



AGENDA
City of Salmon Arm
Development and Planning Services
Committee

Tuesday, August 2, 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 – 40	1.	Development Permit Application No. DP-444 [BDGA Development Company Inc.; 4400 and 4600 Canoe Beach Drive NE; Form and Character]
41 – 60	2.	Development Variance Permit Application No. VP-556 [1348074 BC Ltd./Meise, R. & E./Franklin Engineering Ltd.; 2790 20 Avenue NE; Servicing requirements]
61 – 72	3.	Development Variance Permit Application No. VP-550 [NTL Developments Ltd./Franklin Engineering Ltd.; 1681 10 Street SE; Servicing requirements]
73 – 86	4.	Zoning Amendment Application No. ZON-1247 [1197665 BC Ltd./Matejka Property Management and Developments Inc.; 2710 30 Avenue NE; R-1 to R-8]
	6.	FOR INFORMATION
	7.	IN-CAMERA
	8.	ADJOURNMENT

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To: His Worship Mayor Harrison and Members of Council

Date: July 25, 2022

Subject: Development Permit Application No. 444 (Form and Character)
 Legal: Lots 1 and 2, Section 6, Township 21, Range 9, W6M, KDYD, Plan 3538
 Civic Address: 4400 & 4600 Canoe Beach Drive NE
 Owner/Applicant: BDGA Development Company Inc. No. 1283548 (David Claeys)

MOTION FOR CONSIDERATION:

THAT: Development Permit No. 444 be authorized for issuance for Lots 1 and 2, Section 6, Township 21, Range 9, W6M, KDYD, Plan 3538 (4400 and 4600 Canoe Beach Drive NE) in accordance with the Development Permit drawings attached as APPENDIX 6 subject to the receipt of a Landscape Plan, Landscape 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

The proposed development, at 4400 and 4600 Canoe Beach Drive NE, is comprised of sixty (60) duplex buildings totalling 120 units. The Development Permit drawings are enclosed as Appendix 6. A letter of rationale submitted by the applicant is enclosed as Appendix 7.

BACKGROUND

The subject property is located in Canoe and is designated in the Official Community Plan (OCP) as Residential Medium Density and is zoned R4 (Medium Density Residential) (see Appendices 1 to 4). As per OCP Section 8.4 Residential Development Permit Area, the proposed development is part of a multi family development and requires the issuance of a Development Permit. The combined area of the subject property is approximately 3.6ha (8.9ac) and is currently vacant. Given the OCP designation, zoning and lot area the site could accommodate 144 units, the developer is proposing 120 strata units. The developer is not requesting variances to the Zoning Bylaw No. 2303 or Subdivision and Servicing Bylaw No. 4163. The R4 (Medium Density Residential Zone) is attached as Appendix 5.

Adjacent Land Uses/Development:

North:	CP Rail & Residential Single Family & Single Family with Suites	Zoned R8 & R1
South:	Residential Single Family Development	Zoned R1
East:	Residential Single Family Development	Zoned R1
West:	Elks Camp & Baseball Fields	Zoned P1

The drawings enclosed as Appendix 6 illustrate the proposed development. There are four modular unit types proposed and the units range in area from 155m² (1672ft²) to 216.52m² (2330.6ft²). Generally, the contemporary styled units are three storeys in height with a ground level garage, bedrooms on the second floor with kitchen and living areas on the third storey. Private balcony space is located on the upper level of the units and the area of the balcony space varies with each unit type. Each unit includes two parking

spaces (one stall within the garage and one stall outside the garage). The proposed units are equipped for the installation of elevators if requested by the owner.

It should be noted that infrastructure improvements affecting the site plan include the dedication of 45 Street NE connecting Canoe Beach Drive NE to 73 Avenue NE and road dedication along Canoe Beach Drive. Improvements include the dedication and construction of multi-use pathways and sidewalks. The site is to be fully serviced with storm, water and sewer. More details regarding the site servicing are below under the Comments section.

COMMENTS

Building Department

No concerns. Pursuant to Development Cost Charges (DCC) Bylaw No. 3600, DCCs are calculated as per the Multi-Family rate (\$6,930.63 per unit). DCCs may be collected at the time of Building Permit or Subdivision.

Fire Department

No concerns.

Engineering Department

Comments provided by the Engineering Department are enclosed as Appendix 8.

As noted above, road improvements required with development of the subject property include the extension of 45 Street NE and off-site improvements along Canoe Beach Drive NE, including – road dedication and the construction and sidewalk connecting pedestrian traffic along both corridors. The developer is also required to extend water, storm and sanitary services for the development. It has been proposed by the developer that the entirety of the servicing will be bonded for via a multiphase servicing agreement addressing servicing adjacent to the phase under construction.

Design Review Panel (DRP)

At their June 9, 2022 meeting the Design Review Panel received the proposal positively and passed the following recommendation:

"THAT the DRP supports application DP - 444 subject to the consideration of the following conditions:

*the inclusion of more visitor parking and snow storage areas
the inclusion of screening for parking areas along 45 Street NE."*

The applicant has worked with staff and been amenable to revising 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 additional visitor parking spaces on both parcels.

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 August 8, 2022.

Planning Department

Official Community Plan (OCP)

All lands located within the Medium Density Residential area is designated within the OCP Residential Development Permit Area (Section 8.4) and 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.

Siting and Building

The applicant is proposing modular buildings of a fairly uniform façade within the development and no siting or building variances are being requested. With regard to building massing the duplex design allows for light between buildings, slight variations to individual building setbacks 'breaks' up a continuous building face.

Each of the four building types include distinct variation in colours on each face. Details such as elongated roof overhangs and wood and metal accents enhance the varied facades and articulated roof lines of the buildings. Each building type appears to be of high quality materials with articulated faces and varied height that adds architectural interest. The buildings are oriented to face toward Canoe Beach Drive NE and no building is 'turning its back' toward the pedestrian oriented streetscape.

Given that the units include enclosed garages and the internal roadway is designed to accommodate larger vehicles, curbside recycling and garbage collection will be available. In light of this, the common recycling areas that shown on the proposed plan but will likely be removed. The developer has stated that a secured parcel delivery kiosk will be installed in a central common area, likely by the larger visitor parking area on the east parcel.

Overall the proposed 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 road frontage (15 "Armstrong" Red Maples along Canoe Beach Drive and 5 Golden Columnar Beech along 45 Street NE) and areas for trees, 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. Should Council support the Development Permit a landscape estimate and security would be approved prior to issuance of the Permit.

Access, Circulation and Parking Area

The site is accessed via 46 Street NE, which is to be constructed by the developer. At four locations a two way strata access road intersects with 46 Street NE. The proposed site plan shows a total of 17 visitor parking spaces, in addition to the two stalls per unit. There are no bylaw requirements for visitor parking; however, the developer recognizes that the provision of these stalls is an amenity that would enhance the liveability of the development. Zoning Bylaw No. 2303 required two parking stalls per dwelling unit. A total of 257 parking stalls, 2 per unit plus 17 visitor stalls, are being proposed, this exceeds the parking required as per the Zoning Bylaw.

The visitor parking areas and open areas shown on the site plan would also be used for snow storage in the winter. The strata would be required to maintain and manage the access roads and visitor parking areas.

As previously noted, the subject property and its development would provide important connections for vehicle and pedestrian traffic in the area. The 45 Street NE connection would improve neighbourhood connectivity from the residential areas of Canoe to Canoe Beach and the extension of pedestrian access along Canoe Beach Drive and have been long requested by the community.

The access and site circulation is consistent with the OCP guidelines.

Conclusion

Given that the drawings submitted in support of the application are consistent with the OCP Guidelines for the Multi Family Development Permit Area and the proposed use is permitted under the R4 (Medium Density Residential) zone, staff support the issuance of the Development Permit.

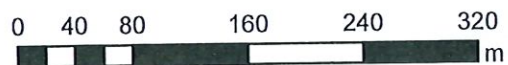
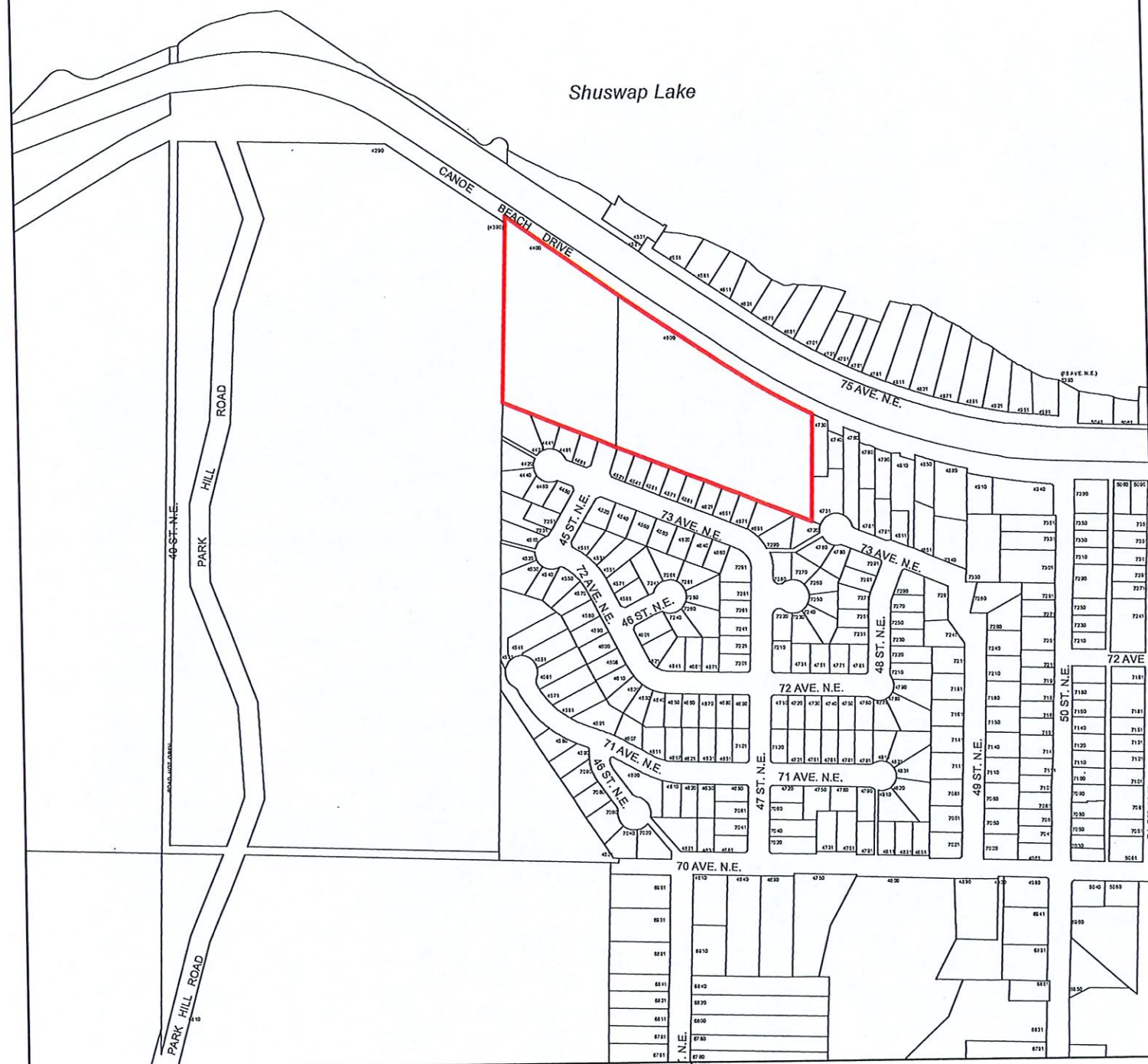


Prepared by Melinda Smyrl, MCIP, RPP
Planner



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

Shuswap Lake



☐ Subject Property

Ortho Map

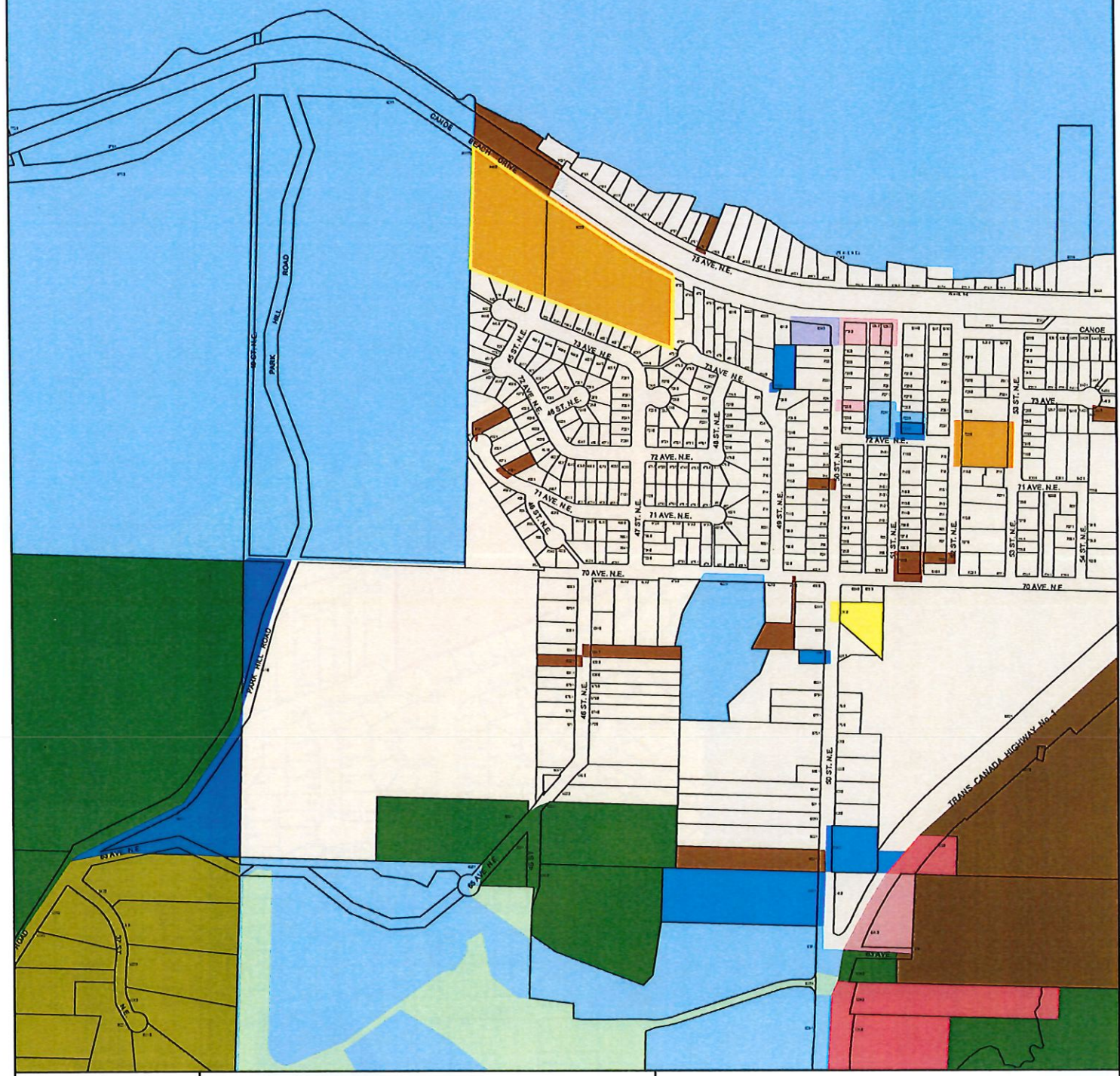



















0 20 40 80 120 160
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Subject Property

P8

Zoning Map



	Subject Property		A-2		C-5		R-2
	Parcels		A-3		CD-13		R-4
			C-1		P-1		R-6
			C-16		P-3		R-8
			C-3		R-1		R-9

SECTION 9 - R-4 - MEDIUM DENSITY RESIDENTIAL ZONE**Purpose**

- 9.1 The purpose of the R-4 Zone is to provide for medium density, multiple family and small lot single family residential developments. New multiple family developments zoned R-4 shall be required to obtain a *Development Permit* as per the requirements of the *Official Community Plan*, and shall comply with the provisions of the *Fire Services Act*, *British Columbia Building Code*, and other applicable legislation. #289, #3740

Regulations

- 9.2 On a parcel zoned R-4, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the R-4 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 9.3 The following uses and no others are permitted in the R-4 Zone:

- .1 assisted living housing; #4336
- .2 bed and breakfast in a single family dwelling, limited to two let rooms;
- .3 boarders, limited to two;
- .4 boarding home; #2789
- .5 commercial daycare facility;
- .6 dining area; #4336
- .7 duplexes;
- .8 family childcare facility; #3082
- .9 group childcare; #3082
- .10 home occupation; #2782
- .11 multiple family dwellings;
- .12 public use;
- .13 public utility;
- .14 single family dwelling;
- .15 triplexes;
- .16 accessory use.

Maximum Height of Principal Buildings

- 9.4 The maximum height of a principal buildings shall be 10.0 metres (32.8 feet). This may be increased to 13.0 metres (42.7 ft.), via the Development Permit process, if any of the special amenity(ies) in Table 2 are provided.

Maximum Height of Accessory Buildings

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

Maximum Parcel Coverage

- 9.6 The total maximum parcel coverage for principal and accessory buildings shall be 55% of the parcel area, of which 10% shall be the maximum parcel coverage for accessory buildings. #2811

Minimum Parcel Area

- 9.7
- .1 The minimum parcel area for a single family dwelling shall be 300.0 square metres (3,229.3 square feet).
 - .2 The minimum parcel area for a duplex shall be 600.0 square metres (6,458.6 square feet).
 - .3 The minimum parcel area for all other uses shall be 900.0 square metres (9,687.8 square feet).

SECTION 9 - R-4 - MEDIUM DENSITY RESIDENTIAL ZONE - CONTINUED**Minimum Parcel Width**

9.8

- .1 The minimum *parcel width* shall be 30.0 metres (98.5 feet). #3740
- .2 Notwithstanding Section 9.8.1, the minimum *parcel width* for a *single family* lot shall be 10.0 metres (32.8 feet).
- .3 Notwithstanding Section 9.8.1, the minimum *parcel width* for a stacked *duplex* lot shall be 14.0 metres (45.9 feet).
- .4 Notwithstanding Section 9.8.1, the minimum *parcel width* for a side-by-side *duplex* lot shall be 20.0 metres (65.6 feet)).

