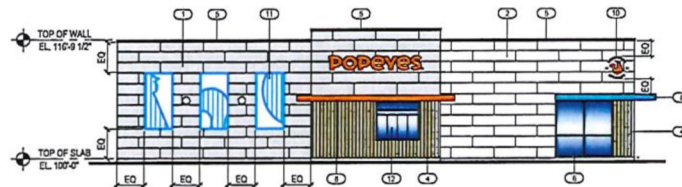
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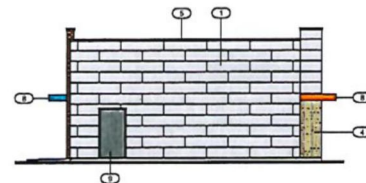
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

MATERIAL LEGEND

1. NICHHA 72" x 18" - ARCHITECTURAL BLOCK
FIBER CEMENT PANEL COLOUR GREY
2. NICHHA NOVEMARY PANEL - OPAL
3. NICHHA VINTAGE BRICK VENEER - ALEXANDER BLUFF
4. NICHHA VINTAGE WOOD AWP 3030 - CEDAR
5. FLASHING - CHARCOAL
6. STOREFRONT FRAMES - CHARCOAL
7. STOREFRONT DOORS (ONLY) - ORANGE - PANTONE #2564C
8. OVERHANGS CANOPY - NOLA TEAL / ORANGE
9. DOOR - CHARCOAL
10. TENANT SIGNAGE
11. SHUTTERS
12. PASS-THROUGH WINDOW

NOTES
DRAWINGS ARE NOT TO BE SCALES
Confirm all dimensions on site. Bring any
discrepancies to the Architect's attention
immediately prior to construction.
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NOT FOR
CONSTRUCTION



2	2022-05-18	Issued for Popeye's approval
1	2022-05-10	Issued for preliminary DP review

Revisions

AXOarchitecture
Andrew van Mellek,
Architect AIA
201 Midway Parkway, NC
30140-1000
andrew@axoarchitecture.com

Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
BUILDING #3
PLAN, ELEVATIONS
& SECTION

Scale
1/8" = 1'-0"
Drawing

DP7

2022-05-18



NOTES
DRAWINGS ARE NOT TO BE SCALED.
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immediately prior to construction.
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1	2022-05-10	Issued for preliminary DP review
---	------------	-------------------------------------

Revisions

AXOArchitecture
Andrea von Wobisch,
Architect AIA
201-201-1000 / 1000-1000, BC
704-444-2100
andrea@axoarchitecture.ca

Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
PICTURES OF EXISTING
DEVELOPMENT IN QUESNEL

Scale
NTS

Drawings

DP8

Date 2022-05-10

NOTES:
DIMENSIONS ARE NOT TO BE SCALED.
Garden all dimensions on drawings are to be taken from the center of the building footprint immediately prior to construction.
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NOT FOR
CONSTRUCTION



2	2022-05-18	Landscape revised
1	2022-05-10	Issued for preliminary DP review

Revisions

AXOarchitecture
Andrea & Victoria
Architects & Planners
200-2000 Highway 10, Suite 100
Vancouver, BC V6L 2K6
info@axoarchitecture.ca

Project Title
ANDRE'S DEVELOPMENT
SALMON ARM, BC

Drawing Title
LANDSCAPE PLAN

Scale
1:2500

DP9

Date
2022-05-13

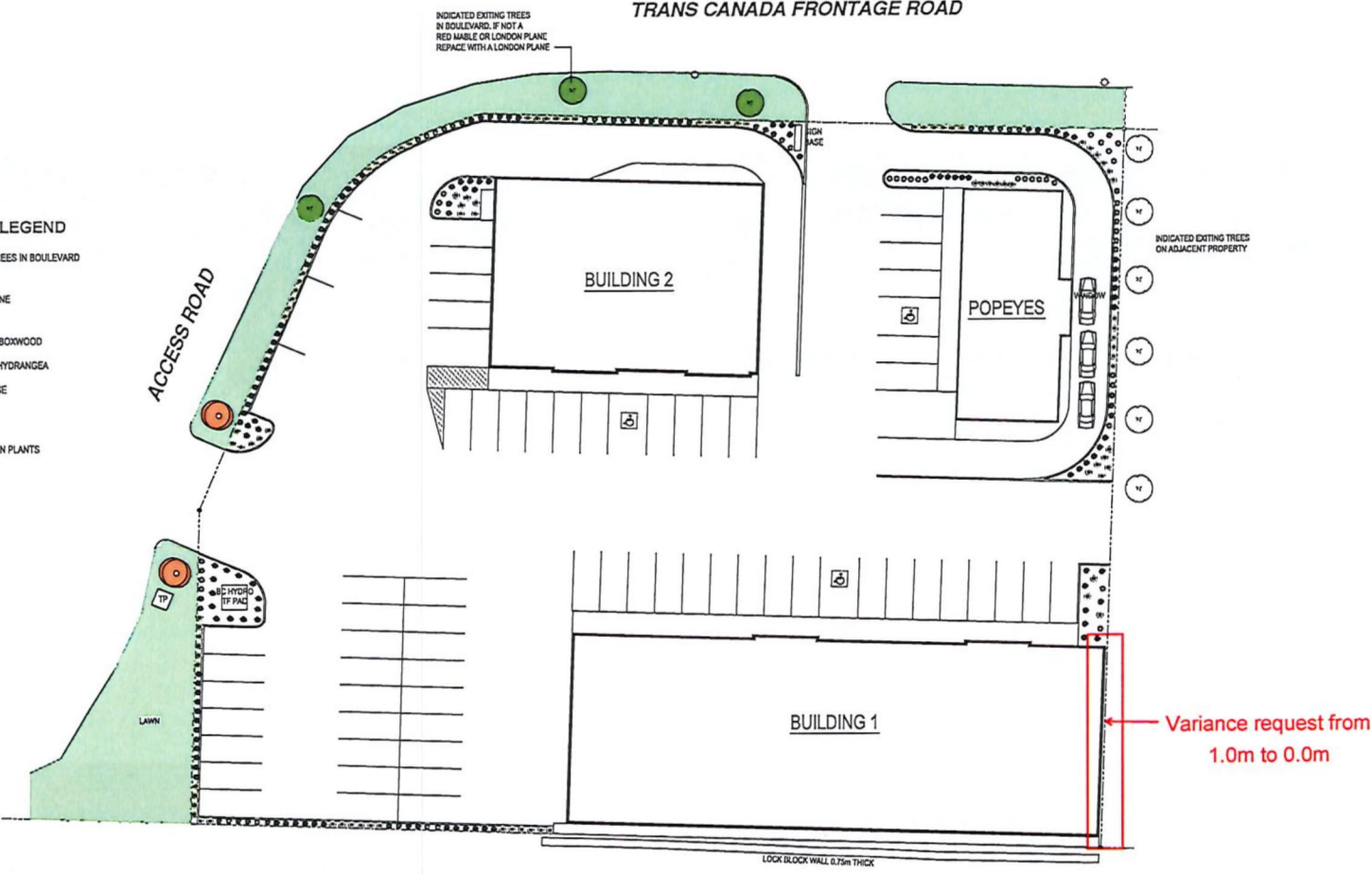


LANDSCAPE LEGEND

- EXISTING TREES IN BOULEVARD
- LONDON PLANE
- GREEN GEM BOXWOOD
- ANNABELLE HYDRANGEA
- PRICKLY ROSE

NOTE

GROUND COVER BETWEEN PLANTS
AND TREES TO BE ROCK





*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: May 24, 2022
 PREPARED BY: Mustafa Zakreet, Engineering Assistant
 APPLICANT: **Blanleil Cranbrook Holdings Ltd**
 SUBJECT: **DEVELOPMENT PERMIT (with Variance) APPLICATION NO. DP-443**
 LEGAL: Parcel A (DD 136157F Plan B6396) of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan 4550, Except Plans H401, KAP55184, KAP69718, KAP7895 and EPP7474
 CIVIC: **2800 – 10 Avenue (TCH) SW**

Further to your referral dated May 16, 2022, we provide the following servicing information:

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 or relocated outside of the proposed building envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
8. At the time of 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.