Minimum Setback of Principal Buildings9.9 The minimum *setback* of *principal buildings* from the:

- .1 *Front parcel line*
 - adjacent to a *highway* shall be 5.0 metres (16.4 feet)
 - adjacent to an *access route* shall be 2.0 metres (6.6 feet)
- .2 *Rear parcel line*
 - adjacent to a *parcel zoned* R-4 shall be 3.0 metres (9.8 feet)
 - all other cases shall be 5.0 metres (16.4 feet)
- .3 *Interior side parcel line*
 - adjacent to a *parcel zoned* R-4 shall be 1.2 metres (3.9 feet) #3475
 - all other cases shall be 1.8 metres (5.9 feet)
- .4 *Exterior side parcel line*
 - adjacent to a *highway* shall be 5.0 metres (16.4 feet)
 - adjacent to an *access route* shall be 2.0 metres (6.6 feet)
- .5 Minimum separation between residential *buildings* on the same lot of not more than one storey in height shall be 1.5 metres (4.9 feet)
- .6 Minimum separation between residential *buildings* on the same lot of more than one storey in height shall be 3.0 metres (9.8 feet)
- .7 Notwithstanding Sections 9.9.2 and 9.9.3, a *principal building* on a corner *parcel* may be sited not less than 1.5 metres (4.9 feet) from the *rear parcel line* provided the combined total of the *rear* and *interior side yards* shall be not less than 6.0 metres (19.7 feet).
- .8 Refer to Section 4.9 for "Special Building Setbacks" which may apply. #2811

Minimum Setback of Accessory Buildings9.10 The minimum *setback* of accessory *buildings* from the:

- .1 *Front parcel line* shall be 5.0 metres (16.4 feet)
- .2 *Rear parcel line* shall be 1.0 metre (3.3 feet)
- .3 *Interior side parcel line* shall be 0.6 metre (1.9 feet)
- .4 *Exterior side parcel line* shall be 5.0 metres (16.4 feet)

Refer to "Pound and Animal Control Bylaw" for special setbacks which may apply. #2811

Maximum Density

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

9.11

- .1 The maximum *density* shall be a total of 40 *dwelling units* or *sleeping units* per hectare (16.2 *dwelling units* or *sleeping units* per acre). #2789
- .2 Notwithstanding Section 9.11.1, the maximum *density* in the R-4 Zone may be increased to a maximum of 50 *dwelling units* per hectare (20.2 units per acre) in accordance with Table 2. In Table 2, Column I sets out the special amenity to be provided and Column II sets out the added *density* assigned for the provision of each amenity.
- .3 Notwithstanding Section 9.11.1, the maximum *density* in the R-4 Zone may be increased to a maximum of 50 *dwelling units* per hectare (20.2 units per acre) for the provision of *Assisted Living Housing*. #4336

TABLE 2

COLUMN I SPECIAL AMENITY TO BE PROVIDED	COLUMN II ADDED DENSITY
1. Provision of each dwelling unit which caters to the disabled (e.g. wheelchair access)	□ 2 units per hectare (0.8 units per acre)
2. Provision of <i>commercial daycare facility</i> 7 - 10 children 11 - 15 children 16 or more children	□ 3 units per hectare (1.2 units per acre) □ 4 units per hectare (1.6 units per acre) □ 7 units per hectare (2.8 units per acre)
3. Provision of below <i>grade</i> or parkade type parking for at least 50% of the required off street parking	□ 10 units per hectare (4.0 units per acre)
4. Provision of each rental <i>dwelling unit</i>	□ 2 units per hectare (0.8 units per acre)
5. Provision of affordable rental <i>dwelling units</i> in accordance with special agreement under Section 904 #3218	□ 5 units per hectare (2.0 units per acre)

Maximum Floor Area Ratio

9.12 The maximum *floor area ratio* of a *single family dwelling* shall be 0.65.

Parking

9.13 Parking shall be required as per Appendix I.

CANOE BEACH ESTATES

Residential Development

Salmon Arm, BC

DRAWING LIST:

- A0.0 COVER SHEET / LOCATION PLAN
- A1.1 SITE PLAN - OVERALL
- A1.2 SITE PLAN - WESTSIDE ENLARGED
- A1.3 SITE PLAN - EASTSIDE ENLARGED
- A2.0 UNIT TYPE '1' OVERVIEW
- A2.1 FLOOR PLANS
- A2.2 ROOF PLAN
- A2.3 ELEVATIONS
- A3.0 UNIT TYPE '2' OVERVIEW
- A3.1 FLOOR PLANS
- A3.2 FLOOR PLAN / ROOF PLAN
- A3.3 ELEVATIONS
- A4.0 UNIT TYPE '3' OVERVIEW
- A4.1 FLOOR PLANS
- A4.2 FLOOR PLAN / ROOF PLAN
- A4.3 ELEVATIONS
- A5.0 UNIT TYPE '4' OVERVIEW
- A5.1 FLOOR PLANS
- A5.2 FLOOR PLAN / ROOF PLAN
- A5.3 ELEVATIONS
- A6.0 PROJECT OVERVIEW RENDERINGS
- A6.1 PROJECT BIRDSEYE VIEWS / WASTE ENCLOSURES
- L0.1 LANDSCAPE PLAN WEST
- L0.2 LANDSCAPE PLAN EAST



LOCATION PLAN (NOT TO SCALE)



P12

REVISION	DATE
Revised Plan	2023-03-01
Revised Section	2023-03-01
Revised Foundation Notes	2023-03-01

DRAWING BY: P12.1
DATE: Mar 2023
SCALE: N/A



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PROJECT: 25-025
CANOE BEACH
ESTATES

Salmon Arm, BC

DRAWING TITLE:
COVER
SHEET /
LOCATION
PLAN

DRAWING NO:

A0.0

LOT 1	
ZONING:	R-4
AREA:	1.34 ha (3.31 ac)
MAX. DENSITY:	
1.34 ha x 40 UNITS/ha	53 UNITS
PROPOSED DENSITY:	
BUILDINGS:	25 BUILDINGS
UNITS:	50 UNITS
LOT 2	
ZONING:	R-4
AREA:	1.76 ha (4.36 ac)
MAX. DENSITY:	
1.76 ha x 40 UNITS/ha	70 UNITS
PROPOSED DENSITY:	
BUILDINGS:	35 BUILDINGS
UNITS:	70 UNITS

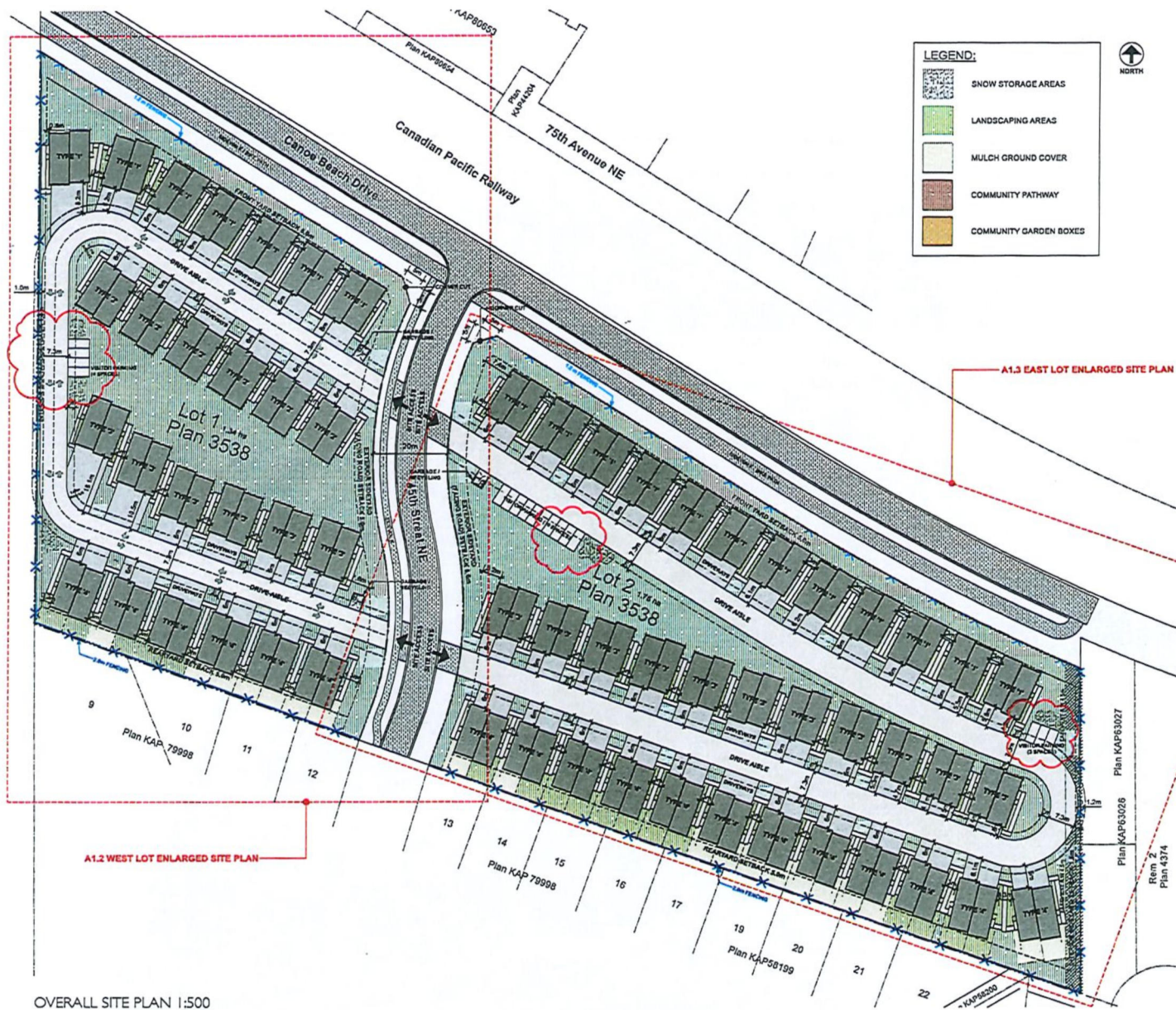
NUMBER OF BUILDINGS: 60 BUILDINGS
UNIT QUANTITY: 120 UNITS
DIMENSIONS: 2x (46' x 18')
UNIT AREA (GFA): 1,656 sf
BUILDING AREA
(FOOTPRINT): 828 sf

BUILDING TYPE '1':
- 2 STOREY W/GARAGE

BUILDING TYPE '2':
- 2.5 STOREY W/GARAGE, ROOF TOP PATIO

BUILDING TYPE '3':
- 2.5 STOREY W/GARAGE, ROOF TOP PATIO

BUILDING TYPE '4':
- 3 STOREY W/GARAGE, DECK



OVERALL SITE PLAN 1:500

	SNOW STORAGE AREAS
	LANDSCAPING AREAS
	MULCH GROUND COVER
	COMMUNITY PATHWAY
	COMMUNITY GARDEN BOXES



PRELIMINARY

ISSUE	0
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DRAWN BY: MLC

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022

DATE: May 2022



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PROJECT: 21-025
**Canoe Beach
Estates**
Residential
Development

Salmon Arm, BC

DRAWING TITLE:
SITE PLAN
& PROJECT
INFORMATION

DRAWING NO:

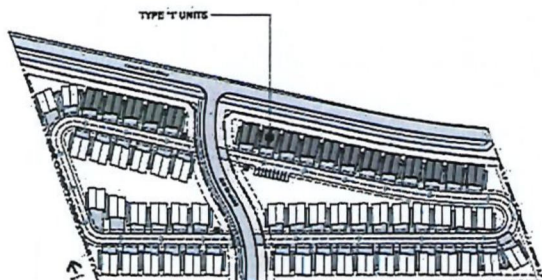
A1.1

Note:
Landscape Plan to be revised to reflect Site Plan (additional visitor parking, snow storage areas and mail/delivery kiosk. Common garbage/recycling areas to be removed)

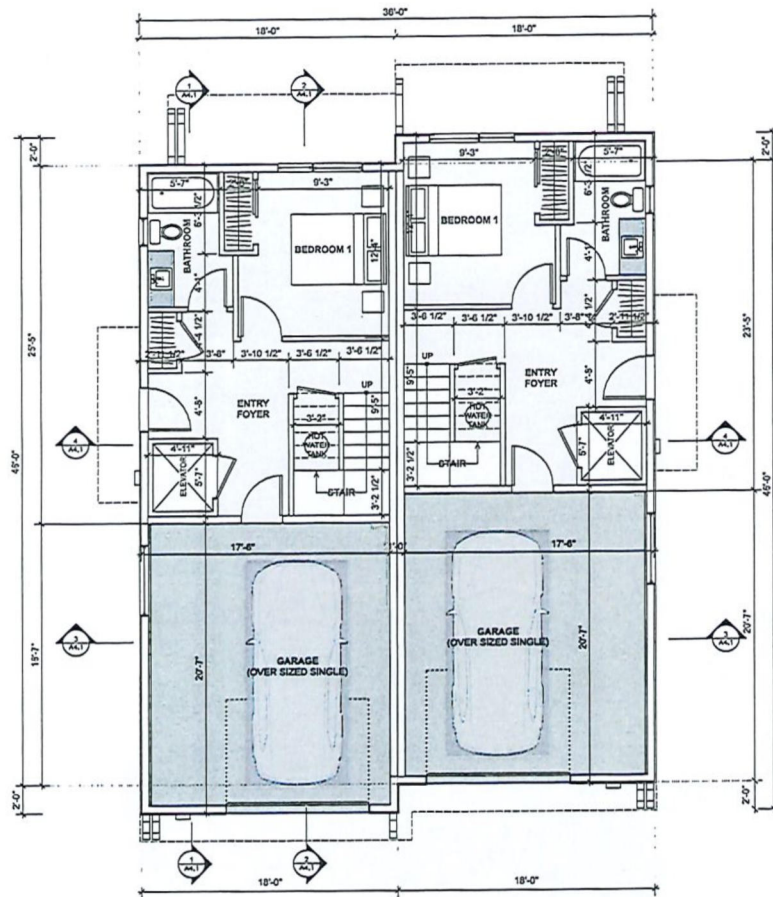
P16



WOOD GRAIN METAL SOFFIT (VENTED) _____
HORIZONTAL CEMENT FIBRE BOARD - DEEP OCEAN _____
FASCIA BOARD - CHARCOAL _____
RAIN WATER LEADER - CHARCOAL _____
CEMENT FIBRE BOARD PANEL SIDING (SMOOTH) - COBBLE STONE _____
HORIZONTAL WOOD GRAIN METAL SIDING _____
TIMBER ELEMENTS _____
7/8" CORRUGATED METAL SLIDING - STONE GREY _____

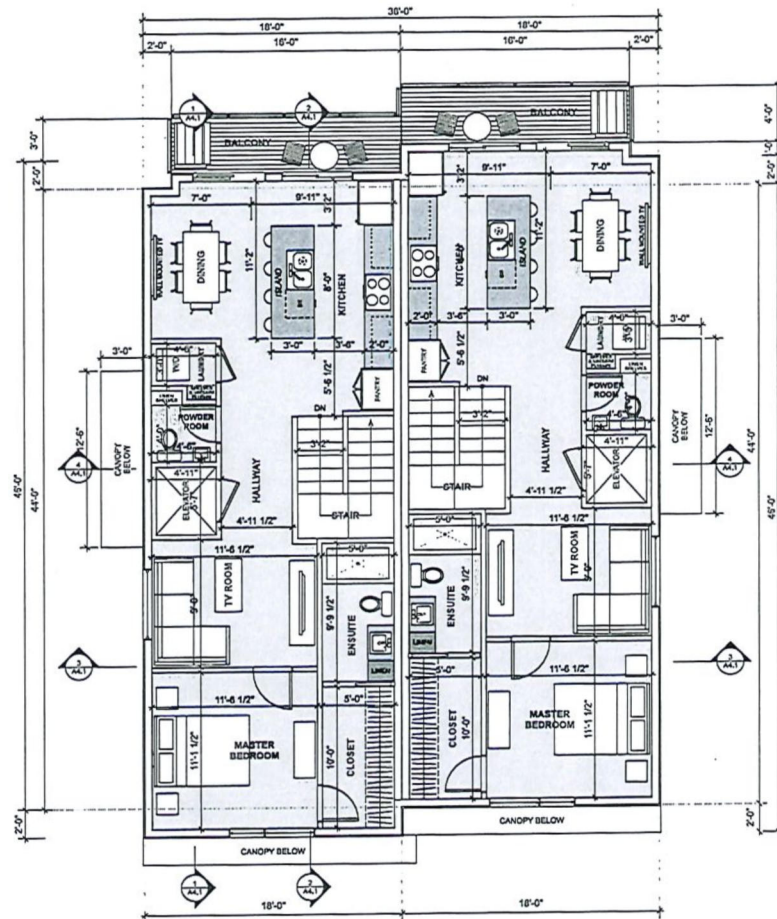


A2.0



1 GROUND FLOOR PLAN
Scale: 1/4" = 1'-0"

Unit Type 1



2 UPPER FLOOR PLAN
Scale: 1/4" = 1'-0"

FLOOR AREA INFORMATION:	
GROUND FLOOR	457.5 SF
UPPER FLOOR	844.0 SF
TOTAL FINISH FLOOR AREA:	1,301.5 SF
+ GARAGE	370.5 SF

ISSUE	DATE
Issued for Permit	2022-09-21
Issued for Construction Permit	2022-09-21

DRAWN BY: M.C.
DATE: May 2022
SCALE: 1/4"=1'-0"



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PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '1'

Salmon Arm, BC
DRAWING TITLE:
FLOOR PLANS

DRAWING NO:
A2.1

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ISSUE	DATE
Board for Future	2012-05-20
Board for Development Board	2012-05-12
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	*
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AVEX
ARCHITECTURE

1160 - 10th ST. NE
PO. BOX 2030
SALMON ARM, BC V1E 4R3

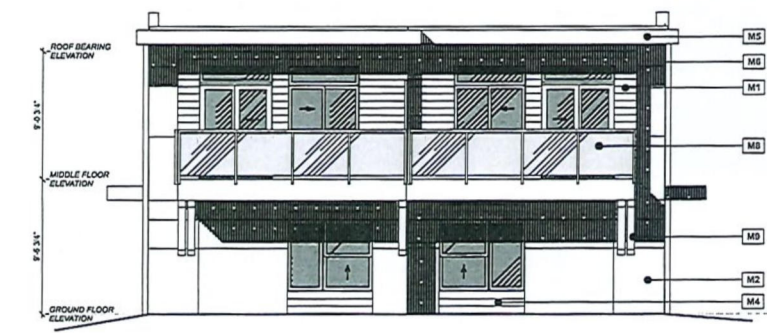
Marc Lammerton, Architect, AIBC
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A2.2

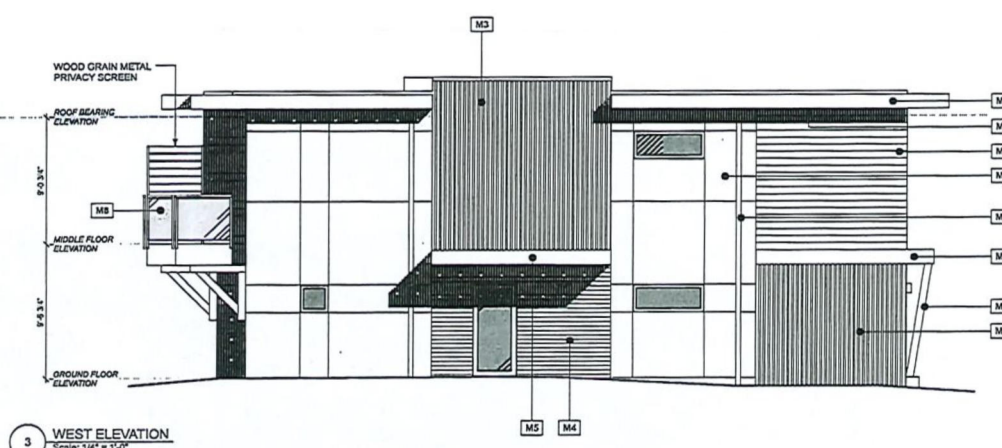




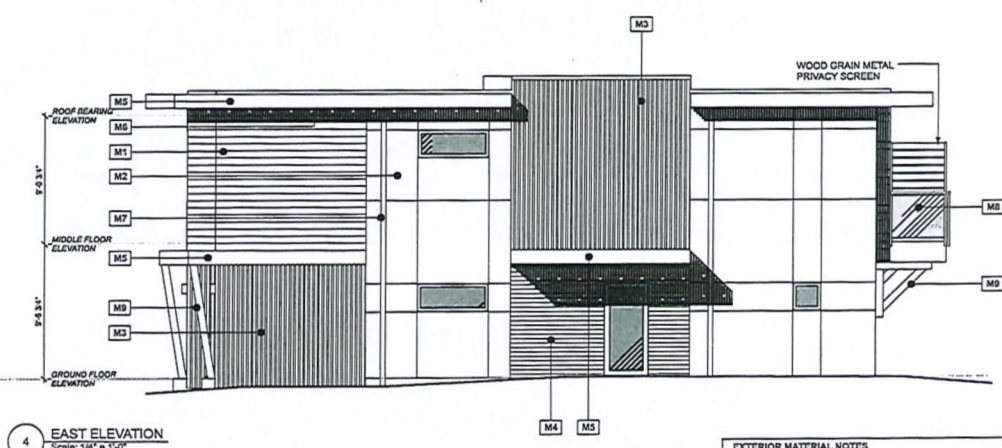
1 SOUTH ELEVATION
Scale: 1/4" = 1'-0"



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




3 WEST ELEVATION
Scale: 1/4" = 1'-0"



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

EXTERIOR MATERIAL NOTES	
M1	Horizontal Cement Fibre Board - Deep Ocean
M2	Cement Fibre Board Panel Siding (Smooth) - Cobblestone
M3	7/8 Corrugated Metal Siding - Stone Grey
M4	Wood Grain Metal Cladding 4" Exposure
M5	Fascia Board - Charcoal
M6	Wood Grain Metal Soffit - Vertical
M7	Rain Water Leaders - Black
M8	42" Glass Guardrail
M9	Timber Elements



AVEX
ARCHITECTURE

PROJECT: 21-025
CANOE BEACH ESTATES
Unit Type '1'

Simon Arnott, BC
DRAWING TITLE:
ELEVATIONS

DRAWING NO:
A2.3

ISSUE: 2023.03.21
DATE: 2023.03.21
Drawn for: Simon Arnott, BC
Scale: 1/4" = 1'-0"

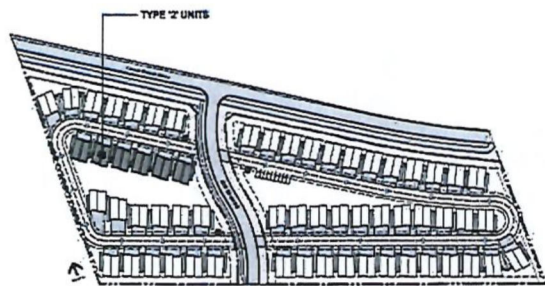
DRAWN BY: P.L.C.
DATE: Mar 2023
SCALE: 1/4" = 1'-0"

4148 - 4th FLOOR
103 BOK 2250
SALMON ARM, BC V1E 4K3
Phone: 604.261.1111
Email: info@avexarchitect.com
Website: www.avexarchitect.com

Unit Type 1

A black and white line drawing of a modern, multi-story building. The building features a prominent grid-like facade with large rectangular windows and panels. The structure is composed of several interconnected volumes, including a taller section on the left and a lower, wider section on the right. The drawing uses clean, straight lines to define the architectural forms and window placements. The overall style is minimalist and architectural, typical of a conceptual sketch for a building design.

WOOD GRAIN METAL SOFFIT (VENTED) _____
HORIZONTAL CEMENT FIBRE BOARD - EVENING BLUE _____
FASCIA BOARD - CHARCOAL _____
RAIN WATER LEADER - CHARCOAL _____
CEMENT FIBRE BOARD PANEL SIDING (SMOOTH) - COBBLE STONE _____
HORIZONTAL WOOD GRAIN METAL SIDING _____
TIMBER ELEMENTS _____
7/8" CORRUGATED METAL SLIDING - TAN _____



An architectural rendering of a modern, two-story house. The house features a light-colored exterior with dark grey accents and a balcony with a glass railing. It has two large windows on the second floor and two garage doors on the ground floor. A white car is parked in the driveway, and a person is standing near the entrance. The house is surrounded by green landscaping, including trees and shrubs, under a clear blue sky.



P20

ISSUE	DATE
Head Office Review	2023/24
Local to Headquarters Review	2023/24
DRAWN BY: MS_C	
DATED: Mar 2022	
SCALE: 1:1A	



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W www.maristheo.com

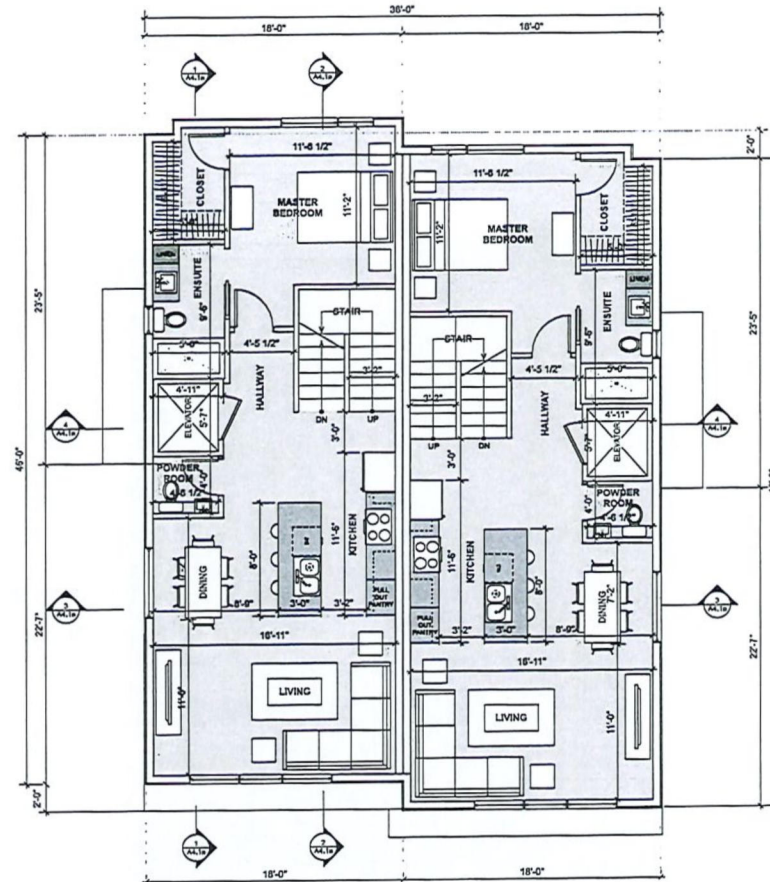
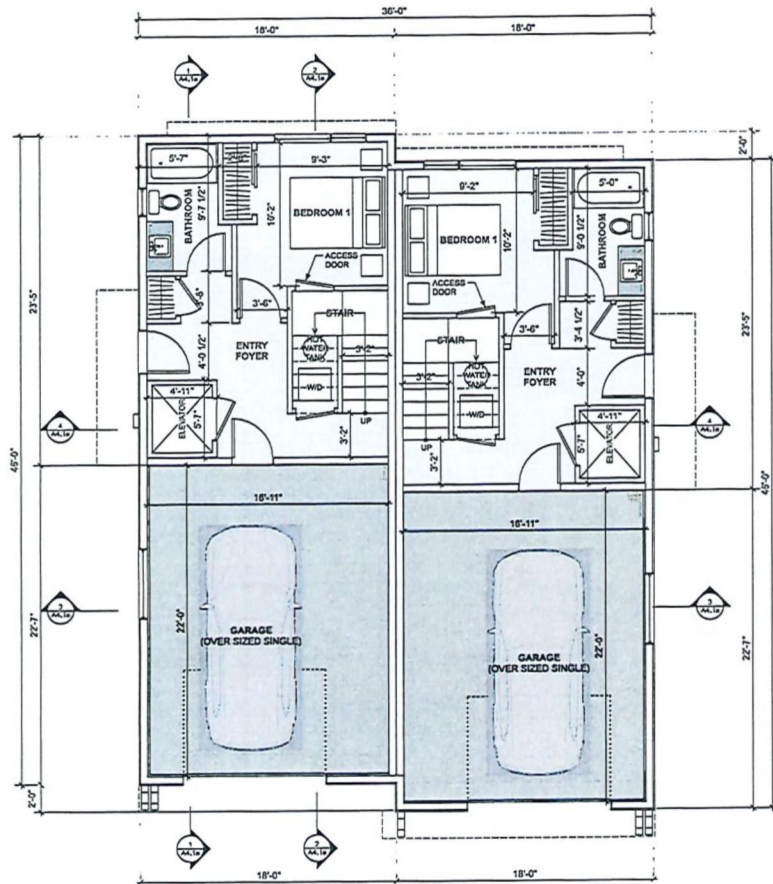
PROJECT: 21-025
**CANOE BEACH
ESTATES**
Unit Type 2'

Salmon Arm BC

DRAWING TITLE:
UNIT TYPE '2'
OVERVIEW

DRAWING NO:

A3.0



FLOOR AREA INFORMATION:	
GROUND FLOOR	421.5 SF
MIDDLE FLOOR	844.0 SF
UPPER FLOOR	384.7 SF
TOTAL FINISH FLOOR AREA:	1,650.2 SF
+ GARAGE	405.5 SF
+ DECK	184.0 SF

ISSUE DATE

Issued for Review 2022-03-21

Issued for Construction Permit 2022-05-12

DRAWN BY: H.C.

DATE: May 2022

SCALE: 1/4" = 1'-0"

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Fax: 912.436.1112
Email: info@avexarch.com
Website: www.avexarch.com

PROJECT: 21-025
**CANOE BEACH
ESTATES**
Unit Type "2"

Salmon Arms, LLC

DRAWING TITLE:
FLOOR PLANS

DRAWING NO:
A3.1

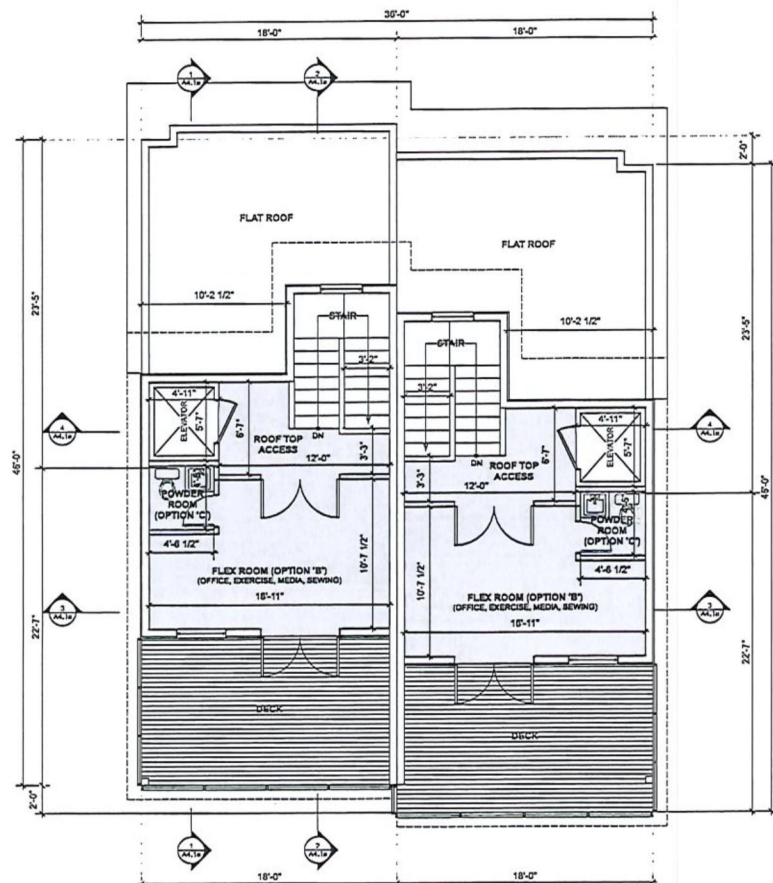
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Scale: 1/4" = 1'-0"

2 UPPER FLOOR PLAN
Scale: 1/4" = 1'-0"

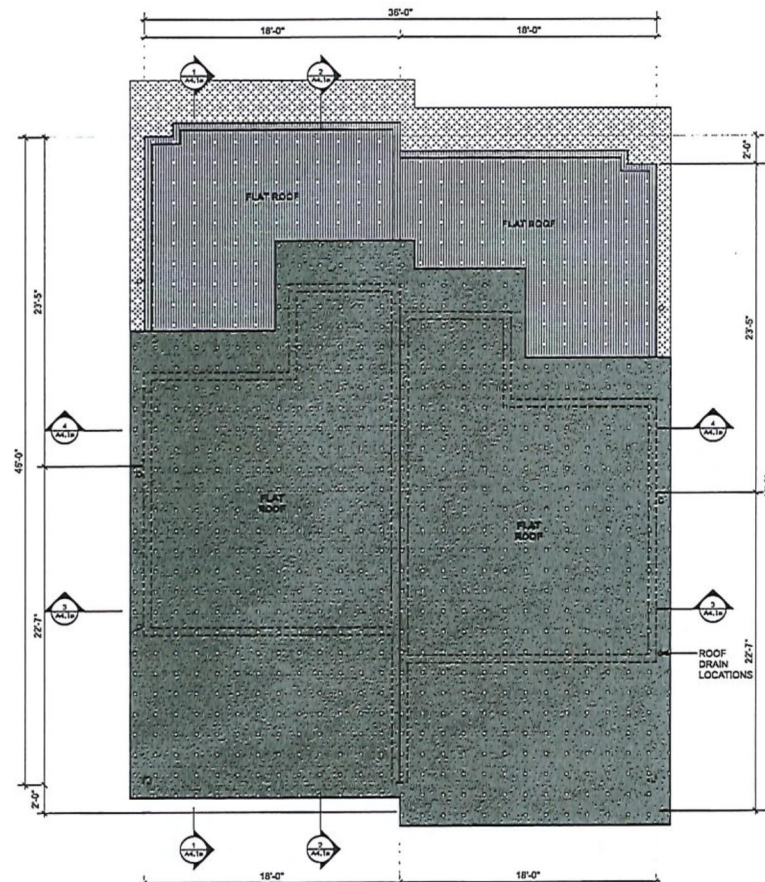
Unit Type 2

FLOOR AREA INFORMATION:

GROUND FLOOR	421.5 SF
MIDDLE FLOOR	844.0 SF
UPPER FLOOR	384.7 SF
TOTAL FINISH FLOOR AREA:	1,650.2 SF
+ GARAGE	406.5 SF
+ DECK	184.0 SF



1 ROOF TOP PLAN
Scale: 1/4" = 1'-0"



2 ROOF PLAN
Scale: 1/4" = 1'-0"

Unit Type 2



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10210 2300
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Mark Lamerton, Architect ASC
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E mark@avexarchitectures.ca
W www.avexarchitectures.ca

PROJECT: 21-028
**CANOE BEACH
ESTATES**
Unit Type '2'

Salmon Arm, BC

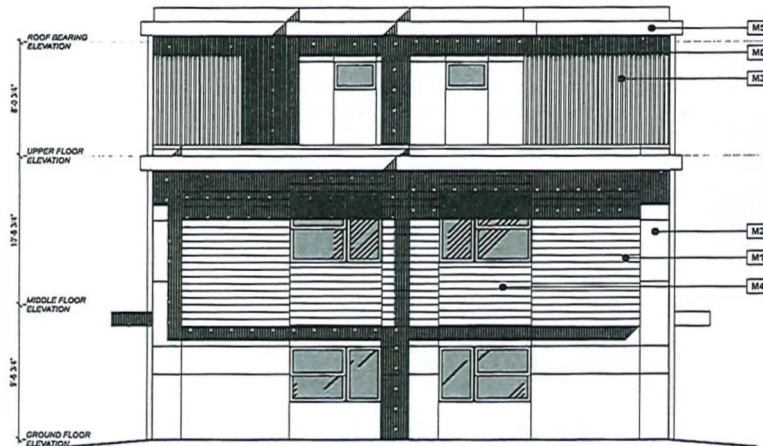
DRAWING TITLE:
**FLOOR PLAN
& ROOF PLAN**

DRAWING NO:

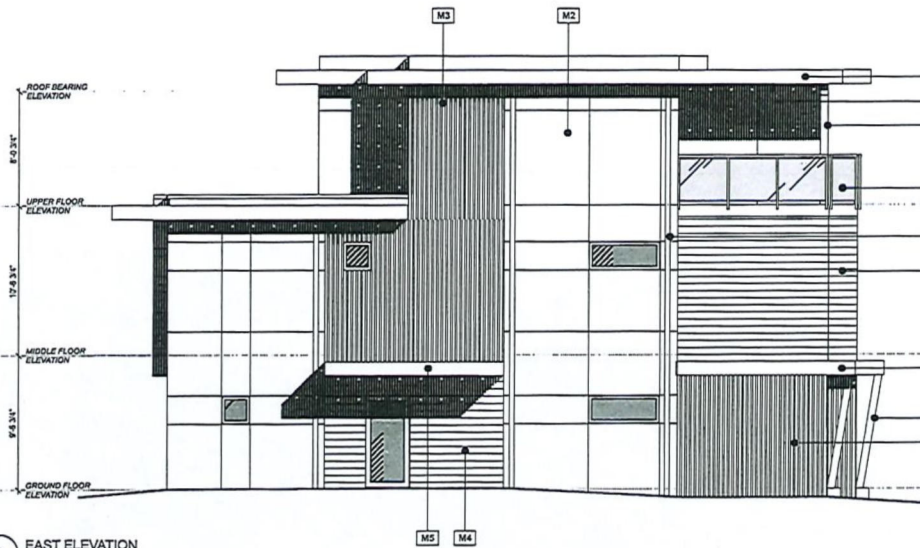
A3.2



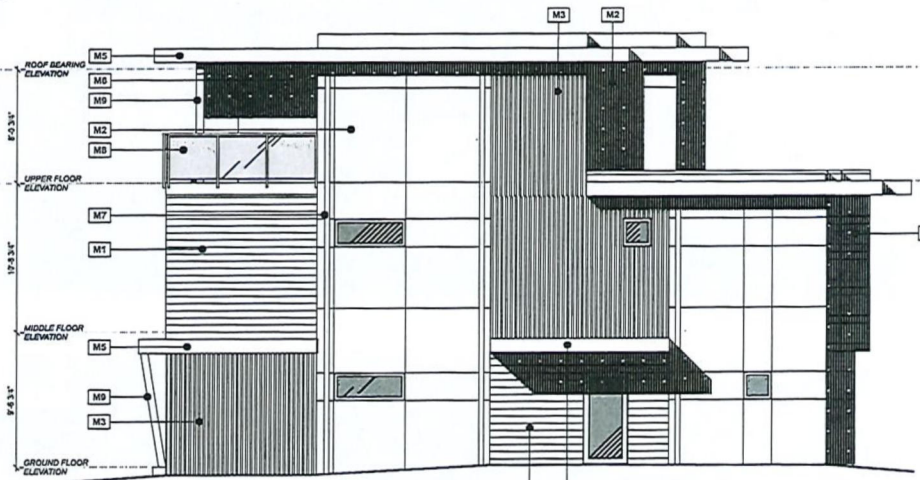
1 NORTH ELEVATION
Scale: 1/4" = 1'-0"



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



3 EAST ELEVATION
Scale: 1/4" = 1'-0"



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

EXTERIOR MATERIAL NOTES	
M1	Horizontal Cement Fibre Board - Evening Blue
M2	Cement Fibre Board Panel Siding (Smooth) - Cobblestone
M3	7/8 Composit Metal Siding - Tan
M4	Wood Grain Metal Cladding 4" Exposure
M5	Feasile Board - Charcoal
M6	Wood Grain Metal Siding - Venetian
M7	Rain Water Leaders - Black
M8	42" Glass Guardrail
M9	Timber Elements



PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '2'

ISSUE DATE
Based for Permit 2023-03-21
Based for Development Permit 2023-05-17

DRAWN BY: H.C.
DATE: May 2022
SCALE: 1/4" = 1'-0"



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SAVANNAH, GA 31406-0120
Phone: 912.438.1111
Email: info@avexarch.com
Website: www.avexarch.com

PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '2'

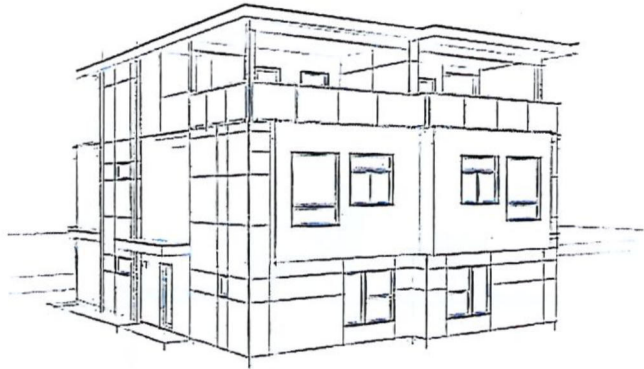
Salmon Arch, LLC
DRAWING TITLE:
ELEVATIONS