Development APPLICATION FILE: DP 443

DATE: May 24, 2022

Page 2

-
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 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 Ave SW, on the subject property's northern and western boundary, is designated as an Urban Collector Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. The Ministry of Transportation and Infrastructure (MOTI) has constructed 10 Ave SW to the Urban Collector standard. No further upgrade is required.
3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
4. As 10 Ave SW is designated as a Collector Road, accesses shall be designed by keeping to a minimum number. Only two driveway accesses will be permitted onto 10 Ave SW. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.

Water:

1. The subject property fronts a 300mm diameter Zone 1 watermain on 10 Ave SW. No upgrades will be required at this time.
2. The existing lot is to be serviced by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of subdivision, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
3. Records indicate that the existing property is serviced by a 150mm service from the 300mm diameter watermain on 10 Ave SW. No further upgrading will be required at this time. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
4. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).

Development APPLICATION FILE: DP 443

DATE: May 24, 2022

Page 3

5. Fire protection requirements to be confirmed with the Building Department and Fire Department.
6. 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. The subject property fronts a 300mm diameter sanitary sewer on 10 Ave SW. No upgrades will be required at this time.
2. The proposed parcel is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).
4. Records indicate that the existing property is serviced by a 200mm service from the sanitary sewer on 10 Ave SW. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Drainage:

1. The subject property fronts a 900mm diameter storm sewer on 10 Ave SW. No upgrades will be required at this time.
2. Records indicate that the existing property is serviced by a 300mm service from the storm sewer on 10 Ave SW. No upgrade is required. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no current storm capacity concerns according to the Stormwater Master Plan Study (April 2020)
4. 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.
5. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
6. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel(s) shall be serviced (each) by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate /

Development APPLICATION FILE: DP 443

DATE: May 24, 2022

Page 4

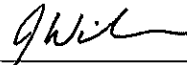
unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Geotechnical:

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



Mustafa Zakreet
Engineering Assistant



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

Admin
CR GL Posting Report-Detailed

CITY OF
SALMON ARM

CR5160 Page : 1
Date : Jun 09, 2022 Time : 2:24 pm

Deposit I.D. : 8638 to 8638

Payment Date : ALL

GL Code	CC1 Sub- system	CC2 Account	CC3 Date	GL Name	Receipt Number	Batch ID	Deposit ID	Fiscal Yr/Per	Deposit	JV No.	Debit	Credit	Total
10-3-110-0000				General #1636-19 (BNS)									
	PT	322 02069.000	15-Jun-2022		454476	2022061501	8638	2022 6	Deposit O	73313	2657.36		
	PT	322 06376.018	15-Jun-2022		454478	2022061501	8638	2022 6	Deposit O	73313	2970.21		
	PT	322 04565.014	15-Jun-2022		454479	2022061501	8638	2022 6	Deposit O	73313	391.06		
	PT	322 04520.005	15-Jun-2022		454480	2022061501	8638	2022 6	Deposit O	73313	376.07		
	UB	1006437007001	15-Jun-2022		454481	2022061501	8638	2022 6	Deposit O	73313	371.04		
	PT	322 01368.510	15-Jun-2022		454485	2022061501	8638	2022 6	Deposit O	73313	310.08		
	UB	1009997000001	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313	236.88		
	UB	1009997000002	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313	207.56		
	UB	1009997000003	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313	229.69		
	UB	1009997000004	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313	229.69		
Account Total :											7979.64	0.00	7979.64
10-3-210-0100				Taxes Receivable									
	PT	322 02069.000	15-Jun-2022		454476	2022061501	8638	2022 6	Deposit O	73313		-2657.36	
	PT	322 06376.018	15-Jun-2022		454478	2022061501	8638	2022 6	Deposit O	73313		-2970.21	
	PT	322 04565.014	15-Jun-2022		454479	2022061501	8638	2022 6	Deposit O	73313		-391.06	
	PT	322 04520.005	15-Jun-2022		454480	2022061501	8638	2022 6	Deposit O	73313		-376.07	
	PT	322 01368.510	15-Jun-2022		454485	2022061501	8638	2022 6	Deposit O	73313		-310.08	
Account Total :											0.00	-6704.78	-6704.78
50-3-270-0000				Water Receivables									
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	UB	1009997000002	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313		-207.56	
	UB	1009997000003	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313		-229.69	
	UB	1009997000004	15-Jun-2022		454486	2022061501	8638	2022 6	Deposit O	73313		-229.69	
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Grand Total :											7979.64	-7979.64	0.00

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To: His Worship Mayor Harrison and Members of Council

Date: June 1, 2022

Subject: Development Permit Application DP-441 (Residential)

Legal: Lot 3, Section 13, Township 20, Range 10, W6M, KDYD, Plan KAP82683 Except Plan EPP3209

Civic: 1180 Old Auto Road SE

Owners: 1334672 BC Ltd., INC.NO. BC1334672

Agent: Lawson Engineering Ltd.

MOTION FOR CONSIDERATION

THAT: Development Permit No. 441 be authorized for issuance for Lot 3, Section 13, Township 20, Range 10, W6M, KDYD, Plan KAP82683 (1180 Old Auto Road SE) in accordance with the drawings dated March 22, 2022 and attached as Appendix 6;

AND THAT: Development Permit No. 441 include the following variances to Zoning Bylaw No. 2303:

Section 4.9.1 – decrease the special building setback from the center line of an Arterial Street from 17.5 metres (57.4 feet) to 15.4 metres (50.5 feet) in accordance with the attached drawings;

Section 4.12.1 – increase the maximum height of a retaining wall from 2.0 metres (6.5 feet) to 2.5 metres (8.2 feet) in accordance with the attached drawings;

Section 9.4 – increase the maximum height of a principal building from 10.0 metres (32.8 feet) to 12.1 metres (39.7 feet) in accordance with the attached drawings;

AND FURTHER THAT: Issuance of Development Permit No. 441 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 landscape plan and installation of fencing.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

BACKGROUND

The irregularly shaped subject parcel is located at 1180 Old Auto Road SE and has an area of just under 0.6 acres (Appendix 1). The parcel is vacant and designated Medium Density Residential in the Official Community Plan (OCP) Bylaw, and R4 Medium Density Residential in the Zoning Bylaw (Appendix 2 & 3). Site photos are attached (Appendix 4).

This application is to permit a 9 unit multi family residential development with a total of 3 residential buildings, as described in the applicant's letters (Appendix 5) and shown in the proposed Development Permit drawings (Appendix 6). Given parcel area, the maximum density permitted is 9 dwelling units.

COMMENTS

Building Department

No limiting distance concerns and fire department access should be satisfactory.

Fire Department

No fire department concerns.

Engineering Department

No concerns. Engineering comments are attached as Appendix 7.

Design Review Panel

With the proposal for multi family development, the application was referred to the Design Review Panel (DRP) for review (Appendix 8). The Panel was supportive of the proposal as presented.

Public Consultation

Pursuant to the *Local Government Act* and *City of Salmon Arm Development Permit Procedures Bylaw* notices are mailed to land owners within a 30m radius of the application. The notices outline the proposal and advises those with an interest in the proposal to provide written submission prior to the Hearing and information regarding attending the Hearing. It is expected that the Hearing for this application will be held on June 27, 2022.

Planning Department

As supported by the Medium Density OCP designation and the R4 Zoning regulations, the proposed 9 unit development is subject to the guidelines of the "Residential Development Permit Area" as described in the section 8.4 of the OCP. This section recommends characteristics under the topics of siting and building, landscape and screening guidelines, as well as access, circulation and parking area guidelines.

Siting and Building

The applicant is proposing a 9 unit multi family development in the form of 3 residential buildings, each with 3 units. The site is sloping. The southern portion of the parcel along Auto Road is proposed to be brought up to the second level of buildings 2 and 3 to provide rear yard walkout access. This orientation towards the street frontage is aligned with OCP policy 8.4.11, which supports defined entries to the street.

The proposed buildings as illustrated would have footprints of approximately 230 square metres each and are generally comprised of 3 storeys in height (up to 12.1 m). The building designs feature a contemporary style with varied facades, colours, and linear rooflines reasonably unified on all elevations and providing visual interest. Multiple buildings generally present less of an impact than a single larger building in terms of overall massing on any site, allowing for sightlines between buildings. High quality materials are incorporated with proposed cladding featuring fiberboard siding.