DRAWING NO:
A3.3

Unit Type 2

CANOE BEACH ESTATES

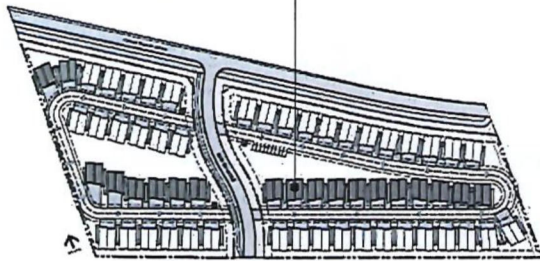
UNIT TYPE '3'



MATERIALS:

- WOOD GRAIN METAL SOFFIT (VENTED)
- FASCIA BOARD - CHARCOAL
- HORIZONTAL CEMENT FIBRE BOARD - GRAY SLATE
- RAIN WATER LEADER - CHARCOAL
- CEMENT FIBRE BOARD PANEL SIDING (SMOOTH) - COBBLE STONE
- HORIZONTAL WOOD GRAIN METAL SIDING
- TIMBER ELEMENTS
- 7/8" CORRUGATED METAL SLIDING - HERON BLUE

TYPE '3' UNITS



SITE KEY PLAN



P24

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

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DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

DATE: 2023-11-15

PROJECT: 21425
CANOE BEACH
ESTATES
Unit Type '3'

Edmonton, BC

Edmonton, BC

Edmonton, BC

Edmonton, BC

Edmonton, BC

Edmonton, BC

Edmonton, BC

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Edmonton, BC

Edmonton, BC

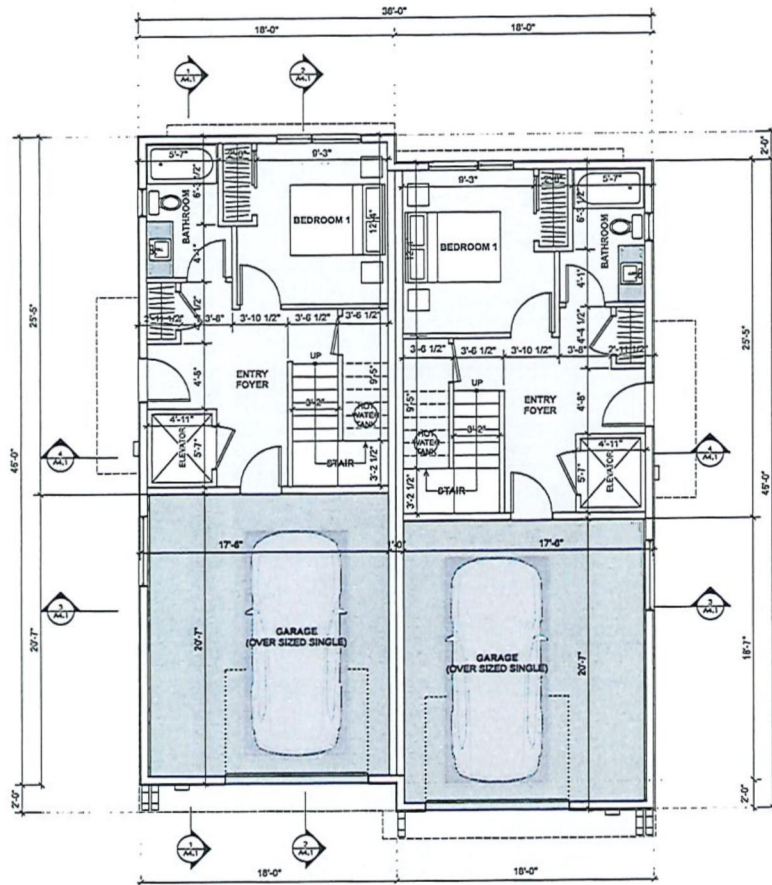
Edmonton, BC

Edmonton, BC

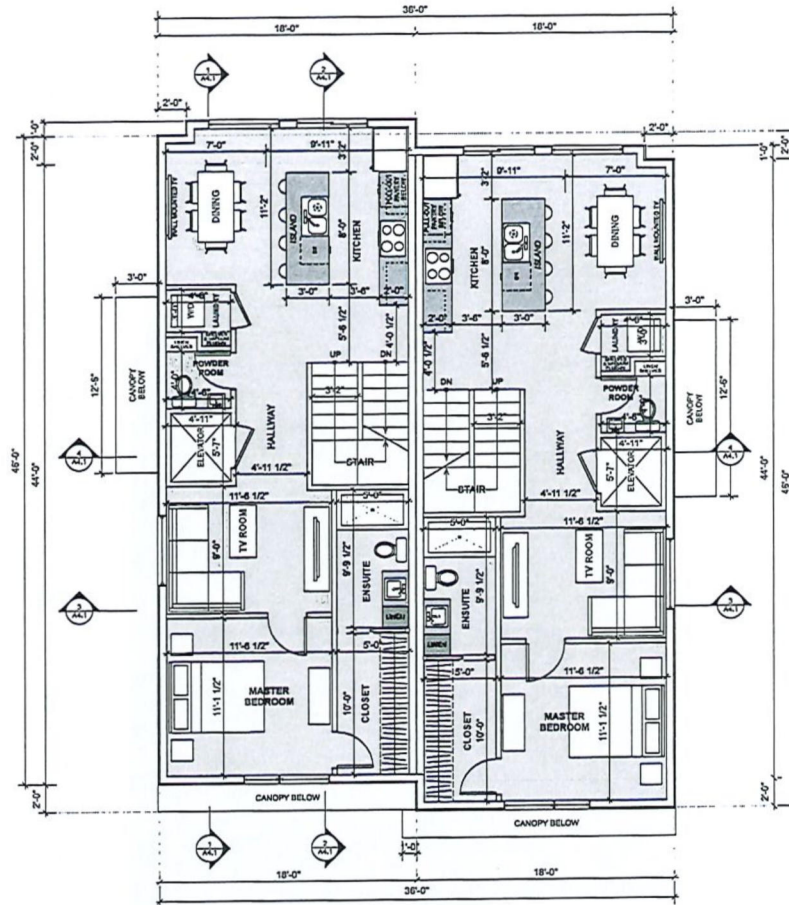
UNIT TYPE '3'
OVERVIEW

DRAWING NO:

A4.0



1 GROUND FLOOR PLAN
Scale: 1/4" = 1'-0"



2 MIDDLE FLOOR PLAN
Scale: 1/4" = 1'-0"

FLOOR AREA INFORMATION:	
GROUND FLOOR	457.5 SF
MIDDLE FLOOR	844.0 SF
UPPER FLOOR	416.0 SF
TOTAL FINISH FLOOR AREA:	1,717.5 SF
+ GARAGE	370.5 SF
+ DECK	250.0 SF

ISSUE	DATE
Issued for Review	2022-03-21
Issued for Development Review	2022-05-02

DRAWN BY: P.L.C.
DATE: May 2022
SCALE: 1/4" = 1'-0"



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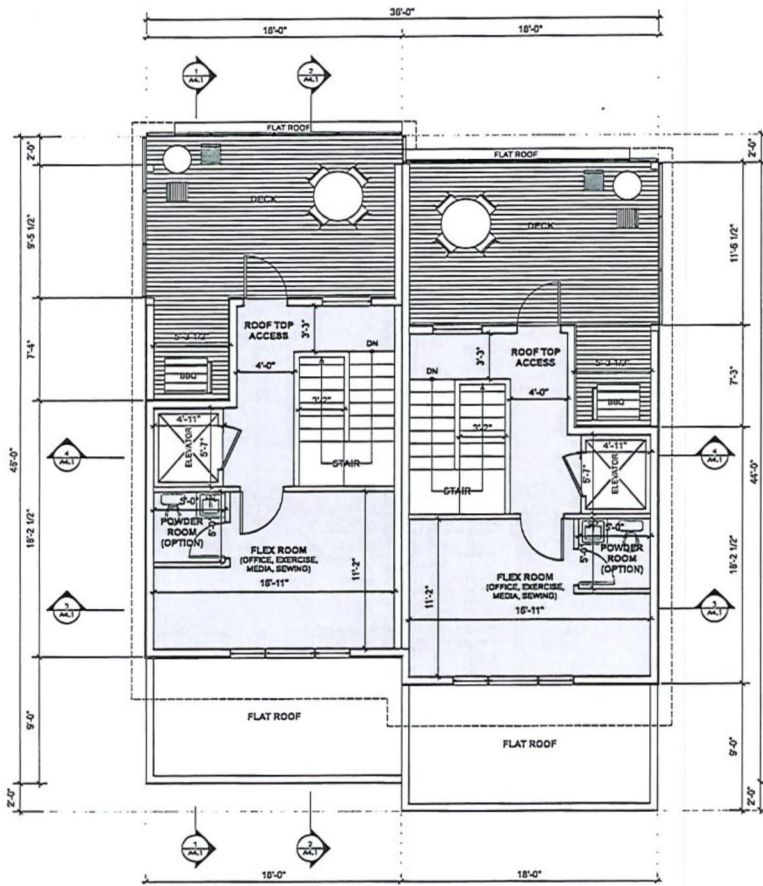
PROJECT: 21-025
**CANOE BEACH
ESTATES**
Unit Type '3'

Simon Arns, B.C.
DRAWING TITLE:
FLOOR PLANS

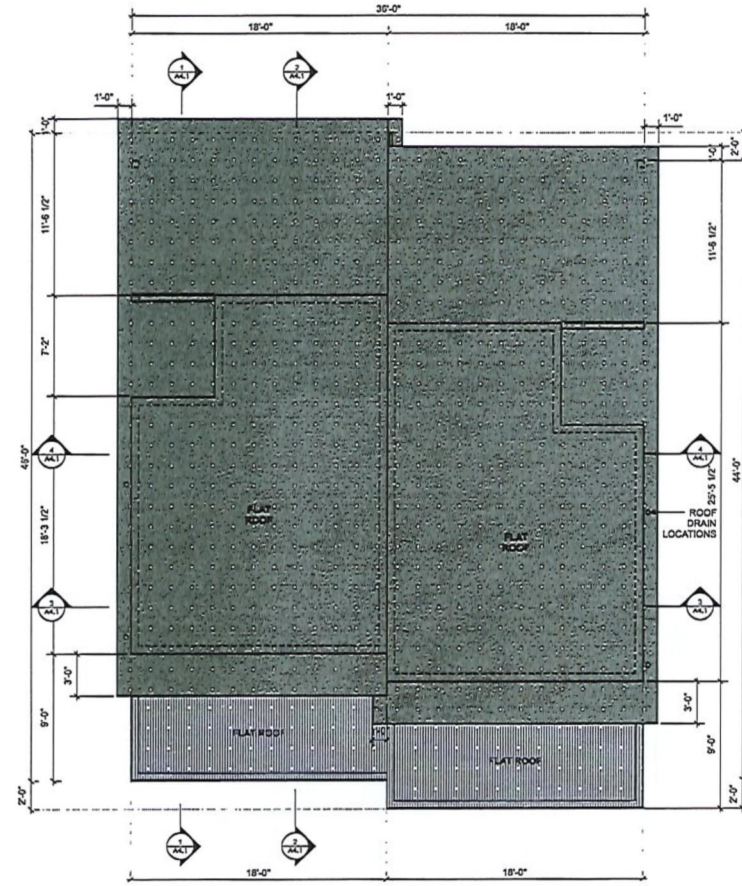
DRAWING NO:

A4.1

Unit Type 3



1 UPPER FLOOR PLAN
Scale: 1/4" = 1'-0"



2 ROOF PLAN
Scale: 1/4" = 1'-0"

FLOOR AREA INFORMATION:	
GROUND FLOOR	457.5 SF
MIDDLE FLOOR	844.0 SF
UPPER FLOOR	416.0 SF
TOTAL FINISH FLOOR AREA:	1,717.5 SF
+ GARAGE	370.5 SF
+ DECK	250.0 SF

P26

AVEX ARCHITECTURE 1000 10TH AVENUE, SUITE 1000, SEASIDE, CA 94134
 TEL: (415) 435-1111 FAX: (415) 435-1112
 WWW.AVEXARCHITECTURE.COM

ISSUE	DATE
Issued for Permit	2022.03.31
Issued for Development Review	2022.04.12

DRAWN BY: PLCI
DATE: May 2022
SCALE: 1/4" = 1'-0"

AVEX
ARCHITECTURE

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 E mary@avexarchitecture.ca
 W www.avexarchitecture.ca

PROJECT: 21-025
CANOE BEACH
ESTATES
 Unit Type '3'

DRAWING TITLE:
FLOOR PLAN
& ROOF PLAN

DRAWING NO:
A4.2

Unit Type 3

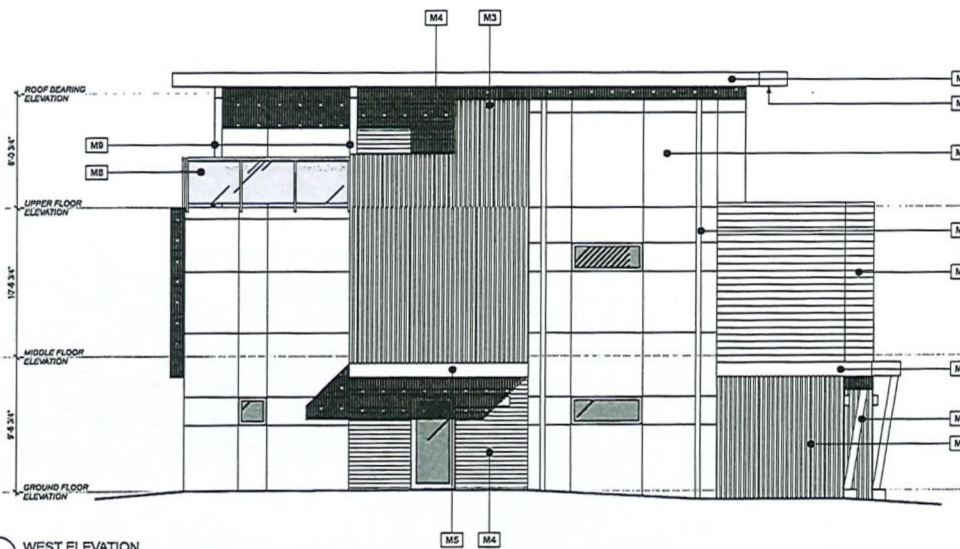


1 SOUTH ELEVATION
Scale: 1/4" = 1'-0"

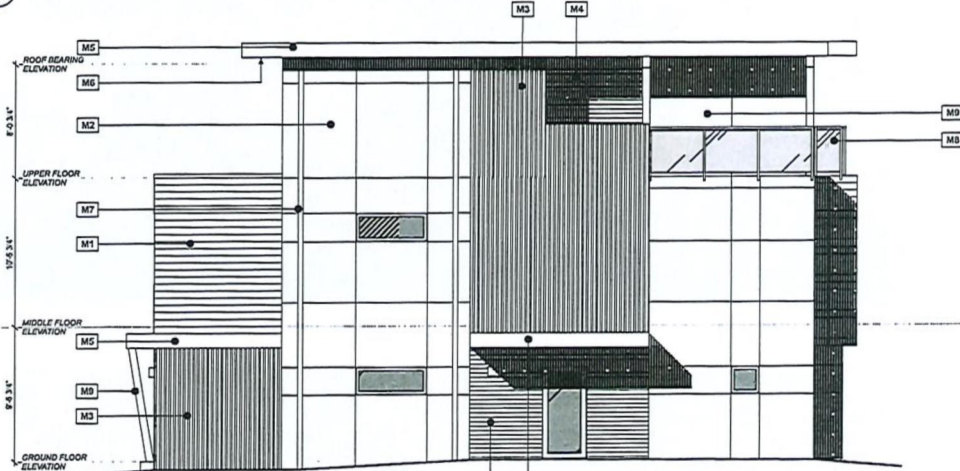


2 NORTH ELEVATION
Scale: 1/4" = 1'-0"

Unit Type 3



3 WEST ELEVATION
Scale: 1/4" = 1'-0"



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

EXTERIOR MATERIAL NOTES	
M1	Horizontal Cement Fibre Board - Gray Slate
M2	Cement Fibre Board Panel Siding (Growth) - Cobblestone
M3	7/8 Corrugated Metal Siding - Heron Blue
M4	Wood Grain Metal Cladding 4" Exposure
M5	Fascia Board - Charcoal
M6	Wood Grain Metal Soffit - Ventless
M7	Rain Water Leaders - Black
M8	42" Glass Quadrail
M9	Timber Elements



PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '3'

DESIGN: 2022.05.21
DATE: 2022.05.21
DESIGNED BY: P.L.C.

DRAWN BY: P.L.C.
DATE: May 2022
SCALE: 1/4" = 1'-0"



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PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '3'

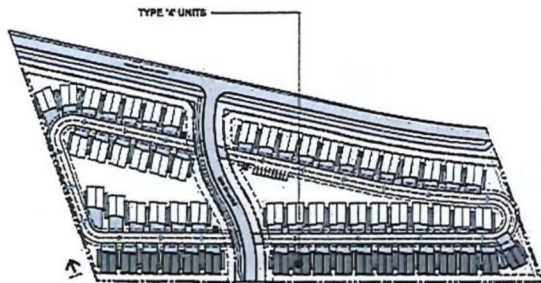
Salmon Arm, BC
DRAWING TITLE:
ELEVATIONS

DRAWING NO:
A4.3

A perspective sketch of a modern, multi-story building. The building features a grid-like facade with large rectangular windows. The sketch is rendered in black lines on a white background, showing the building's form and structure. The building has a flat roof and a series of horizontal and vertical lines that define its facade. The windows are arranged in a regular pattern, and the overall style is minimalist and architectural.



WOOD GRAIN METAL SOFFIT (VENTED) _____
FASCIA BOARD - CHARCOAL _____
CEMENT FIBRE BOARD PANEL SIDING (SMOOTH) - COBBLE STONE _____
RAIN WATER LEADER - CHARCOAL _____
HORIZONTAL CEMENT FIBRE BOARD - BOOTHBAY BLUE _____
HORIZONTAL WOOD GRAIN METAL SIDING _____
TIMBER ELEMENTS _____
7/8" CORRUGATED METAL SLIDING - CHARCOAL _____



SITE KEY PLAN



P28

ISSUE	DATE
1st and 2nd Issues	2/23/2012
3rd and 4th Issues	2/23/2012
5th and 6th Issues	2/23/2012
7th and 8th Issues	2/23/2012
9th and 10th Issues	2/23/2012
11th and 12th Issues	2/23/2012
13th and 14th Issues	2/23/2012
15th and 16th Issues	2/23/2012
17th and 18th Issues	2/23/2012
19th and 20th Issues	2/23/2012
21st and 22nd Issues	2/23/2012
23rd and 24th Issues	2/23/2012
25th and 26th Issues	2/23/2012
27th and 28th Issues	2/23/2012
29th and 30th Issues	2/23/2012
31st and 32nd Issues	2/23/2012
33rd and 34th Issues	2/23/2012
35th and 36th Issues	2/23/2012
37th and 38th Issues	2/23/2012
39th and 40th Issues	2/23/2012
41st and 42nd Issues	2/23/2012
43rd and 44th Issues	2/23/2012
45th and 46th Issues	2/23/2012
47th and 48th Issues	2/23/2012
49th and 50th Issues	2/23/2012
51st and 52nd Issues	2/23/2012
53rd and 54th Issues	2/23/2012
55th and 56th Issues	2/23/2012
57th and 58th Issues	2/23/2012
59th and 60th Issues	2/23/2012
61st and 62nd Issues	2/23/2012
63rd and 64th Issues	2/23/2012
65th and 66th Issues	2/23/2012
67th and 68th Issues	2/23/2012
69th and 70th Issues	2/23/2012
71st and 72nd Issues	2/23/2012
73rd and 74th Issues	2/23/2012
75th and 76th Issues	2/23/2012
77th and 78th Issues	2/23/2012
79th and 80th Issues	2/23/2012
81st and 82nd Issues	2/23/2012
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87th and 88th Issues	2/23/2012
89th and 90th Issues	2/23/2012
91st and 92nd Issues	2/23/2012
93rd and 94th Issues	2/23/2012
95th and 96th Issues	2/23/2012
97th and 98th Issues	2/23/2012
99th and 100th Issues	2/23/2012



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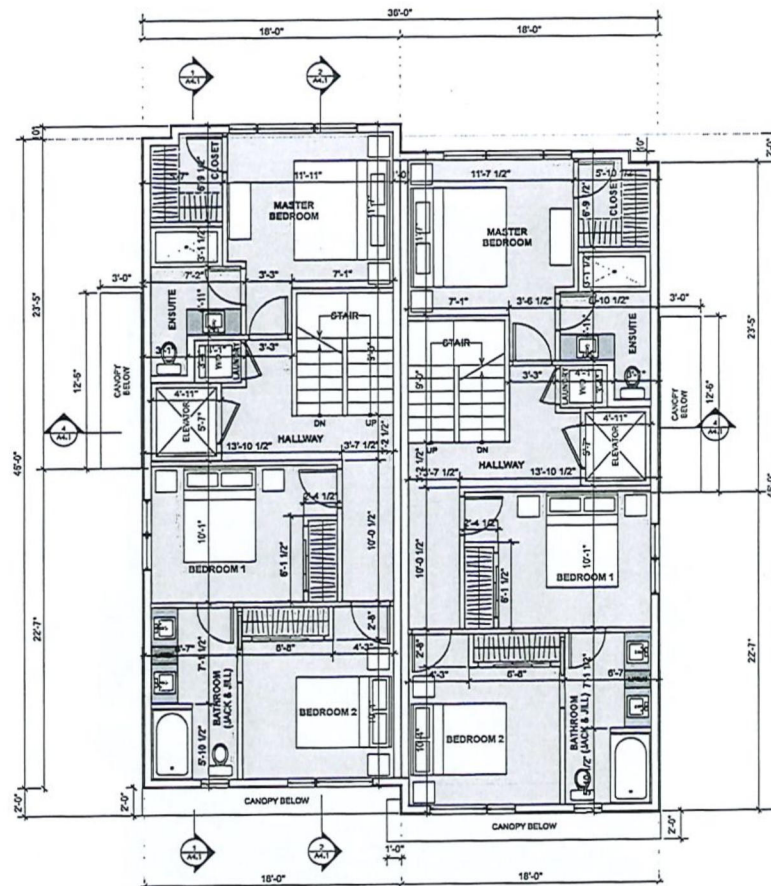
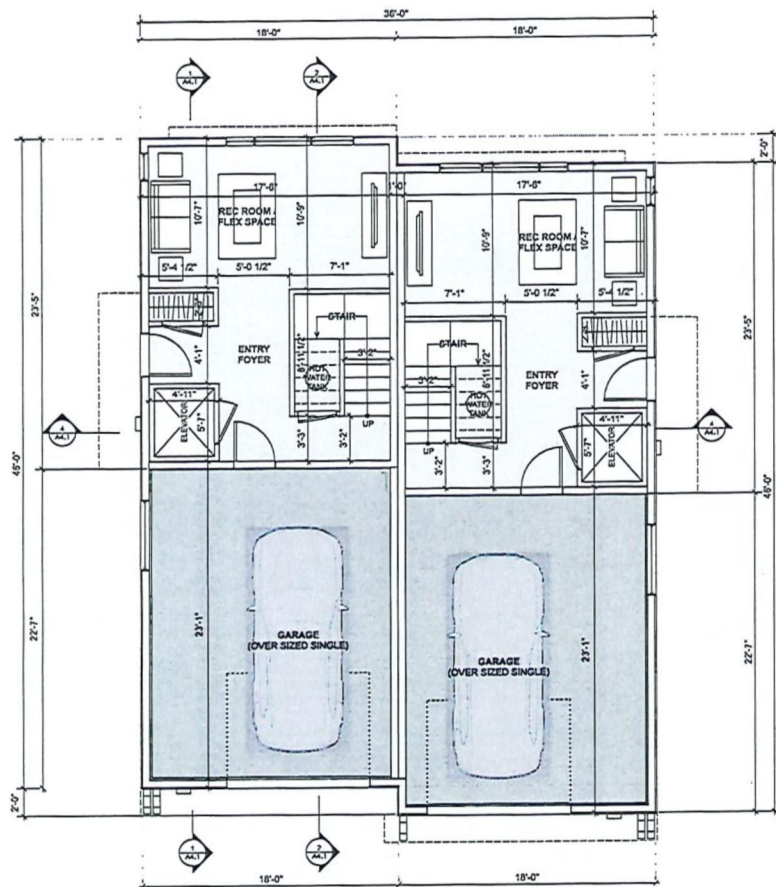
PROJECT: 21-025
**CANOE BEACH
ESTATES**
Unit Type '4'

Salmon Arm, BC

DRAWING TITLE:
UNIT TYPE '4'
OVERVIEW

DRAWING NO:

A5.0



FLOOR AREA INFORMATION:	
GROUND FLOOR	421.5 SF
MIDDLE FLOOR	841.3 SF
UPPER FLOOR	661.3 SF
TOTAL FINISH FLOOR AREA:	1,924.1 SF
+ GARAGE	406.5 SF
+ DECK	180.0 SF

ISSUE	DATE
Issued for Pricing	2012-01-2
Issued for Reviewer	2012-03-7
Issued for Development Approval	2012-05-1
DRAWN BY: P.L.C.	
DATE: May 2012	
SCALE: 1/4"=1'-0"	



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Salmon Arm, BC
DRAWING TITLE:
FLOOR PLANS

DRAWING NO.

A5.1

Unit Type 4

P30

PROJECT: 21-003
CANOE BEACH
ESTATES
Unit Type '4'

DRAWING TITLE:
FLOOR PLAN
& ROOF PLAN

DRAWING NO:
A5.2

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

DATE: May 2022

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

DRAWN BY: M.C.

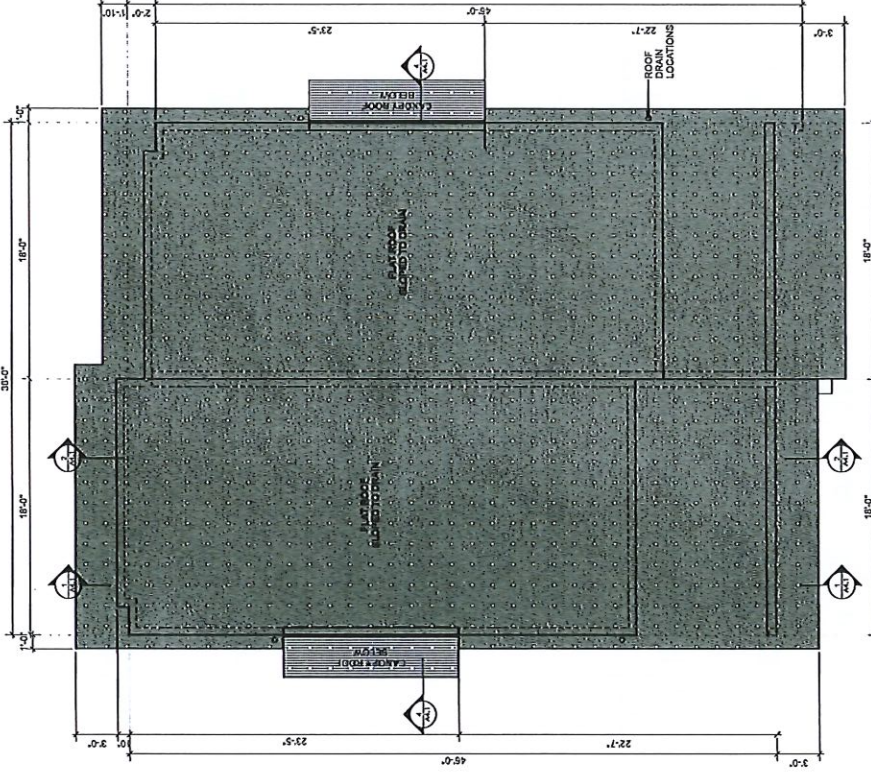
DATE: May 2022

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

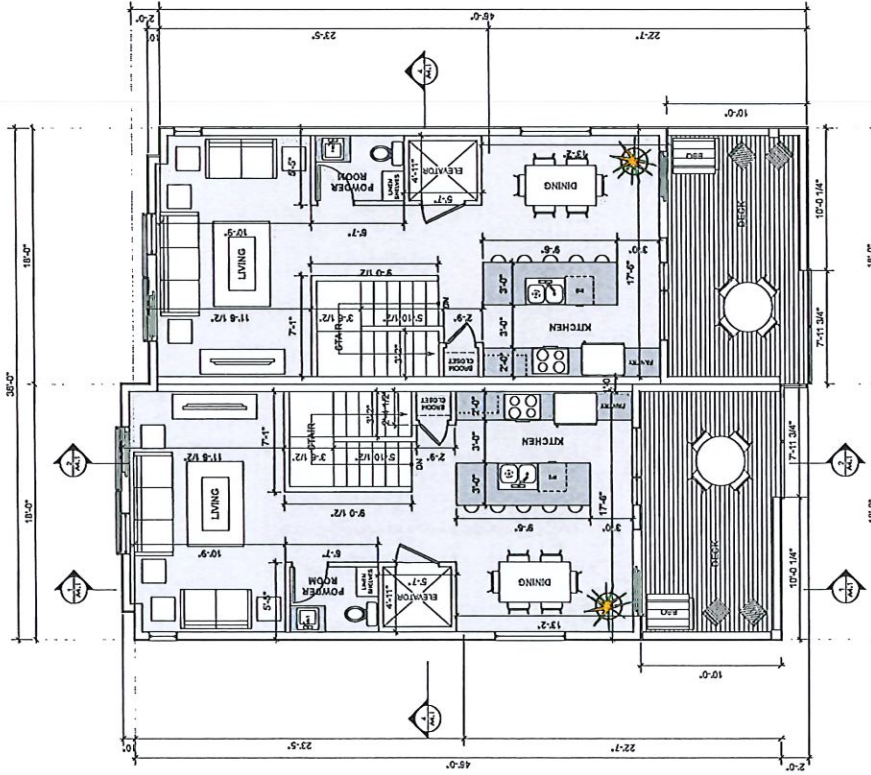
DRAWN BY: M.C.

FLOOR AREA INFORMATION:

GROUND FLOOR	421.5 SF
MIDDLE FLOOR	841.3 SF
UPPER FLOOR	851.3 SF
TOTAL FINISH FLOOR AREA:	1,324.1 SF
+ GARAGE	406.5 SF
+ DECK	180.0 SF

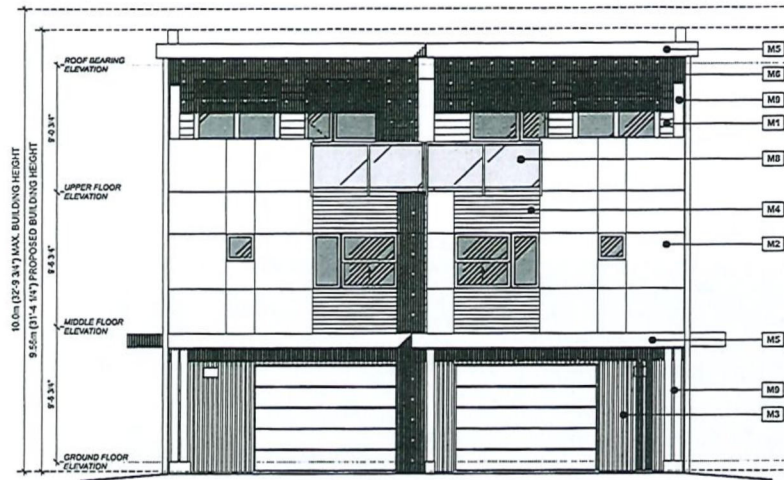


2 ROOF PLAN
Scale: 1/4" = 1'-0"

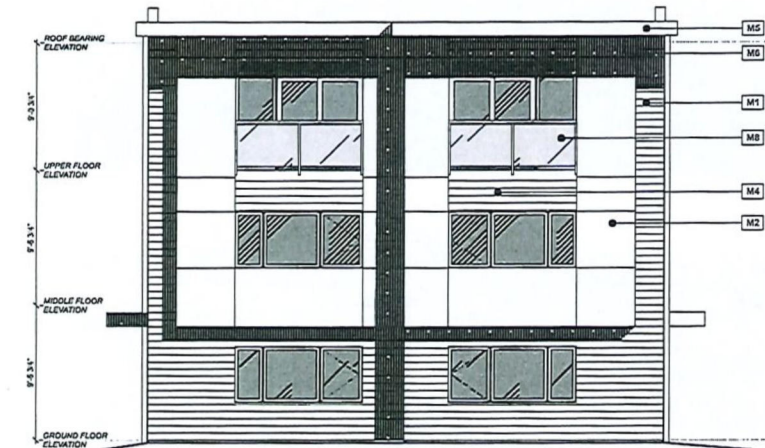


1 UPPER FLOOR PLAN
Scale: 1/4" = 1'-0"

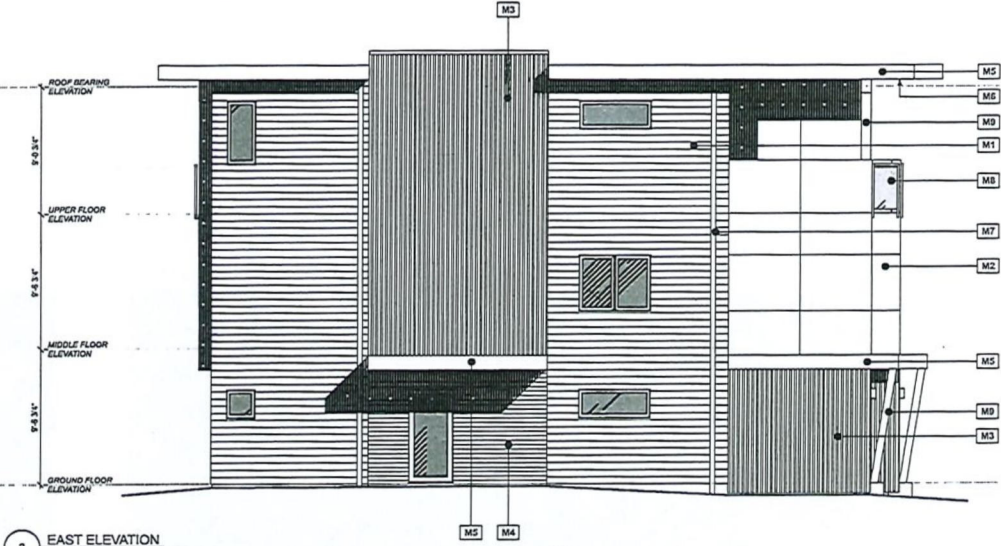
Unit Type 4



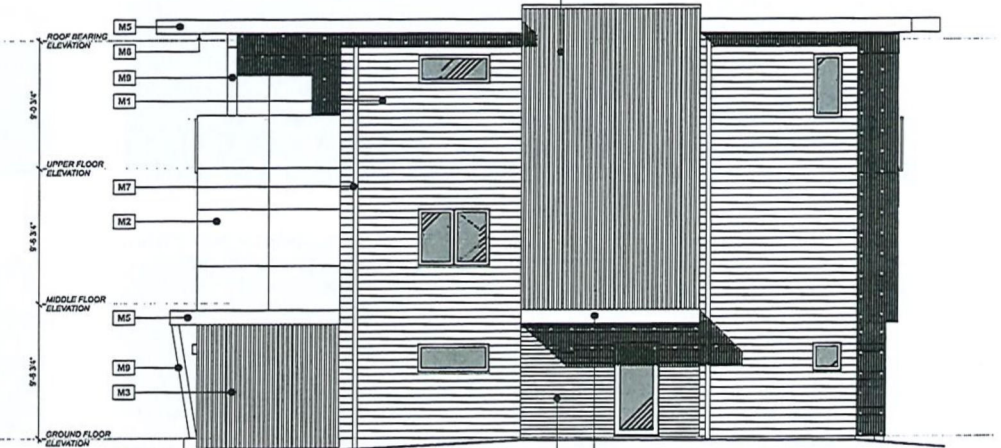
1 NORTH ELEVATION
Scale: 1/4" = 1'-0"



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



3 EAST ELEVATION
Scale: 1/4" = 1'-0"



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

EXTERIOR MATERIAL NOTES	
M1	Horizontal Cement Fibre Board - Boothbay Blue
M2	Cement Fibre Board Panel Siding (Smooth) - Cobblestone
M3	7/8 Corrugated Metal Siding - Charcoal
M4	Wood Grain Metal Cladding 4" Exposure
M5	Fence Board - Charcoal
M6	Wood Grain Metal Soffit - Varnish
M7	Rain Water Leaders - Black
M8	42" Glass Quarter
M9	Timber Elements

PROJECT: 21-025
CANOE BEACH
ESTATES
Unit Type '4'

Salmon Arm, BC

DRAWING TITLE:
ELEVATIONS

DRAWING NO:
A5.3

ISSUE DATE
Issued for Permit: 2022-01-26
Issued for Review: 2022-05-11
Issued for Construction: 2022-05-12

DRAWN BY: PLG
DATE: Mar 2022
SCALE: 1/4" = 1'-0"

AVEX
ARCHITECTURE

4148 - 6th ST NE
PO BOX 2200
SALMON ARM, BC V1E 4R2
Mike Lupton, Architect ABC
T 250.515.4001
E mlp@avexarchitect.com
W www.avexarchitect.com

Unit Type 4



CANOE BEACH DRIVE AT NORTHEAST PROPERTY LINE



CANOE BEACH DRIVE NORTH ENTRANCE AT 45TH STREET NE



45TH STREET NE AT SOUTHWEST INTERIOR DRIVE AISLE



45TH STREET NE AT SOUTHEAST INTERIOR DRIVE AISLE

ISSUE	DATE
Initial Design	2023-01-10
Revised Design	2023-01-10
Revised Design	2023-01-10

DESIGN BY: PL, CI
DATE: 10/20/2022
SCALE: N/A

AVEX
ARCHITECTURE

1100 - 100 ST SE
VICTORIA, BC
SALMON ARM, BC V1E 4K3
Phone: 250-383-1111
Fax: 250-383-1112
Email: info@avexarch.ca
Website: www.avexarch.ca

PROJECT: 21405
**CANOE BEACH
ESTATES**

Salmon Arm, BC
DRAWING TITLE:
**PROJECT
OVERVIEW
RENDERINGS**

DRAWING NO:
A6.0



To The City of Salmon Arm

First off you have a beautiful City with lots to offer. It has been my pleasure learning about Salmon Arm and will continue to learn more. Canoe Beach is a hidden little gem as I learn more about the area and what it has to offer.

Past development work:

- 1) 2004 6445 hwy 97 rezoned and developed storage facility (427 units) and sold the business in 2011
8P2X+MJ4 Vernon, British Columbia
- 2) 2006 4900 Heritage Drive developed The Rock 60 units of townhouses
https://scontent.fyka1-1.fna.fbcdn.net/v/t1.6435-9/41859297_298129024302742_7259778723598041088_n.jpg?stp=dst-jpg_s960x960&nc_cat=110&ccb=1-5&nc_sid=e3f864&nc_ohc=iBN mtda PoAX SAPMH&nc_ht=scontent.fyka1-1.fna&oh=00 AT8iN7OYWdp1cbdsD-VSzzNdXvpVSzb_x0FBFIQq7RSssQ&oe=6295BAEB
- 3) 2015 5350 Silver Star Rd developed Silver Pine Estates 14 duplex's
<https://johndeak.com/wp-content/uploads/2021/06/23-5305SilverStarRd35-1024x683.jpg>
<https://johndeak.com/wp-content/uploads/2021/06/23-5305SilverStarRd29-1024x683.jpg>
https://lh5.googleusercontent.com/p/AF1QipMDOdMrlQeXanzlGMapd2LJ_yuJDokousdJ4wyZ=s1536
- 4) 2017 6457 Rimer Road Did and amendment to the OCP and rezoned from CR to SH and subdivided the land for clients.
- 5) 2018 1805 45 ave Urban Heights 12 units roof top
https://scontent.fyka1-1.fna.fbcdn.net/v/t1.6435-9/50257226_361377631311214_3936957243320172544_n.jpg?stp=dst-jpg_s640x640&nc_cat=107&ccb=1-5&nc_sid=8bfeb9&nc_ohc=izkLeXI-1tMAX-CHq2U&nc_ht=scontent.fyka1-1.fna&oh=00 AT-FaCxVG4CCOa-RVpSKbeE8oCr9FfY9EZiQ5zfYQtRDgg&oe=6297DD3A
- 6) 2021 4400 & 4600 Canoe Beach Dr R & D for proposed 60 duplex development.