Landscape and Screening

A landscape plan has been completed in consultation with the OCP guidelines. The landscape plan prescribes plantings throughout the site, including "Red Sunset" and Norway" maple trees, reducing the impact of the proposed development on the streetscape. Staff have provided the City's list of "Fire Smart" landscaping to the proponents, which appear to be incorporated. Furthermore, staff note that the plans address OCP Policy 8.4.28, indicating installation of street trees along the road frontages at a 15 m spacing along the Auto Road frontage to the south (approximately 7 trees), and 10 m spacing along Old Auto Road SE (3 trees). An estimate for landscaping will be required, including irrigation.

Access, Circulation and Parking Area

Vehicle access proposed is via a single shared 7.3 metre wide access route with turnarounds. There are a total of 17 parking stalls proposed (14 are required), with 14 parking stalls proposed in garages (6 in building 1, 4 in building 2, 4 in building 3) and an additional 3 surface parking stalls on site. Aligned with

OCP policy, parking is largely under-building, with surface parking and building massing is broken up and screened with landscaping. The proposed parking exceeds the bylaw requirements.

Variance – Special Building Setback - 17.5 to 15.4 metres

Special Building Setbacks help to ensure that ultimate road widths may be achieved in the future along primary arterial roads within the City's road network. A variance has been requested to reduce the special building setback from the centreline of Auto Road (an Arterial) from 17.5 m to 15.4 m (Appendix 6). This 2.1 m variance affects the patio/porch structures of 2 units in the south east corner of the proposed development. Staff note that these structures meet the required 5 m external parcel line setback requirement. As building setbacks between the proposed development and all parcel lines have been achieved, and with no further dedication required at this time, staff have no concerns with this request.

Variance - Retaining Wall Height - 2 to 2.5 metres

A variance has been requested to increase the permitted height of a retaining wall from 2 to 2.5 metres for the retaining wall along the west parcel line (Appendix 6). Requests such as this are not uncommon on sloping sites. Staff have no concerns with the requested retaining wall height considering terrain and that the relatively small increase requested will have minimal related impact on adjacent parcels.

Variance – Building Height - 10 to 12.1 metres

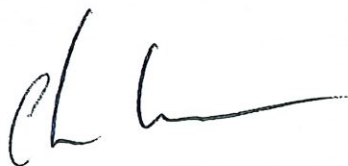
A variance has been requested to increase the permitted height from 10 to 12.1 metres for the proposed buildings (Appendix 6). Building 1 is proposed to be 12.1 m, Building 2 is 11.2 m and Building 3 is 9.5m in height. This request is to accommodate the peaked roof designs relative to the sloping site. The building heights proposed are aligned with the maximum 10-to-13 m permitted height in the R4 zone (under R4 zoning, the maximum height can be increased up to 13 metres with the inclusion of specified special amenities), and are substantially consistent with development in the area (10 m maximum permitted height in the R1 zone). Staff note that manner in which height is defined, averaging lowest and highest points over an exterior wall, can be challenging across sloping sites. Staff have no concerns with the requested building height considering: the relatively small increase requested, the slope across the development site, and as it is a variance only applicable to the north faces of the buildings (the buildings are set into the sloping site and the south-facing elevations are two storeys in height). Furthermore, landscape trees have been proposed along the north parcel line to help limit related impacts.

Servicing

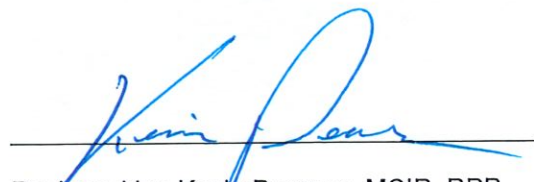
Frontage improvements to the Urban Interim Arterial Road (RD-4 – Auto Road SE) and the Urban Local Road (RD-2 – Old Auto Road SE) standards are required, including installation of curb, sidewalk, boulevard, multi-use pathway, fire hydrants, and street lighting as required. Staff note that these are important upgrades to support multi family development including active transportation infrastructure at a key location in the City's transportation network, and that there is some history of requests for such improvements in this area.

CONCLUSION

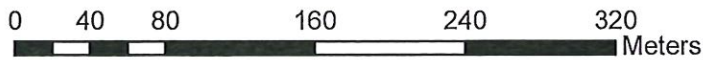
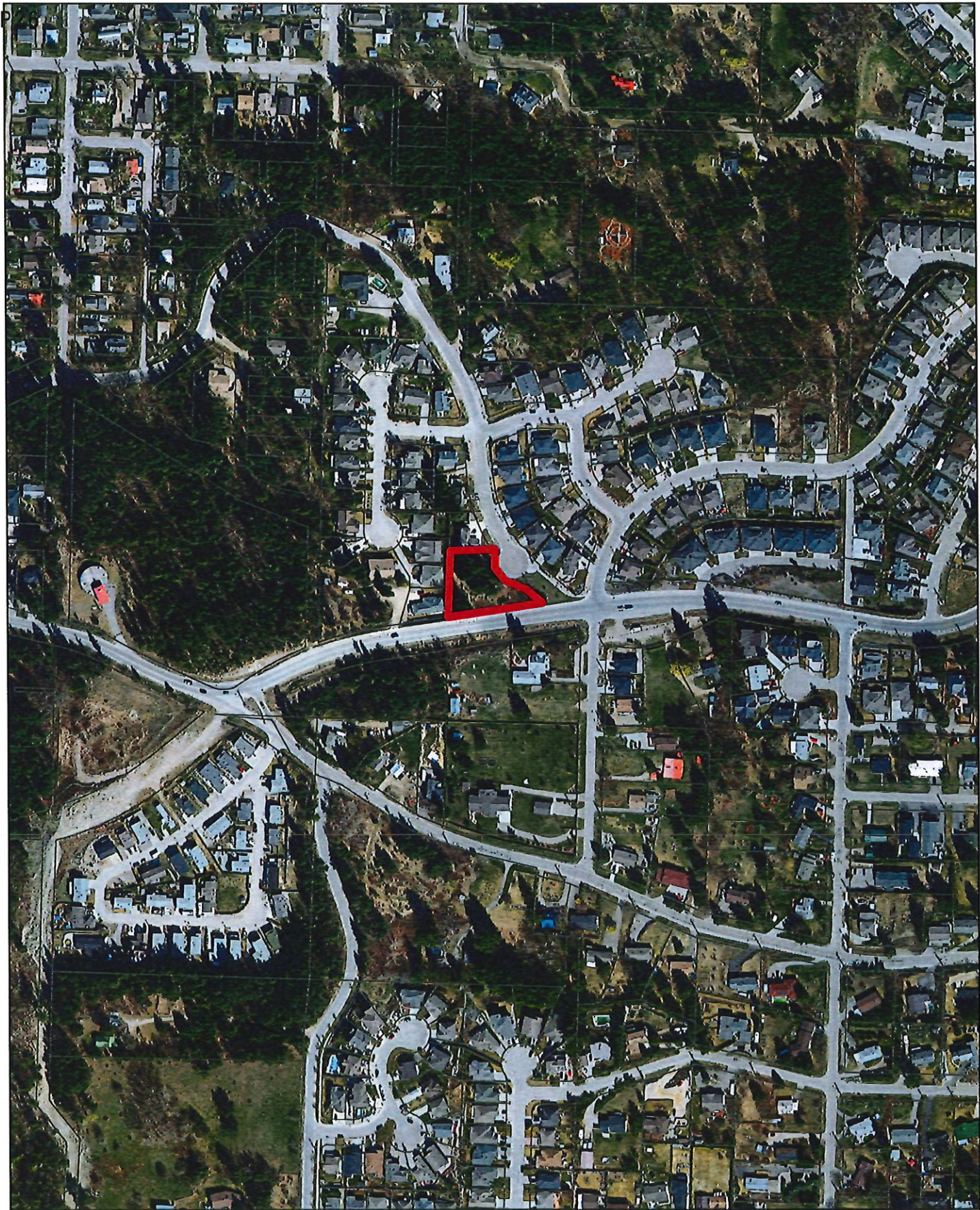
The applicant is applying for a Development Permit to support a 9 unit multi family residential development. The proposal is supported by the Medium Density OCP designation and permitted under the R4 Zoning regulations. The applicant has made revisions to their proposal to meet the OCP guidelines and the DRP has supported the proposal. In the opinion of staff the proposal aligns with the Development Permit Area guidelines as described in the OCP, while the variances requested are relatively minor. Staff recommends approval of Development Permit No. 441 and the associated variances.