From my experience it's important in putting the right team together in order to have a beneficial project. Team members are currently and more to come.

- 1) Lawson Engineering (Al Waters & Blake Lawson)
- 2) Avex Architecture (Marc Lamerton)
- 3) Eric Reynard Landscape Architect
- 4) Monashee Surveying & Geomatics (Mark Budgen)
- 5) GeoWest Engineering (Calum Buchan)

We are proposing 60 duplex community in the heart of Canoe Beach. There will be 4 different unit plans through out the community.

- 1) Unit 1 2 story Total finished floor space (1301.5 SF) Garage area (370.5 SF) Juliet deck (72 SF)
- 2) Unit 2 option A) Total finished floor space (1650.2 SF) with flex room, garage area (406.5 SF) Roof top deck (184 SF)
Option B) 2 story (1266 SF) with no flex room and roof top deck
Option C) 2 story (1266 SF) with no roof top but a Juliet Deck in the front (72 SF)
- 3) Unit 3 option A Total finished floor space (1717.5 SF) Garage area (370.5 SF) Roof top deck (250 SF)
Option B
- 4) Unit 4 Total finished floor space (1924.1 SF) Garage area (406.5 SF) Deck (180 SF)

Benefits of this development

- 1) All units will have the option of an elevator to catch all demographics and can be set up for an elevator down the road.
- 2) Proposed front row only unit 1 (2 story no rooftop Patio) will be on the front row along Canoe Beach Drive with a Juliet deck over looking Shuswap and Bastion view. This will give the rest of the units a view overlooking towards the Shuswap and Bastion view.
- 3) All units have an 18' X 46' footprint so it will give the option for the home owner to purchase which home is best suited for them.
- 4) All units will be prewired into the garage with the option of electric hook up for EV vehicle
- 5) Community Garden proposed for Canoe Beach Estates
- 6) All units will have the active living area within there home facing the Shuswap and Bastion Mountain View.
- 7) For the buyer, the buyer will have the option of renting out the unit.



*Memorandum from the
Engineering and Public
Works Department*

TO:	Kevin Pearson, Director of Development Services
DATE:	July 12, 2022
PREPARED BY:	Mustafa Zakreet, Engineering Assistant
APPLICANT:	Canoe Beach Estates/ David Claeys.
SUBJECT:	DEVELOPMENT PERMIT APPLICATION NO. DP-444
LEGAL:	Lot 1, Section 6, Township 21, Range 9, W6M, KDYD, Plan 3538 (PID: 010-853-006)
	Lot 2, Section 6, Township 21, Range 9, W6M, KDYD, Plan 3538 (PID: 010-853-014)
CIVIC:	4400& 4600 Canoe Beach Drive NE

Further to your referral dated June 03, 2022, we provide the following servicing information.

Comments are based on the Subdivision/Development as proposed in the referral. If the development plans for the property change significantly, comments below may change.

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 subdivision or 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.

SUBDIVISION APPLICATION FILE: DP-444

July 12, 2022

Page 2

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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 or 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 or 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.
 11. Knotweed exist on the subject property. The Owner/ developer to treat and remove the plants in accordance with Herbicide Guidelines for Control of Knotweed.

Roads / Access:

1. Canoe Beach Drive NE, on the subject property's 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 3.8m of additional dedication is required (to be confirmed by BCLS).
2. Canoe Beach Drive NE is currently constructed to an Interim Rural Arterial Road standard. Upgrading to the current Canoe Beach Drive Road standard is required, in accordance with Specification Drawing No. RD-14. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, 4m wide multiuse path, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. The hydro is three-phase along the subject frontage and therefore exempt from the requirement to place underground; however, there relocation of the poles may be necessary to accommodate the required infrastructure. Owner / Developer is responsible for all associated costs; however, any cost difference between the local RD-2 standard and the RD-14 standard may be eligible for DCC credit.
3. Canoe Beach Drive NE drains from west to east at a low grades making it difficult to achieve the minimum 0.7% grade along the gutter line upon tying into existing centerline without adjusting the road profile. The City of Salmon Arm is willing to work with the developer to create a better long term solution across the entire width of the road.
4. The future alignment of 45 Street NE connecting 73 Avenue to Canoe Beach Drive is located between the two subject properties and is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Full road dedication for 45 Street NE to Canoe Beach Drive is required. The western boundary to mirror the east boundary established by R/W Plan 57293.

SUBDIVISION APPLICATION FILE: DP-444

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Site development plan proposes an alignment for the 45 Street NE connector to Canoe Beach Drive. The Engineering Department has no objection to the submitted alignment. Owner / Developer is responsible for the cost associated to constructing 45 Street to full Urban Local Street Standard as shown on the specifications drawing RD-2.

5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
6. A 5.0m by 5.0m corner cut is required to be dedicated at the intersection of Canoe Beach Drive and the future 45 Street NE.
7. As Canoe Beach Drive is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. No driveway access will be permitted onto Canoe Beach Drive; all driveways shall access future 45 Street NE. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.

Water:

1. The subject properties front a 100mm diameter Zone 1 watermain on Canoe Beach Drive NE. Upgrading this watermain to a 200 mm diameter across the frontage of the property is required. The cost difference between the installations of 200mm vs 150mm diameter is eligible for DCC credits.
2. The subject properties front a 150mm diameter Zone 1 watermain on 45 Street NE. The owner/developer is required to extend the City watermain to the furthest limit of 45 Street NE frontage to loop with the existing watermain on Canoe Beach Drive.
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. Records indicate that the 4400 Canoe Beach Drive NE existing property is serviced by a an unknown size service from the 100mm diameter watermain on Canoe Road Drive NE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.

SUBDIVISION APPLICATION FILE: DP-444

July 12, 2022

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7. 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 properties front a 300mm diameter sanitary sewer on the eastern boundary of Lot 1. The sanitary sewer main is located within the right-of-way for a proposed future 45 Street NE connector. The City will review the proposed offset of the sanitary main within the new right-of-way and may accept a non-standard offset, should there be no conflicts with other infrastructure. The owner/developer will be eligible to discharge the sewer R/W upon commissioning of the new sewer main.
2. Lot 1 fronts a 450 mm diameter sanitary sewer on the northern boundary. No upgrade is required at this time.
3. The remainder and proposed parcel(s) are each to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
4. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).
5. Records indicate that the existing property has no sanitary sewer services. 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 900 mm diameter storm sewer on eastern boundary of Lot 2, Plan A16819. The owner/developer is required to extend the City storm sewer drainage system to the furthest limit of the road frontages of the subject properties on Canoe Drive Road NE.
2. The subject property fronts a 250mm diameter storm sewer that terminates at a manhole about 30m south of the end point of 45 Street NE. The owner/developer is required to extend the City storm sewer drainage system to the furthest limit of the proposed 45 Street NE frontage, as necessary to service the development and to collect road drainage.
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.

SUBDIVISION APPLICATION FILE: DP-444

July 12, 2022

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

Geotechnical:

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



Mustafa Zakreet
Engineering Assistant



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



TO: His Worship Mayor Harrison and Members of Council

DATE: July 25, 2022

SUBJECT: Development Variance Permit Application No. VP-556
 Legal: Lots 1 and 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan EPP121728
 Civic Address: 2790 20 Avenue NE
 Owner: 1348074 BC Ltd. And R. & E. Meise
 Agent: Franklin Engineering (Jason Wickner)

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP - 556 be authorized for issuance for Lots 1 and 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan EPP121728 reducing the upgrade of 20 Avenue NE fronting to the RD – 3 Road Standard for the subject property as follows:

- i. waive the requirement to replace the existing BC Hydro Lease Light and;
- ii. reduce the number of Davit street lights to be installed from three lights to one light.

STAFF RECOMMENDATION

THAT: Development Variance Permit No. VP - 556 be authorized for issuance for Lots 1 and 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan EPP121728 reducing the upgrade of 20 Avenue NE fronting to the RD – 3 Road Standard for the subject property, reducing the number of davit lights to be installed from three davit street lights to two davit lights - one fronting the subject property and one on the north side of 20 Avenue NE.

AND THAT: issuance of Development Variance Permit No. VP-556 be withheld subject to the owner/developer providing a Cash in Lieu (CIL) payment to the satisfaction the City Engineer for the installation of underground conduits for hydro and telecommunication services.

PROPOSAL

The applicant is requesting to waive the road upgrade requirements for 20 Avenue NE associated with the two lot subdivision of the subject property.

BACKGROUND

The subject property is located in the North Broadview area and is approximately 2.1ha (see Appendices 1 and 2). It is designated Residential Medium Density in the City's Official Community Plan (OCP) (Appendix 3). In Zoning Bylaw No. 2303, the subject property is zoned R4 (Medium Density Zone) (Appendix 4). The subject property was recently rezoned from R1 (Single Family Residential) to R4 (Medium Density Zone) in order to facilitate a two lot subdivision consisting of a lot with the existing single family dwelling and a second lot for medium density development. Given the proposed lot areas, Lot 1

with existing Single Family Dwelling) could develop twelve (12) units and Lot 2 (vacant) could develop up to seventy (70) units).

Adjacent land uses include the following:

North: R1 (Single Family Residential Zone) – Single Family Residences
South: P3 (Institutional Zone) – Salmon Arm Secondary School
East: R1 (Single Family Residential Zone) and P3 (Institutional Zone) – Single Family Residences and Lutheran Church
West: P3 (Institutional Zone) and R1 (Single Family Residential Zone) – Salmon Arm Secondary School and Single Family Residence

A Preliminary Layout Review (PLR) Letter was issued to the owner in February 2022. The attached site plan shows the proposed two lot subdivision (Appendix 5). The existing house is to be located on the proposed Lot 1 and proposed Lot 2 could support a multi-family development pursuant to the R4 zoning. The PLR outlines the conditions that the applicant/owner must complete prior to final subdivision approval.

Along the frontage of the subject property and within the City of right of way there is an existing sidewalk, retaining wall, and street lighting is provided via a BC Hydro Lease Light. A photo of the frontage is included as Appendix 6.

The Engineering and Servicing Report (with plan of subdivision) dated January 27, 2022 is attached as Appendix 7 and formed the basis for the PLR. In summary, 20 Avenue NE, fronting the subject property is to be upgraded to an RD – 3 standard. The upgrading requires 20.0m of road dedication (10.0m on either side of road centerline). Based on available records no further road dedication is required. The RD-3 road standard includes bike lanes on both sides of road. This would require the relocation of an existing retaining wall and regrading of the boulevard fronting the subject property. The RD-3 standard also includes street lighting as shown on Appendix 8. The Engineering referral also notes that the existing BC Hydro Lease Lights are to be replaced with Davit lights due to the high cost of maintaining the BC Hydro Lease Lights and that the City is no longer installing or accepting this lighting type in the urban area.

The applicant is requesting to not replace the existing street lighting (a BC Hydro Lease Light) and install one davit light rather than the three required. A letter of rationale was submitted by the applicant in support of the variance application (Appendix 9). The applicant states in their letter of rationale that the "installation of davit lights to the City Standards would not be possible due to the conflict with overhead power lines". Engineering staff do not share the concern for the potential conflict.

COMMENTS

Engineering Department

In response to the request to vary the servicing requirements the Engineering Department provided comments, dated June 7, 2022 and is enclosed as Appendix 10. The Engineering Department recommends the request to waive the requirement to upgrade 20 Avenue NE along the frontage of the subject property subject to the installation of BC Hydro and Telecommunications ducts from the three phase power pole to the east property line. Given that the installation would be premature at this time a CIL payment would be accepted.

Building Department

No concerns

Fire Department

No response

Planning Department

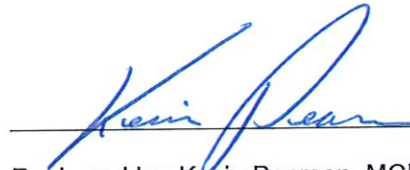
In considering variances to the Subdivision and Development Services Bylaw No. 4163, a number of factors are considered, including – current site conditions, existing infrastructure and long term development plans in the area. As noted previously there is potential for further development of the subject property, under the current R4 zoning and density, proposed Lot 1 could accommodate up to twelve units and proposed Lot 2 could accommodate up to seventy units.

Staff are not supportive of the applicant's proposal to retain the existing hydro BC Hydro Lease Light and reducing the number of street lights to be installed from three lights to one light because the 20 Avenue NE corridor, in this area, is an important connection for active transportation and the Engineering Department does not share the applicant's concern for height conflicts with the installation of the street lights. Adequate street lighting is an integral component in the safe access and walkability of a neighbourhood. Staff would also note that this particular area has been highlighted by members of the public as a concern with respect to providing safe routes to schools. In the past the City accepted BC Hydro Lease Lights in the urban area; however, the expense of these lights makes it cost prohibitive to install new and maintain.

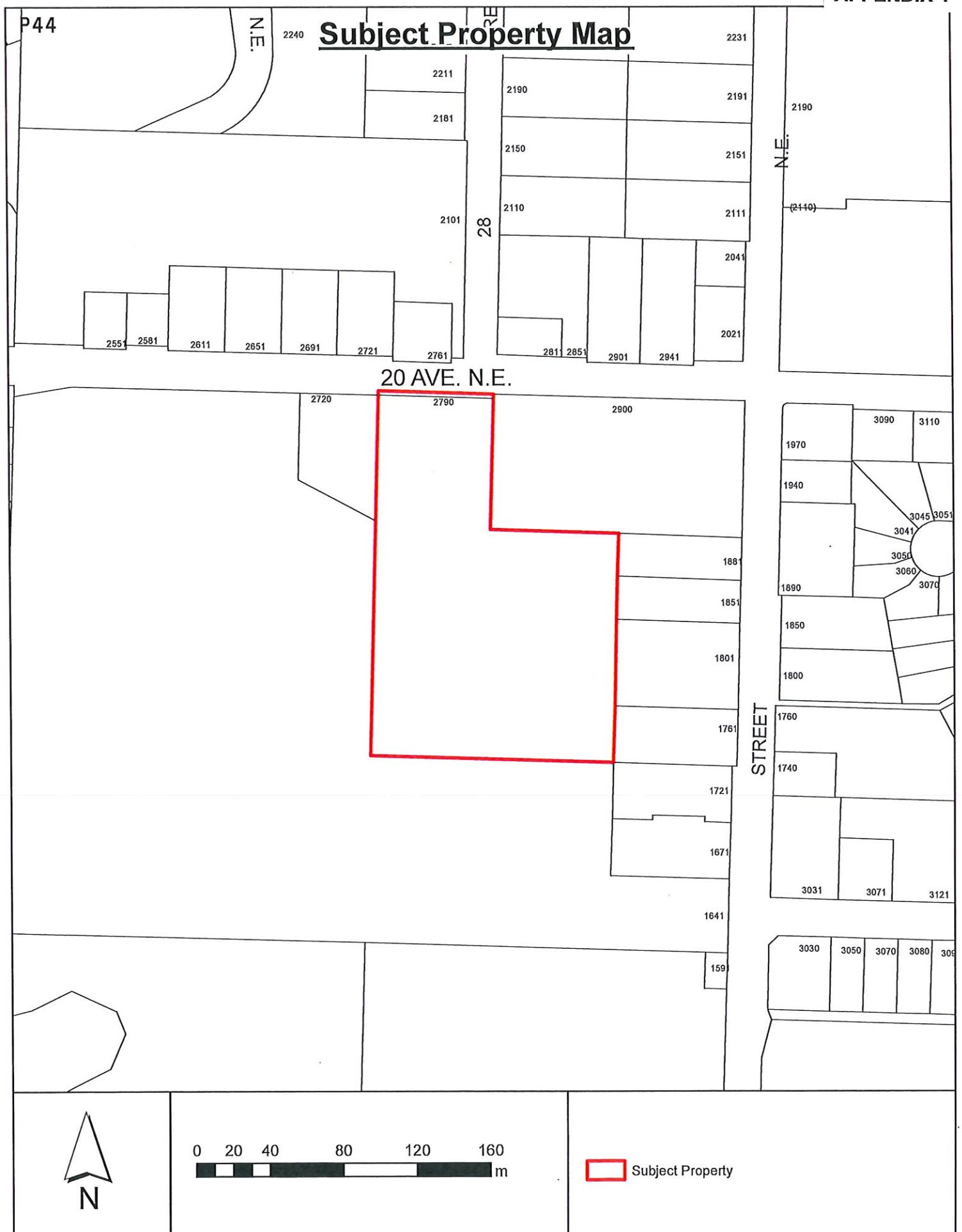
Staff recognize that there are constraints on the subdivision, specifically the location and size of the existing retaining walls; however, offsetting the cost of upgrading lighting and conduits in 20 Avenue NE onto the future developer/land owners or the City is problematic. Higher density developments are generally expected to meet the required level of servicing to support the development. Waiving the requirements would place additional financial burden on the City for the road improvements in the future or increase costs to future developers of adjacent properties. Staff do not recommend the variances as requested by the applicant be granted and have proposed alternative variances that may be more appropriate given the location and scale of development proposed. Further, staff are proposing CIL for the installation of hydro and telecommunications conduit at a later date because installation the time of subdivision, in this instance, would be premature.