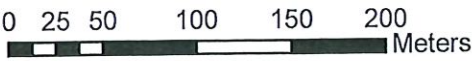
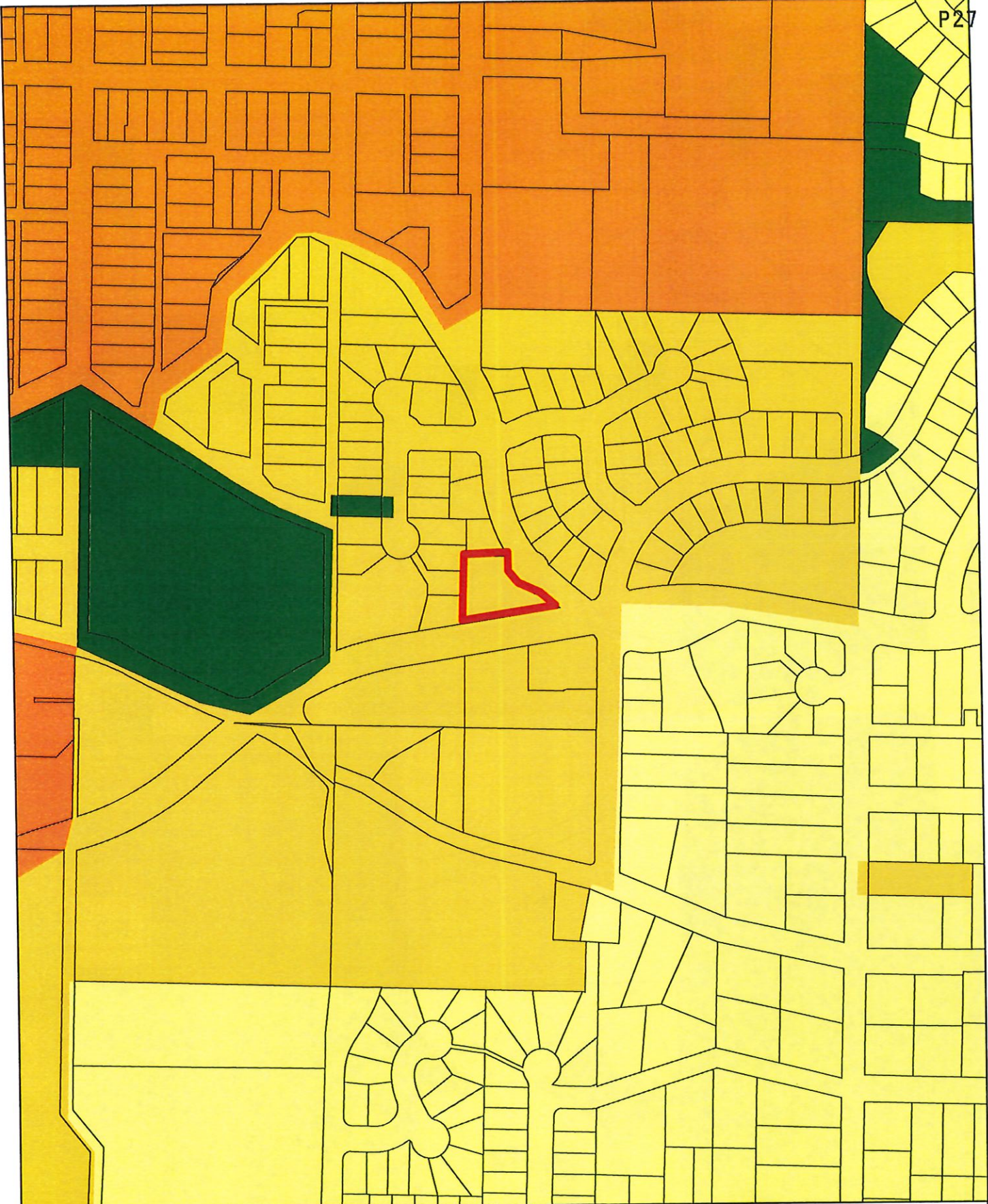
Prepared by: Chris Larson, MCIP, RPP
Senior Planner



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



Subject Parcel



Subject Parcel

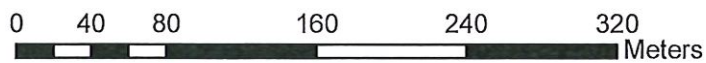
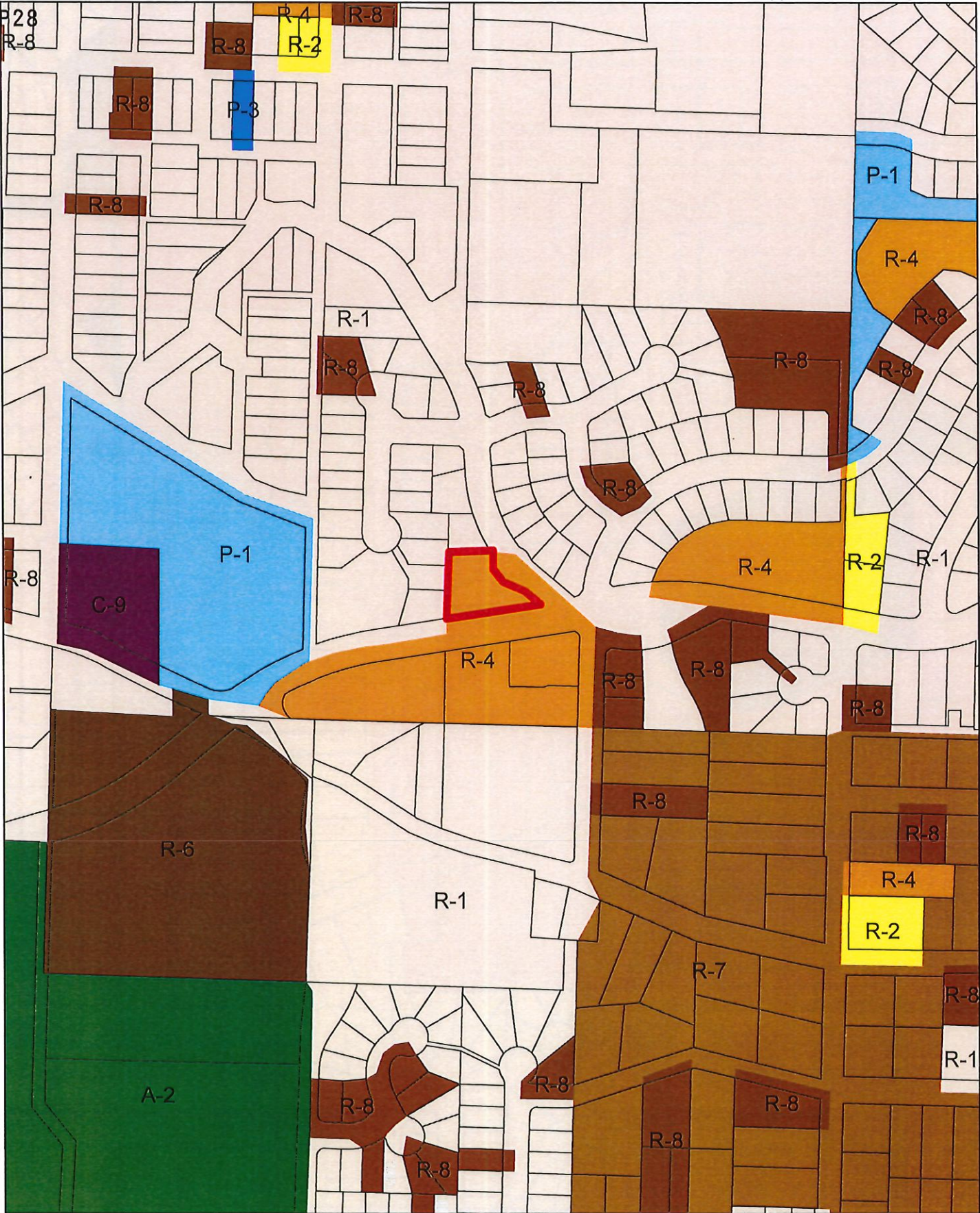
Park



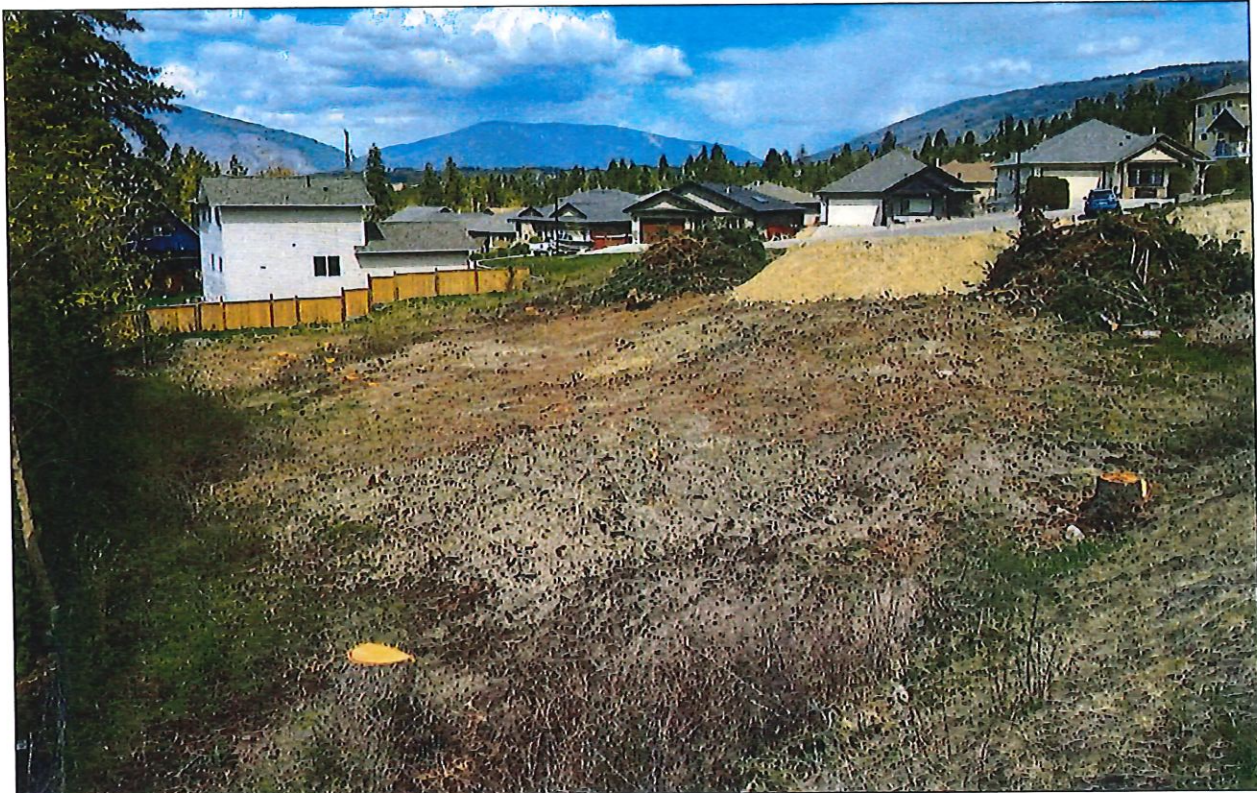
Residential High Density

Residential Medium Density

Residential Low Density



Subject Parcel



View northeast over subject parcel from Auto Road.



View west over subject parcel from Auto Road.

P30

February 7, 2022

City of Salmon Arm

Development Services
500 2 Avenue NE - PO Box 140
Salmon Arm, BC V1E 4N2

Re: 1180 Old Auto Road Development, Salmon Arm, BC - Development Permit Application – Letter of Proposal

The subject property is 0.57 acre in size and is currently zoned R-4 with an OCP designation of *residential – medium density*. The proposed development plan of creating 3 similarly sized triplexes aligns with the City of Salmon Arm's Official Community Plan and is consistent with the R-4 zoning.

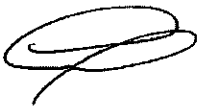
The develop is comprised of (3) 3-storey triplexes totaling 9 overall multi-family units. The triplex design attempts to realize a modern quality while still maintaining a connection to the surrounding residential subdivision through use of a neutral colour palette inspired by nature and highlighted by stone and wood accents. The northern units are proposed to have single-car garages whereas two southern units are proposed to have stacked double-car garages. Combined with the proposed additional 3 parking stalls at the entrance to the site the development will boast adequate parking with 17 overall parking stalls being provided where only 14 are required by the bylaw.

All proposed units are being constructed with environmental efficiency in mind and will have Insulated Concrete Form (ICF) foundations to increase insulation values as well as provide superior sound-dampening between shared walls. All units will be proactively wired for Electric Car charging stations as well as solar panels.

As shown in the landscape plans the project is proposed to maintain all existing trees along the southeastern property line while reinstating trees along the southern property line to provide noise buffering, privacy and aesthetics to the form and character of the development.

The proposed development intends to maximize the density of the smaller 0.57 acre lot all the while striking a balance between various project objectives such as meeting the needs of the users and surrounding community, budgets, costs design, construability and profitability. Finding this balance can be a challenge yet this process of finding balance can provide direction as was the case is this project. In total, this development will create 9 multi-family homes in a neighbourhood and community that desperately needs it.

Thank you for your time and consideration,



1334672 BC Ltd.

May 30, 2022

City of Salmon Arm

Development Services
500 2 Avenue NE - PO Box 140
Salmon Arm, BC V1E 4N2

Re: 1180 Old Auto Road Development, Salmon Arm, BC - Development Permit Application – Variance Request:

This letter is intended to provide insight into the *Development Permit* variance application submitted for 1180 Old Auto Road SE by the *owner* (1334672 BC Ltd.).

The subject property is 0.57 acre in size and is currently zoned R-4 with an OCP designation of *residential – medium density*. The proposed development plan of creating 3 similarly sized triplexes aligns with the City of Salmon Arm's Official Community Plan and is consistent with the R-4 zoning.

It is understood that to align with *Section 4 – General Regulations – Special Building Setbacks 4.9.1.1* for properties zoned R4 and fronting a designated Arterial Road a setback from centerline of constructed road must be 17.5m as per the City of Salmon Arm Zoning Bylaw No. 2303.

As such, the *owner* is requesting the following variance:

1) Zoning Bylaw No. 2303 (Section 4.9.1.1 – Special Building Setbacks):

Reduce the required 17.5m setback from centerline exclusively for areas highlighted on attached layout plan (building 3 only) to 15.4m.

The reason(s) for this variance request:

- a) The drive aisle of Auto Road is currently constructed skewed ~4m to the Northern side of the road right-of-way along the subject properties frontage when compared to City of Salmon Arm Subdivision and Development Servicing Bylaw Specification Drawing RD-4 – Urban Arterial Road Cross-section. This forces the *special setback provisions* of the already extended 17.5m setback to extend further into the subject parcel reducing buildable envelope even further;
- b) Due to the existing alignment of Auto Road along the subject parcels frontage (outside bend) the proposed setback variance, if granted, will not take away line-of-sight from vehicular, cycling or pedestrian traffic creating no safety concerns;
- c) The subject parcel faces challenging development constraints such as topography and irregularity of parcel shape. The challenges this specific site already faces are exacerbated by the *special provision setbacks* and skewed centerline alignment;
- d) It is highly desirable both from a marketability and functionality perspective to construct 3 equally-sized covered patios for Proposed Building #3;

Due to the existing challenging topography of the site substantial grade changes from the site access (Old Auto Road) to the West property line were unavoidable to ensure safe and reasonable unit access. As such, the retaining wall at the end of the Strata Road is required to be constructed 2.5m tall as opposed to the bylaw permitted 2.0m tall on the rear parcel line.

2) Zoning Bylaw No. 2303 - Section 4.12.1 (a) - Retaining Wall Height:

Increase the maximum retaining wall height allowance at the rear of a parcel from 2.0m to 2.5m.

The reason(s) for this variance request:

P32

- a) The challenging grade of the site has required substantial fills from East to West to match the grade to that of the cul-de-sac on Old Auto Road where site access is provided. Every design attempt was made to lower the road grade to better match that of existing ground elevations (from East to West) however could only be lowered to a certain point to ensure drivability of the Strata Road as well as serviceability of underground infrastructure (storm & sanitary sewer) – the end product is a 2.5m tall required retaining wall at the end of the Strata Road;
- b) A preexisting mature and established cedar privacy hedge along the western property line will screen the neighbouring property from the proposed increased retaining wall height (0.5m/1'7").