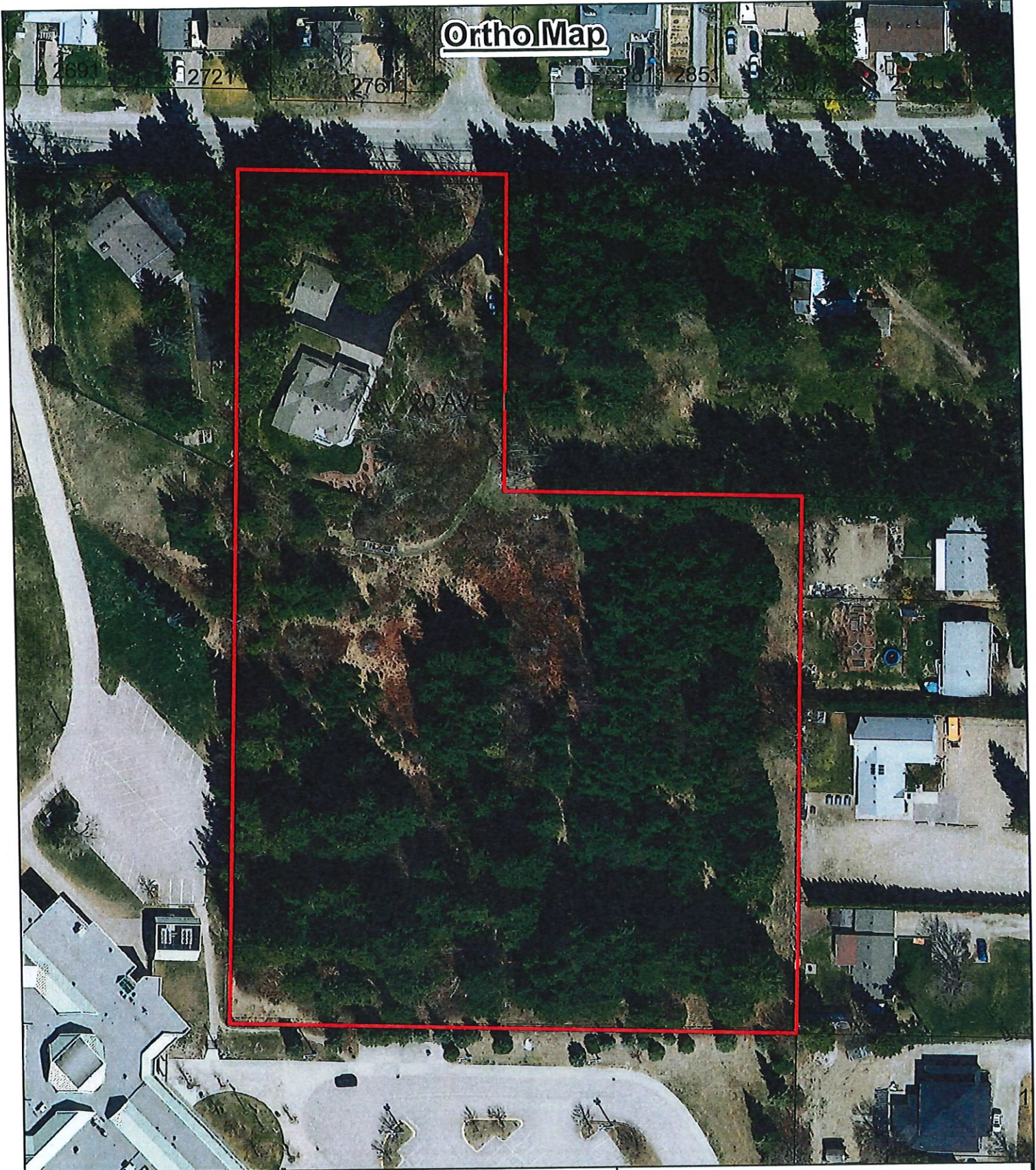
Prepared by: Melinda Smyrl, MCIP, RPP
Planner



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



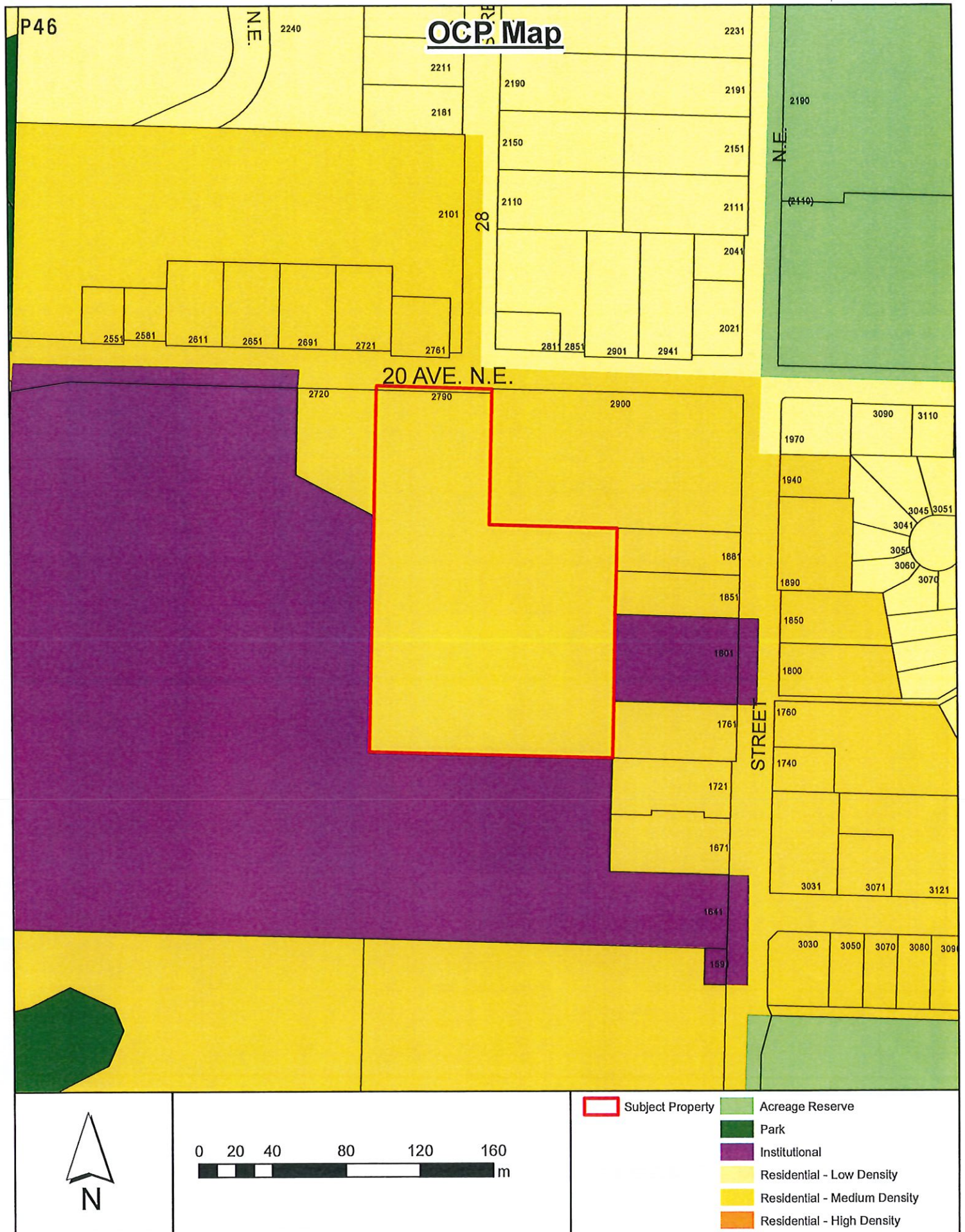
Ortho Map

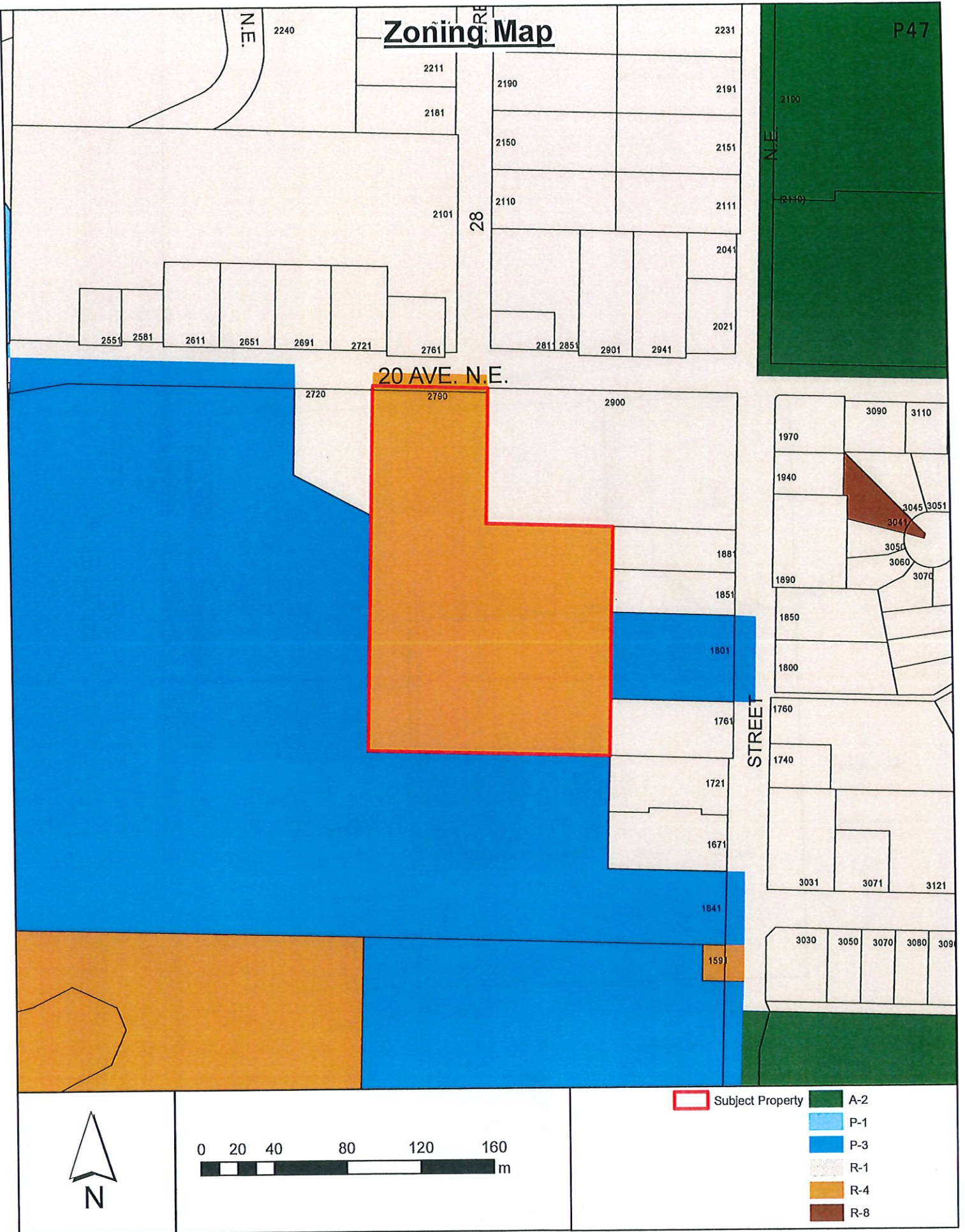


0 10 20 40 60 80 m

 Subject Property

Ortho Photo Date: 2021





PLAN EPP121728

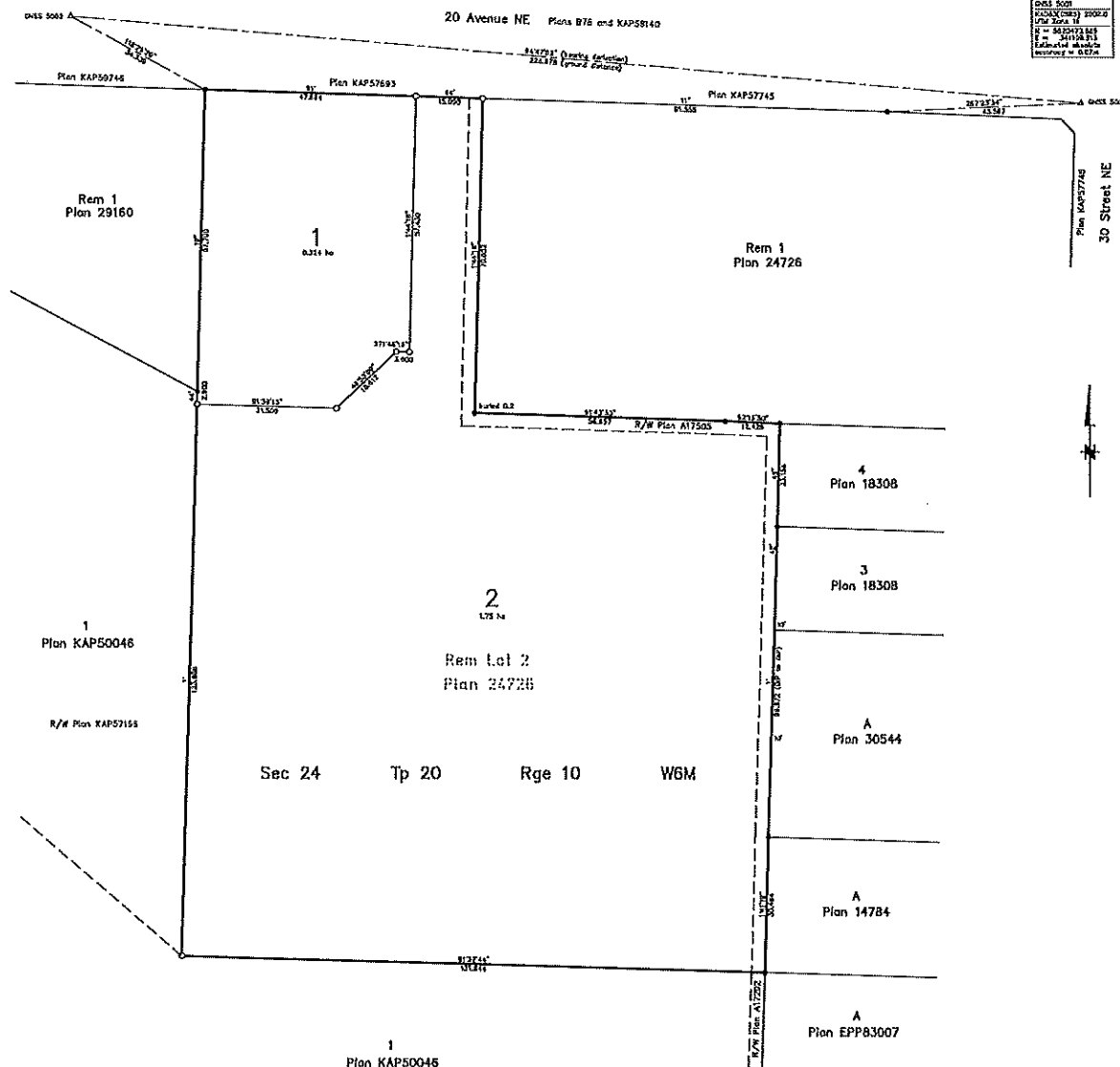
P48
 Subdivision Plan of
 Lot 2, Sec 24, Tp 20, Rge 10,
 W6M, KDYD, Plan 24726 Except Plan KAP57693

BCGS 82L074

At all times are in metres.
 The intended plot size of this plan is 500mm in width by 667mm in height (D size)
 when plotted at a scale of 1:500

DATE 2022
 PROJECT 2022
 UTM Zone 11
 E = 325000000
 N = 30000000
 Estimated absolute
 accuracy = 0.07m

DATE 2022
 PROJECT 2022
 UTM Zone 11
 E = 325000000
 N = 30000000
 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 0.9998113. The average combined factor has been determined based on an ellipsoidal elevation of 440.6 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.

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 (SP)

○ Standard Iron Post Placed (IP)

△ Traverse Hub Placed

✱ Denotes Nothing Found

Two components in the name of the City of Salmon Arm pursuant to Section 218 of the Land Title Act are a condition of approval for this subdivision.

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

This plan lies within the Columbia Shuswap Regional District.

The field survey represented by this plan was completed on the 5th day of May, 2022. Nicole L. Bird, BCLS (202)

BOBINE JOHNSON LAND SURVEYORS
 B.C. AND CANADA LANDS
 SALMON ARM, B.C. 250-632-3701
 Fax: 254-22(745-21) RS, R127 p.128
 254-22.109





*Memorandum from the
Engineering and Public
Works Department*

TO:	Kevin Pearson, Director of Development Services
DATE:	27 January 2022
PREPARED BY:	Mustafa Zakreet, Engineering Assistant
APPLICANT:	K.Angove/ Franklin Engineering Ltd
SUBJECT:	SUBDIVISION APPLICATION NO. 22-03
LEGAL:	Lot 2, Section 24 Township 20, Range 10, W6M, KDYD, Plan 24726 Except Plan KAP 57693
CIVIC:	2790-20 Ave NE

Further to your referral dated January 27, 2022, we provide the following servicing information. The following comments and servicing requirements are not conditions for Rezoning but are required as a condition of subdivision or development:

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 subdivision the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

SUBDIVISION APPLICATION FILE: 22-03

27 January 2022

Page 2

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

Roads / Access:

1. 20 Ave NE, on the subject property's Northern boundary, is designated as 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 Ave NE is currently constructed to an Interim Collector Road standard. Upgrading to an Urban Collector Road standard is required, in accordance with Specification Drawing No. RD-3. 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. Three-phase electric power is permitted to remain as overhead. Poles may require relocation to allow for any required infrastructure. 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. A 5.0m by 5.0m corner cut is required to be dedicated at the intersection of any proposed City owned road and 20 Ave NE
5. As 20 Ave NE is designated as a Collector Road, accesses shall be designed by keeping to a minimum number. Only one (1) driveway access will be permitted onto 20 Ave NE and a reciprocal access agreement will be required to service lots. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.
6. The maximum allowable cul-de-sac or T-Turn around length in the urban areas is 160 meters. This measurement shall be measured along centerline from the centre of the first intersection having access from two alternate routes to the center of the cul-de-sac or T-Turn around. Where the maximum cul-de-sac or T-Turn around length is exceeded a secondary emergency access shall be provided. Emergency accesses are to be constructed in conformance with Policy 3.11 (Emergency Accesses).
7. Permanent dead-end roads shall be terminated in a cul-de-sac in accordance with Specification Drawing No. RD-11. Temporary dead-end roads internal to the subdivision may be terminated with a paved temporary T-turn around in accordance with Specification Drawing

SUBDIVISION APPLICATION FILE: 22-03

27 January 2022

Page 3

No. RD-13. Temporary dead-end roads at the limits of the subject property shall be terminated with temporary cul-de-sacs in accordance with Specification Drawing No. RD-11a (attached).

8. A retaining wall currently existing along the edge of sidewalk. Grading of any future subdivision/development should make every effort to eliminate the retaining wall. It is also noted that the retaining wall is not located on property line and may require relocating to allow room for required infrastructure within the boulevard.

Water:

1. The subject property fronts a 200 mm diameter Zone 2 watermain on 20 Ave NE and a 300 mm diameter Zone 2 water main along the eastern property boundary. No upgrades will be required at this time; however, the right of way on the eastern boundary shall be widened to 6.0 m width.
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 service of unknown size from the 200mm diameter watermain on 20 Ave NE. Due to the size and / or age of the existing service, upgrading to a new metered service (minimum 25mm) will be required. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
4. The proposed parcels are to be serviced each by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use (minimum 25mm). Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.
7. Fire hydrant installation will be required. Owners consulting Engineer shall review the site to ensure placement of fire hydrants meet the appropriate density spacing requirements.

SUBDIVISION APPLICATION FILE: 22-03

27 January 2022

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Sanitary:

1. The subject property fronts a 200 mm diameter sanitary sewer on 20 Ave NE. No upgrades will be required at this time.
2. The remainder and proposed parcel(s) are each to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
3. A right of way exists over the school district property to the west which will enable a future gravity connection to the city sanitary sewer from any proposed development.
4. Sanitary main is to be extended to front the properties on the eastern side of the proposed development up to (1801 south corner), this would follow the existing watermain right-of-way. The bylaw requires the water main right-of-way to be widened to 7m.
5. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).
6. Records indicate that the existing property is serviced by an unknown size service from the sanitary sewer on 20 Ave NE. 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 675 mm diameter storm sewer on 20 Ave NE. No upgrades will be required at this time.
2. Records indicate that the existing property is currently not serviced from the 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. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
5. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel(s) shall be serviced (each) by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

SUBDIVISION APPLICATION FILE: 22-03

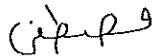
27 January 2022

Page 5

6. A right of way exists over the School District property to the west, in favor of the subject property, which will enable a future gravity connection to the City storm sewer from any proposed development.

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.