Again, due to the existing challenging topography of the site substantial grade changes from the site access (Old Auto Road) to the West property line were unavoidable to ensure safe and reasonable unit access to all nine units. As such, two of the Strata Unit's Overall Building Heights (Unit 1 = 12.1m, Unit 2 = 11.2m) do not satisfy the 10.0m maximum height specified in the City of Salmon Arm bylaw #2303

3) *Zoning Bylaw No. 2303 - Section 9.4) – Maximum Height of Principal Buildings:*

Increase the maximum height of principal buildings from 10.0m to 12.1m.

The reason(s) for this variance request:

- a) The original topography of the site drops from East (elevation of Old Auto Road) to Western property line 5.5m (18'). To maintain reasonable accessibility to proposed multi-family units while also ensuring serviceability (sanitary and storm) the Strata Road grades down towards the Western property line as much as practical but still requires considerable fill when compared to original ground elevation. This creates a discrepancy between the proposed mainfloor elevation of the units and the original ground elevation – to which maximum building height is measured from.
- b) The site not only grades from East to West but also from South to North – this only exacerbates again the overall maximum height of the buildings based on how and where the *maximum building height* is measured from.
- c) As this property is a corner-lot property with Auto Road separating it from any other residential properties, as well as being situated 5.0m (16') below the elevation of Auto Road, no views are anticipated to be negatively affected.
- d) How *maximum height* is defined and measured in the bylaws can be extremely challenging when attempting to build on an unlevel and irregularly shaped site. With the example of building #1, the lowest original ground elevation of the outside foundation wall is 4.5m (15') lower than that of the opposite building corner. Essentially, 4.5m (15') in building height is lost when compared to a building on a flat lot.

Based on the information provided above, the owner (1334672 BC Ltd.) would respectfully request that the City of Salmon Arm provide these variances to allow the developer to maximize the developments potential and in-end produce a more desirable product. It is believed that in allowing requested variances there will be no present or future negative impact to public safety or loss of public value. Granting these variances would however allow for an assumed overall better multi-family development in a neighbourhood and community that is in desperate need of it.

Thank you for your time and consideration,

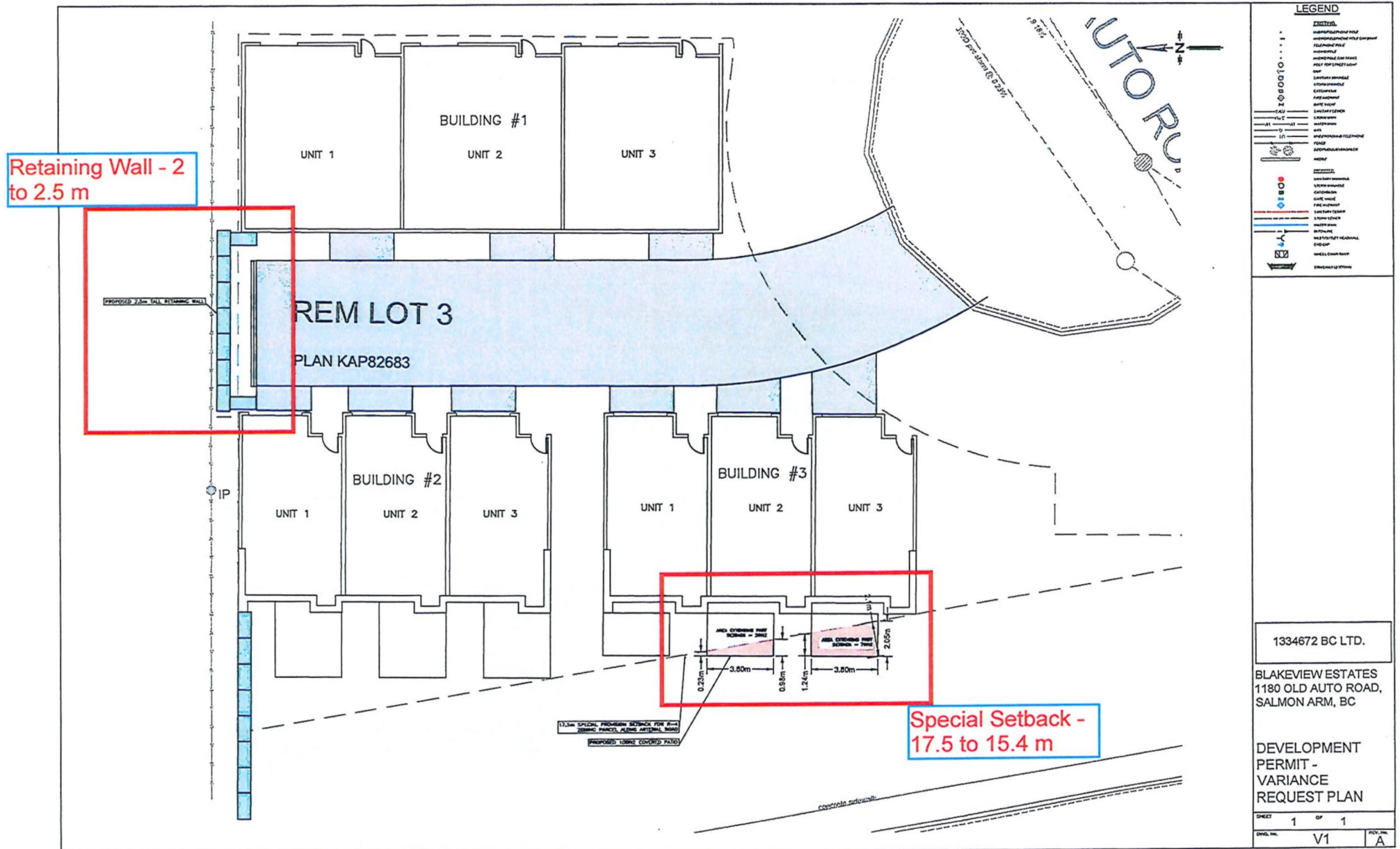
Best Regards,



1334672 BC Ltd.

Attachment(s):

- Development Permit Variance Request Plan – Setback Variance





[illegible]

1180
Old Auto Rd.
North Bldg #1
Salmon Arm BC

Date	Mar 22, 2022
Drawn by	M
Project No.	925/NDI_2202
Scale	1/4" = 1'-0"



Building Height -
10 to 12.1 m

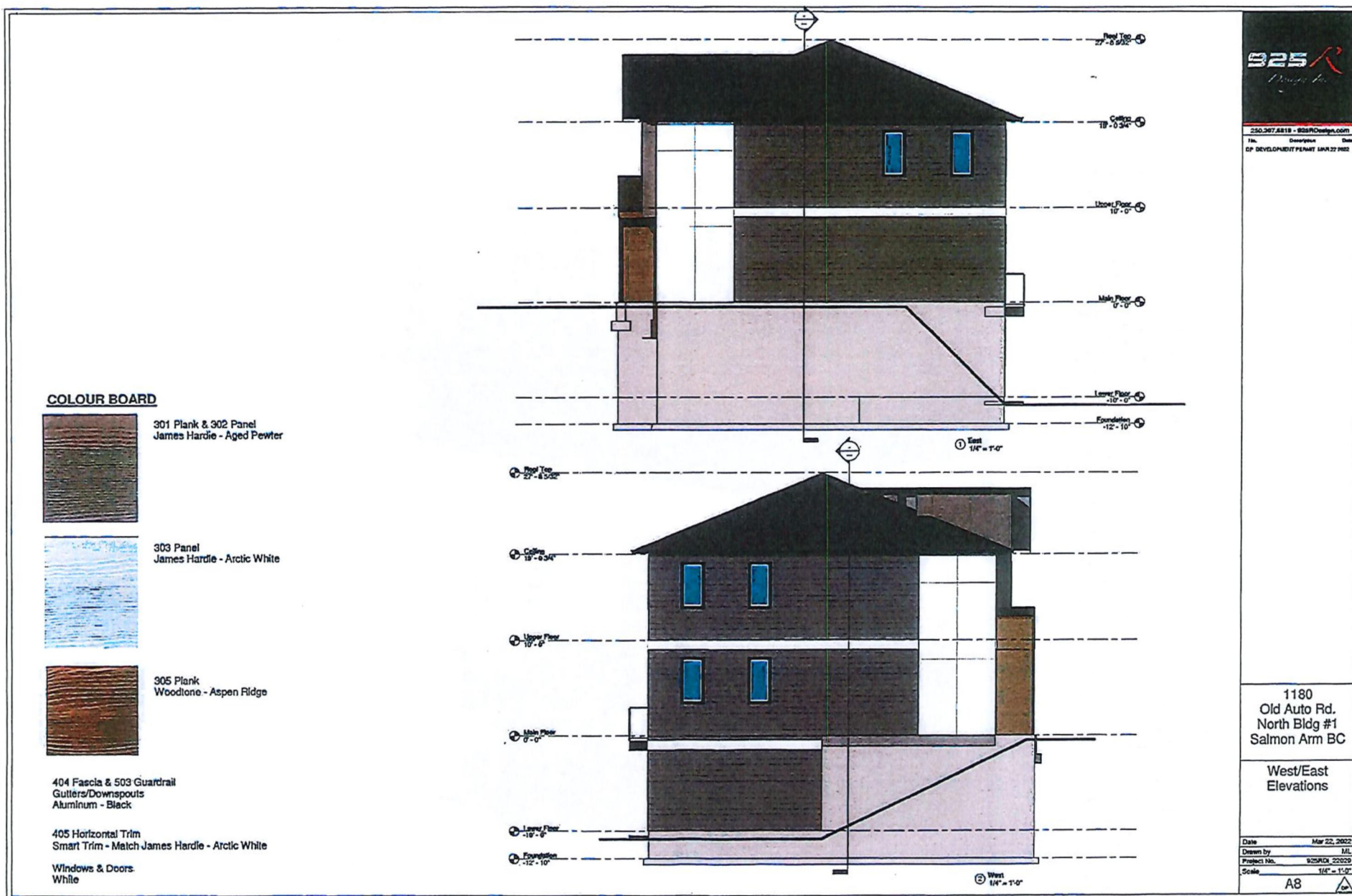
925R
Design Inc.

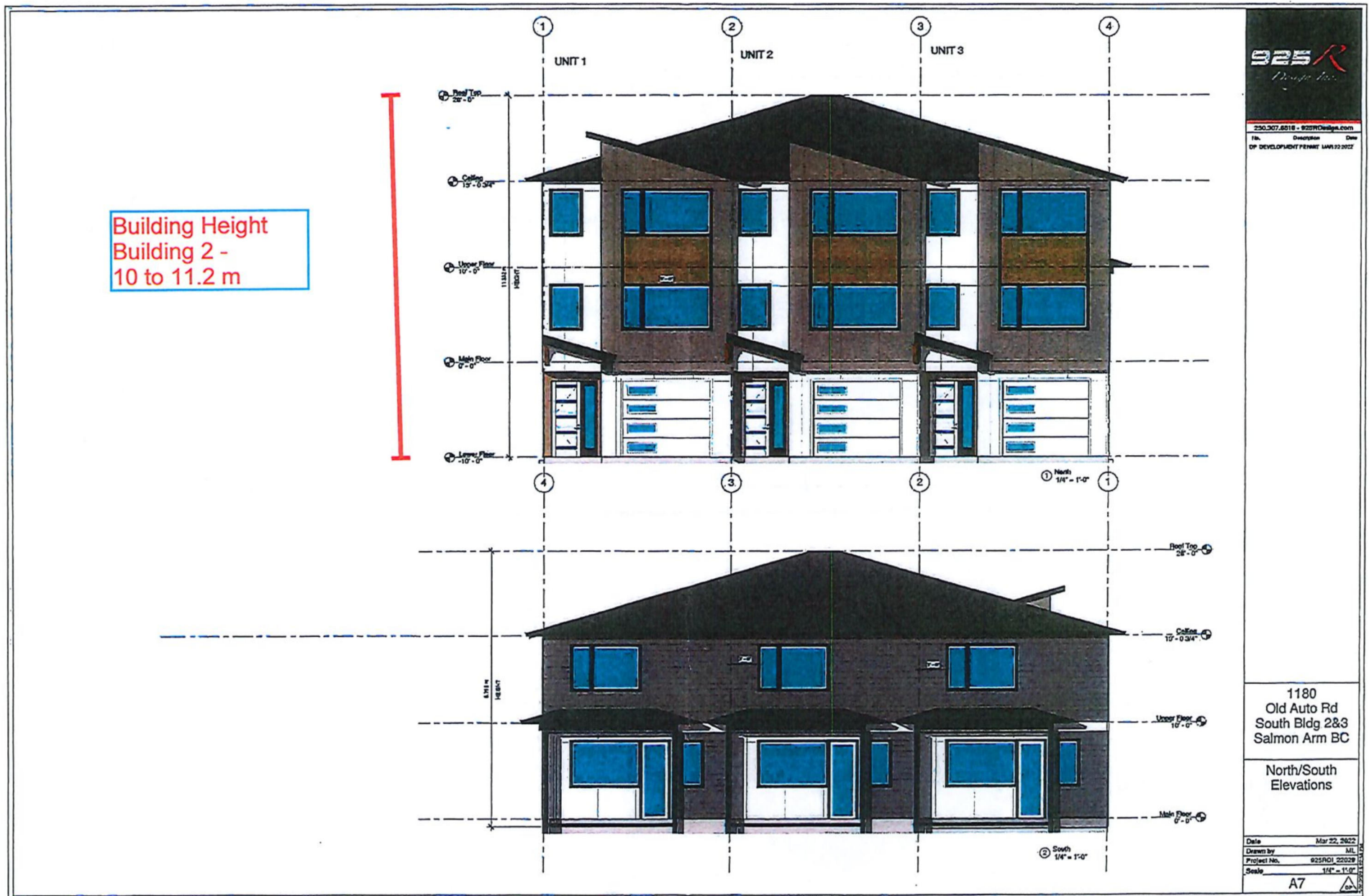
250.367.6818 • 925RDesign.com
Date: Description: Date:
OF DEVELOPMENT PERMIT: MAR 23 2022

1180
Old Auto Rd.
North Bldg #1
Salmon Arm BC

North/South
Elevations

Date: Mar 22, 2022
Drawn by: ML
Project No.: 925RDM_202029
Scale: 1/4" = 1'-0"
A7





COLOUR BOARD

301 Plank & 302 Panel
James Hardie - Aged Pewter



303 Panel
James Hardie - Arctic White

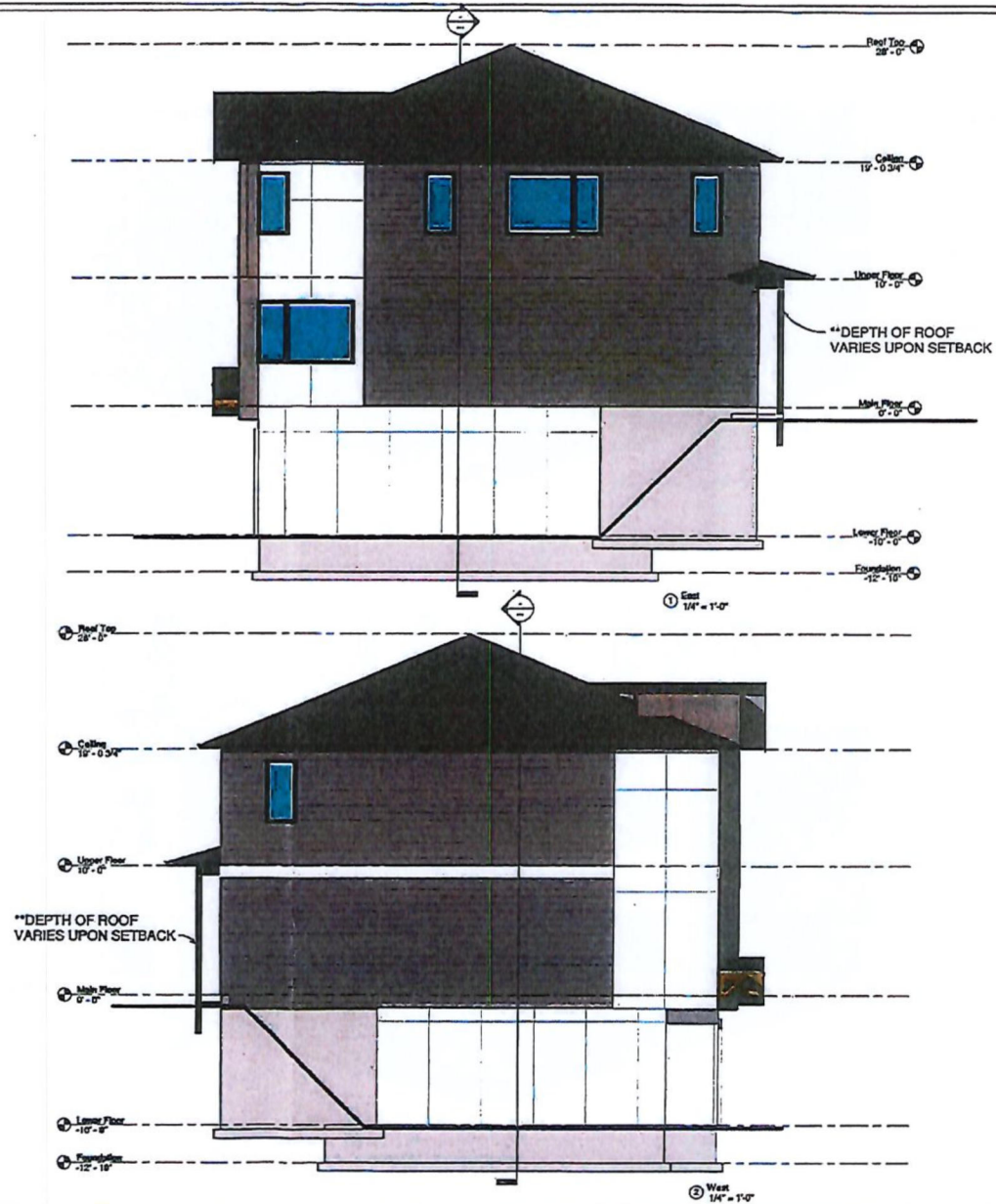


305 Plank
Woodline - Aspen Ridge

404 Fascia & 503 Guardrail
Gutters/Downspouts
Aluminum - Black

405 Horizontal Trim
Smart Trim - Match James Hardie - Arctic White

Windows & Doors
White



925
Design Inc.

250.307.6818 • 925ADesign.com
File Description Date
BP DEVELOPMENT PERMIT 144V.23.2022

1180
Old Auto Rd
South Bldg 2&3
Salmon Arm BC

West/East
Elevations

Date Mar 22, 2022
Drawn by ML
Project No. 925RDI 22029
Scale 1/4" = 1'-0"
A8

CITY OF SALMON ARM

*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: April 25, 2022
 PREPARED BY: Mustafa Zakreet, Engineering Assistant
 APPLICANT: 1334672 BC Ltd
 SUBJECT: Development Permit APPLICATION NO. DP-441
 LEGAL: Lot 3, SECTION 13, TOWNSHIP 20, RANGE 10, W6M KDYD Plan
 KAP82683 Except Plan EPP3209
 CIVIC: 1180 Old Auto Road SE

Further to your referral dated March 31, 2022, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning and OCP amendment; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4163. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with (underground) electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required 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 or relocated outside of the proposed building envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
8. At the time of the 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

SUBDIVISION APPLICATION FILE: DP-441

April 20, 2022

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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 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. Auto Road SE, on the subject property's southern boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). 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 no additional road dedication is required (to be confirmed by BCLS).
2. Auto Road 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, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs.
3. Old Auto Road SE, on the subject property's eastern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
4. Old Auto Road SE is currently constructed to an Interim Urban Local Road standard. Upgrading to an Urban Local Road standard is required, in accordance with Specification Drawing No. RD-2. Upgrading may include, but is not limited to, boulevard construction, sidewalk, street lighting, fire hydrants, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
5. Statutory right of way along the north property line Plan A17566 to has been City approved for release and officially removed from title via BC land title office.

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6. Two right-of-way plans EPP 3209 and KAP 82685 are located along the south and east of property's lines. To the City's best knowledge, they are no longer needed; however, it is to the developer to confirm the discharge of them.
 7. A fence with the ability to take on the snow load plowed off Auto Road SE is required along the south line of the property. The Owner/Developer is responsible for all associated costs.
 8. Maximum driveway width is 8.0m for commercial developments. The proposed layout shows 6 parking spaces backing directly onto the Cu-de-sac resulting in a driveway width significantly larger than permitted. All parking must be accessed internally to the development and driveway width shall conform to the previously stated maximum.

Water:

1. The subject property fronts a 150mm diameter Zone 2 watermain on Auto Road SE. No upgrades will be required at this time.
2. The proposed development is to be serviced by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of subdivision, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
3. Bare Land Strata developments with ground oriented access have the option of a bulk water meter installed at property line at time of subdivision with invoicing to the Strata Corporation or individual strata lot metering with invoicing to each strata lot (currently on an annual flat rate). To qualify for the second option each unit requires a separate outside water service shut-off connected to the onsite private water main. Contact Engineering Department for more information. All meters will be provided at time of building permit by the City, at the owner/developers cost.
4. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
5. Fire protection requirements to be confirmed with the Building Department and Fire Department.
6. Fire hydrant installation will be required. Owners consulting Engineer shall review the site to ensure placement of fire hydrants meet the Medium Density spacing requirements of 90 meters.

Sanitary:

1. The subject property fronts a 200mm diameter sanitary sewer on Old Auto Road. No upgrades will be required at this time.
2. The development is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner

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/ Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Sanitary System to receive the proposed discharge from the development. Owner / Developer is responsible for all associated costs.

3. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).

Drainage:

1. The subject property fronts a 600mm diameter storm sewer on Old Auto Road SE. No upgrades will be required at this time.
2. Records indicate that the existing property is not serviced by a storm sewer service. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with current storm capacity concerns according to the Stormwater Master Plan Study (April 2020). It is anticipated that stormwater will require control to the 2 year pre-development flows. Owner / Developer's engineer shall review downstream capacity within the existing City Storm System to receive the proposed discharge from the development and upstream contributing drainage areas.
4. 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.
5. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
6. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel(s) shall be serviced (each) by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

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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.



Mustafa Zakreet
Engineering Assistant



Jenn Wilson P.Eng.,
City Engineer



DESIGN REVIEW PANEL MINUTES
April 27, 2022, 3:05 to 4:20 pm - Online, City Hall

Present: Marc Lamerton (Panel Member)
Dennis Lowe (Panel Member)
Bill Laird (Panel Member - Chair)
Chris Larson (Senior Planner)
Evan Chorlton (Planner)
Rose Muto - Muto Holdings Ltd. - DP-440
Matt Gienger - MRG Design - DP-440
Al Waters & Craig Shantz - 1334672 BC Ltd. - DP-441
Matt - 925R Design - DP-441
Cole Robillard - AR Broadview Holdings Ltd - DP-442
Kim Fuller - Lake Monster Studio - DP-442

Applications: Development Permit Applications No. DP-440, DP-441, and DP-442

Application No. DP-440
130 Shuswap Street S – Muto Holdings Ltd. (MRG Design)

Staff, the applicant, and agent provided an overview of the proposal under current application. Panel members discussed the proposal and the need for rental housing. The DRP discussed how the proposed design is fairly simple and relatively utilitarian in terms of the site layout, fitting the relatively small site. An opportunity to enhance the impact to the streetscape was suggested, with a discussion of potential revisions/additions to the west building elevation. The applicant/agent were generally amenable. With these considerations, the DRP is supportive of the proposal as such:

Panel Recommendation

THAT the DRP supports application DP-440 subject to the consideration of the following conditions:

the inclusion of design elements to enhance the west building elevation facing Shuswap Street such as:

- the inclusion of an additional roof gable, and/or
- the realignment of the entrances of the western units towards Shuswap Street.

Application No. DP-441
1180 Old Auto Road SE – 1334672 BC Ltd. (925R Design)

Staff, the applicant, and agent provided an overview while the designer detailed the proposal under current application, noting site challenges. Panel members discussed the proposal and the need for a range of housing. The panel was favourable to the design presented, noting the importance of including landscaping for privacy along the north parcel line, also discussing the streetscape impact. The setback variance was not of concern. The DRP complimented the form of the buildings. The DRP is supportive of the proposal as presented.

Panel Recommendation

THAT the DRP supports application DP-441 as presented.