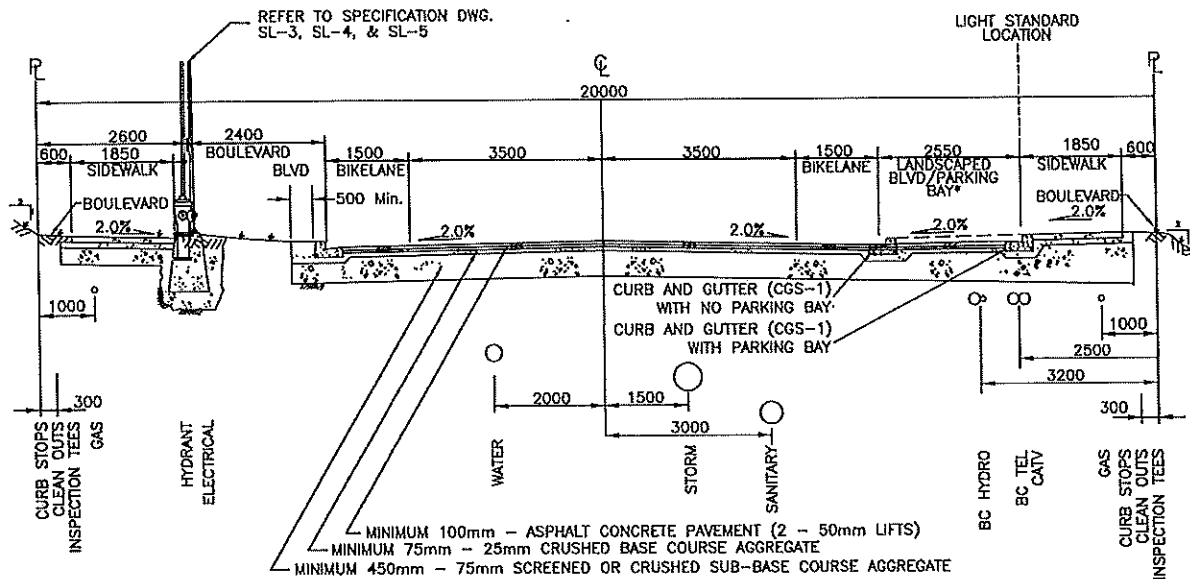


Mustafa Zakreet
Engineering Assistant



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

Subdivision and Development Servicing Bylaw No. 4163 – Schedule B, Part 2



NOTES:

- 1) All utility appurtenances to be set to designed boulevard grade.
- 2) Boulevards to be graded towards the Roadway (Maximum 5% and Minimum 2%)
- 3) All materials shall be supplied and placed in accordance with schedule B, Part 3.0 and Schedule D, Approved material list.
- 4) Grades in excess of 2H:1V shall be recommended by a geotechnical engineer and approved by the City Engineer.

* Parking bay shall be located on either or both sides of the roadway per design criteria in Schedule B-1.0 section 4.8.14

CITY OF SALMON ARM			20m R/W Urban Collector Cross-Section		
No.	Revision	Date	Date	Approved	SPECIFICATION DRAWING No.
A	ISSUED FOR APPROVAL	07/14/16	10-11-2016	<i>[Signature]</i> City Engineer	RD-3

Adopted by Council October 11, 2016



PO Box 2590, 416A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380

April 21st, 2022

Kevin Pearson, Approving Officer
City of Salmon Arm
PO Box 40, 500 2nd Ave NE
Salmon Arm, BC V1E 4N2

RE: Development Variance Permit Application for subdivision of property located at 2790 20th Ave NE

Dear Mr. Pearson,

Our client wishes to subdivide the current lot located at 2790 20 Avenue NE, Salmon Arm, BC to allow the existing house to be separate from future multi-family residential development on the remainder of the property.

This letter describes requested variances to the PLR received February 25, 2022 (COSA file 22.03) and the client's rationale for their acceptance to make this project possible. It is our opinion that this requested variance is reasonable and sensible given the location and existing condition of the site.

Executive Summary

The main goal of this variance request is to allow the two-lot subdivision to proceed as quickly as possible and to make the project more feasible. We request variances to items related to 20th Avenue NE upgrades.

Variance Specifics

The following variance requests reference sections outlined in the City of Salmon Arm's PLR.

1. Roads/Access c – Upgrade 20th Avenue NE to RD-3 cross section along the entire frontage.

We request this item be waived entirely with the below reasoning.

City Staff has expressed their support to waive the requirement to widen the road to include a bike lane and relocate the concrete curb & gutter and sidewalk. This would also eliminate the requirement to relocate an existing retaining wall on the City's right of way, boulevard grading, and street drainage.

Street lighting is achieved through davit lights on the existing hydro poles. The installation of davit lights to City standards would not be possible due to conflict with overhead power lines.



PO Box 2590, 416A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380

Conclusion

The reduction of requirements in this memorandum will allow an increased project timeline and make the project more economically feasible. These variances do not negatively impact the property, City land, nor neighbouring properties.

We welcome your review of these proposed variance requests and look forward to addressing any questions or concerns you may have. We trust that we have presented a case that is reasonable to the applicable bylaws, which allow for an efficient use of this site.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Wickner', with a long, sweeping flourish extending to the right.

Jason Wickner, P.Eng.
Franklin Engineering Ltd.



*Memorandum from the
Engineering and
Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: June 7, 2022
 PREPARED BY: Chris Moore, Engineering Assistant
 SUBJECT: **DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-556**
 OWNER: 1348074 BC Ltd., & R. & E. Meise, 2790 20 Avenue NE, Salmon Arm BC V1E 3G4
 APPLICANT: **Franklin Engineering Ltd.** PO Box 2590 Salmon Arm, BC V1E 4R5
 LEGAL: Lot 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan 24726 Except Plan KAP57693
 CIVIC: **2790 - 20 Avenue NE**

Further to the request for variance dated May 01, 2022; the Engineering Department has reviewed the site and offers the following comments and recommendations relative to the requested variance:

1. Waive the requirement to upgrade 20 Avenue NE across the frontage of the Subject Property to the RD3 Road Standard

20 Ave NE is currently constructed to an Interim Collector Road standard. Upgrading to an Urban Collector Road standard is required, in accordance with Specification Drawing No. RD-3. 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.

Although 20 Avenue NE has curb and gutter and sidewalk located adjacent to the road, the current standard for a Collector Road is either an offset sidewalk or offset multi-use path. However, since there are a number of retaining walls on the south side of 20 Avenue NE adjacent to the sidewalk that were constructed by the City when 20 Avenue NE was originally widened, moving the sidewalk away from the road is not practical. Furthermore the north side of 20 Avenue NE is the preferred location for a future multi-use path, as there is significantly more right of way available on that side than the south.

Fire Hydrant spacing and road drainage are currently acceptable and no additional hydrants are required.

Overhead hydro on the west side of the existing hydro pole is three phase which is exempt from relocating underground, under the bylaw. However from the hydro pole to the east is single phase and is therefore required by the bylaw to be placed underground. Since this is premature at this time, the Engineering Department would support the installation of ducts for the future undergrounding of hydro and telecommunications, from the three phase pole to the east property line.

The applicant has shown the location of two new davit street lights, required to comply with the bylaw and has shown how these could be avoided with the addition of two new pole mounted hydro lease lights. However, due to the high cost of leasing hydro lights, the City is no longer installing these in the urban area. Since one of the proposed lights would require the existing retaining wall to be relocated, the Engineering Department would accept one new light installed as shown and the second light installed on the north side of 20 Avenue NE.

Recommendation:

The Engineering Department recommends that the request to waive the requirement to upgrade 20 Ave NE across the frontage of the Subject Property to the RD3 Road Standard be approved, subject to:

1. Installation of Hydro and Telecommunications ducts from the three-phase pole to the east property line.
2. Installation of two new davit street lights, one of which may be located on the north side of 20 Avenue NE and the removal of the existing hydro lease light.



Chris Moore
Engineering Assistant



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



TO: His Worship Mayor Harrison and Members of Council

DATE: July 25, 2022

SUBJECT: Development Variance Permit Application No. VP-550 (Servicing)
 Legal: Lot A, Section 11, Township 20, Range 10, W6M, KDYD, Plan 11982
 Civic Address: 1681 10 Street SE
 Owner: NTL Dev. Ltd.
 Agent: Franklin Engineering Ltd. (Jason Wickner)

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP-550 be authorized for issuance for Lot A, Section 11, Township 20, Range 10, W6M, KDYD, Plan 11982 which will vary the following provisions of Subdivision and Development Servicing Bylaw No. 4163:

Section 4.11.4 – Extend the maximum permitted cul-de-sac length from 160 metres in length in Urban Development Areas to 330 metres for the future 9 Avenue SE.

STAFF RECOMMENDATION

THAT: Council defeat the Motion for Consideration.

PROPOSAL

The proponents submitted a Subdivision application on January 25, 2021 (Letter of Conditions issued in response on April 9, 2021) to subdivide the parcel at 1681 10 Street SE into fifteen (15) residential parcels (Appendix 1 & 2). This subdivision application triggers works and services, including extending road networks from the parcel to the north (1631 10 Street SE), including an emergency access route, none of which are fully constructed. Prior to these works on the adjacent parcel being completed, the applicant has requested (February 15, 2022) that Council vary the SDS Bylaw requirement for cul-de-sac length to allow their development to proceed in advance.

BACKGROUND

The subject parcel is generally within the Hillcrest residential area, located just west of 10 Street SE and the Byer's View subdivision and south of the under-construction Ridge at Hillcrest development. The application to subdivide proposes fifteen new parcels along future roads (8 and 9 Avenue SE) of approximately 700 to 1,300 square metres in area (Appendix 2). The future 8 Avenue SE is intended to continue to the southwest and eventually connect to the larger road network, while the future 9 Avenue SE is intended to terminate on the subject parcel. It is noted that Fortis BC has recently advised the developer and the City that it will not allow road dedication over its right of way, hence presenting a significant obstacle to the future connectivity within Area B.

The parcel is designated "Residential Low Density" in the City's Official Community Plan (OCP), is within the Urban Containment Boundary, and is zoned Residential Suite Zone (R-8) in the Zoning Bylaw (Appendix 3 & 4). The R-8 Zoning request was considered and supported by Council in the Spring of 2021. Site photos are attached as Appendix 5.

The Applicant has provided a Variance Rationale letter submitted on June 29, 2022 (Appendix 6).

COMMENTS

Engineering Department

No concerns.

Fire Department

Comments attached as Appendix 7. Do not recommend support given lack of timeline on when access may be developed, and the risk associated with the wildland-urban interface zone.

Public Consultation

Pursuant to the *Local Government Act* and City of Salmon Arm Development Variance 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 August 8, 2022.

Planning Department

As per the *Land Title Act*, new parcels must have access to a municipal road. The length of a dead end road such as the future 9 Avenue SE is restricted in order to limit the number of vehicles using a single access point, as well as to ensure emergency vehicle access and minimize associated safety risks.

The applicant is requesting a variance to the Subdivision and Development Servicing Bylaw No. 4163 to accommodate and advance their subdivision to permit development. OCP policy 13.3.9 supports utilizing the Subdivision and Development Servicing Bylaw to identify works and services required at time of subdivision. The purpose behind servicing requirements is to ensure that properties under development are connected to the expected municipal systems and to ensure that each system, including the City's road network, is extended to mitigate any gaps.

The future installation of the emergency access route required on the adjacent parcel to the north will allow the subject parcel to meet the 160 m cul-de-sac length requirement once completed. Staff have noted to the applicant in the Letter of Conditions issued on April 9, 2021 that the subdivision/development of the subject parcel is dependent on the completion of necessary infrastructure installation on adjacent properties not yet constructed. There is no timeframe for the completion of these works.

While staff support this development and would note the potential benefits related to subdivision of the subject property including improving subdivision potential of adjacent lands beyond and the densification of existing use, there is no timeline for the required infrastructure instalment over the adjacent lands. Advancing development on lands with inadequate emergency access leaves City resources (Fire Department and emergency services) and future home owners in a potentially precarious and problematic position.

Following the installation of the required infrastructure over the adjacent lands, staff have no concern with subdivision proceeding. The emergency access route which is required to be developed on the adjacent parcel would ultimately allow the subject parcel to meet the 160 m cul-de-sac length requirement along the future 9 Avenue SE, thus the request is for some to-be-determined timeframe.

However, safety concerns exist without an alternative or emergency access route. As noted by the Fire Department, the subject property is adjacent densely forested lands and the urban/rural wildfire interface area, and there is a risk associated with limited access. As such, staff suggest that the motion as requested be defeated.

However, staff would support that a variance be granted conditionally for the cul-de-sac length of the future 9 Street SE subject to the provision of a temporary constructed right-of-way for an emergency access route in the event that adjacent development does not occur or until construction of the required emergency access route on the adjacent property is completed. While the applicant's agent has noted

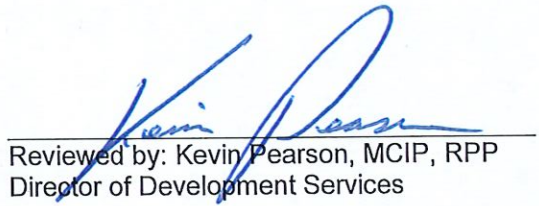
that this site is affected by steep grades, informal review by the City's Engineering Department has suggested that there are options to explore at this location in this regard.

CONCLUSION

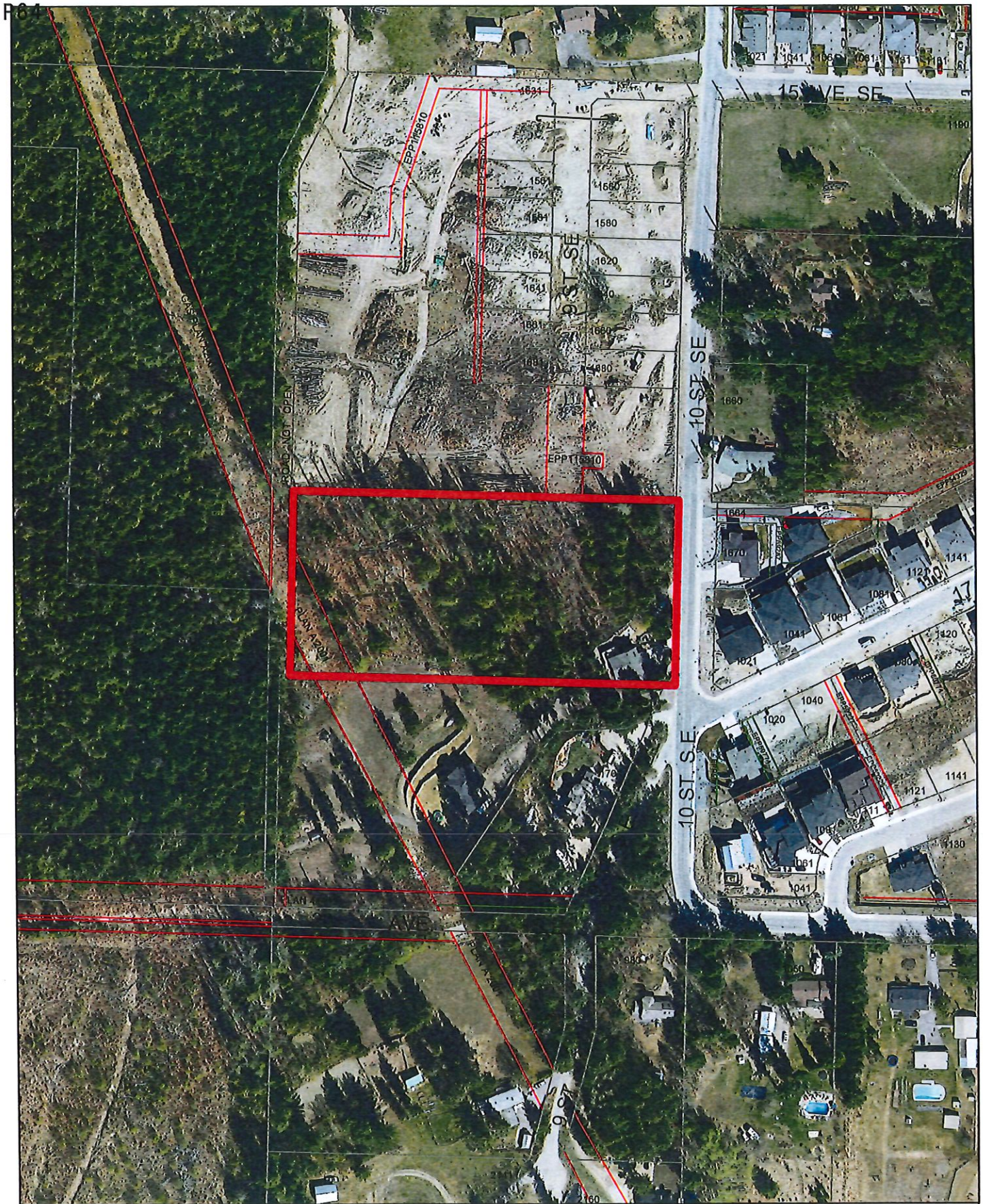
Staff recommend the motion be defeated given the necessity of emergency access at this location, noting the City's need to provide expected levels of vehicular and emergency vehicle access, as well as OCP policy. However, considering that the emergency access route required on the adjacent parcel will ultimately allow the subject parcel to meet the 160 m cul-de-sac length requirement, staff would support a Motion to vary the cul-de-sac length for 9 Street SE conditional on the provision of an alternative temporary emergency access.



Prepared by: Chris Larson, MCIP, RPP
Senior Planner



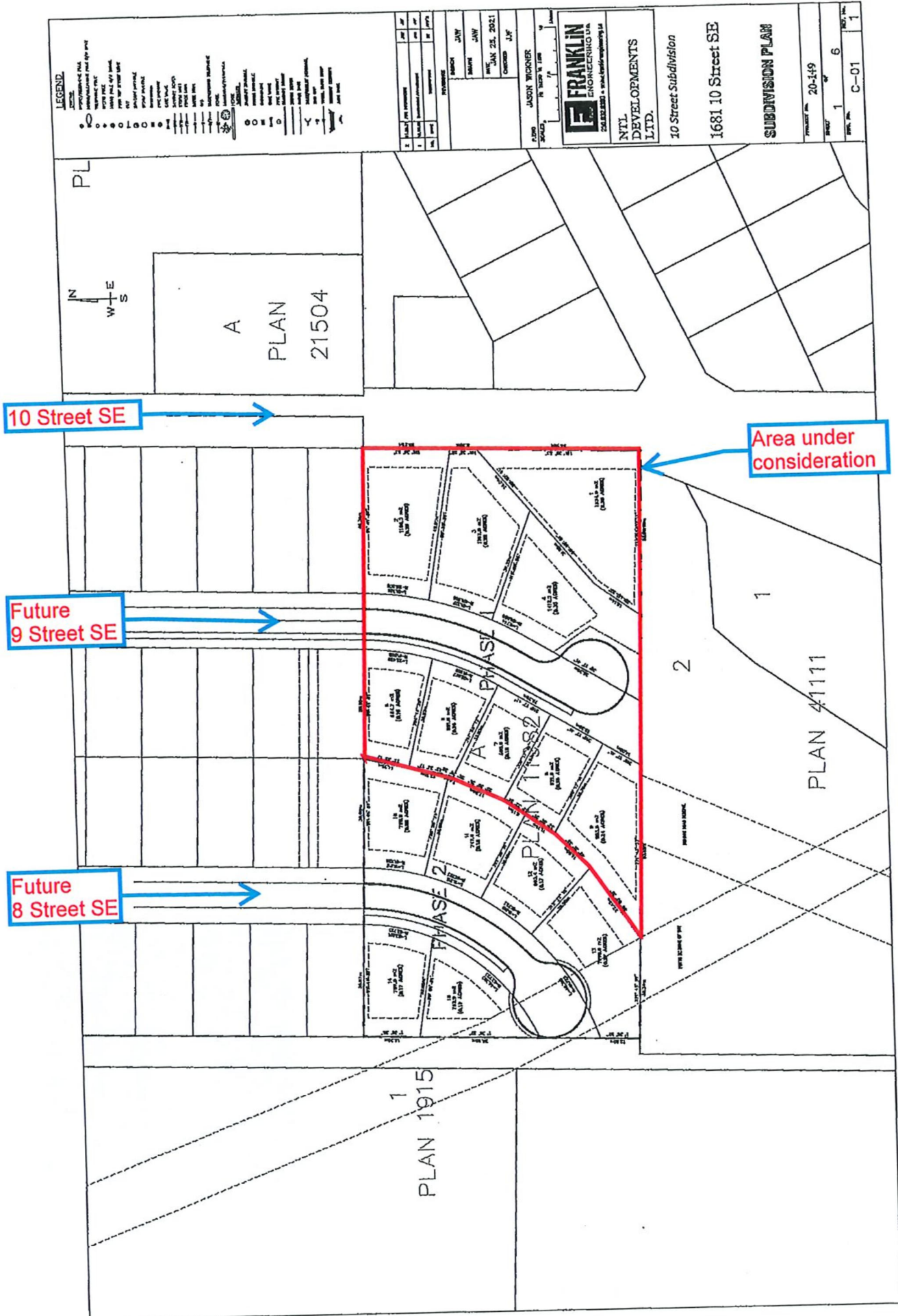
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services



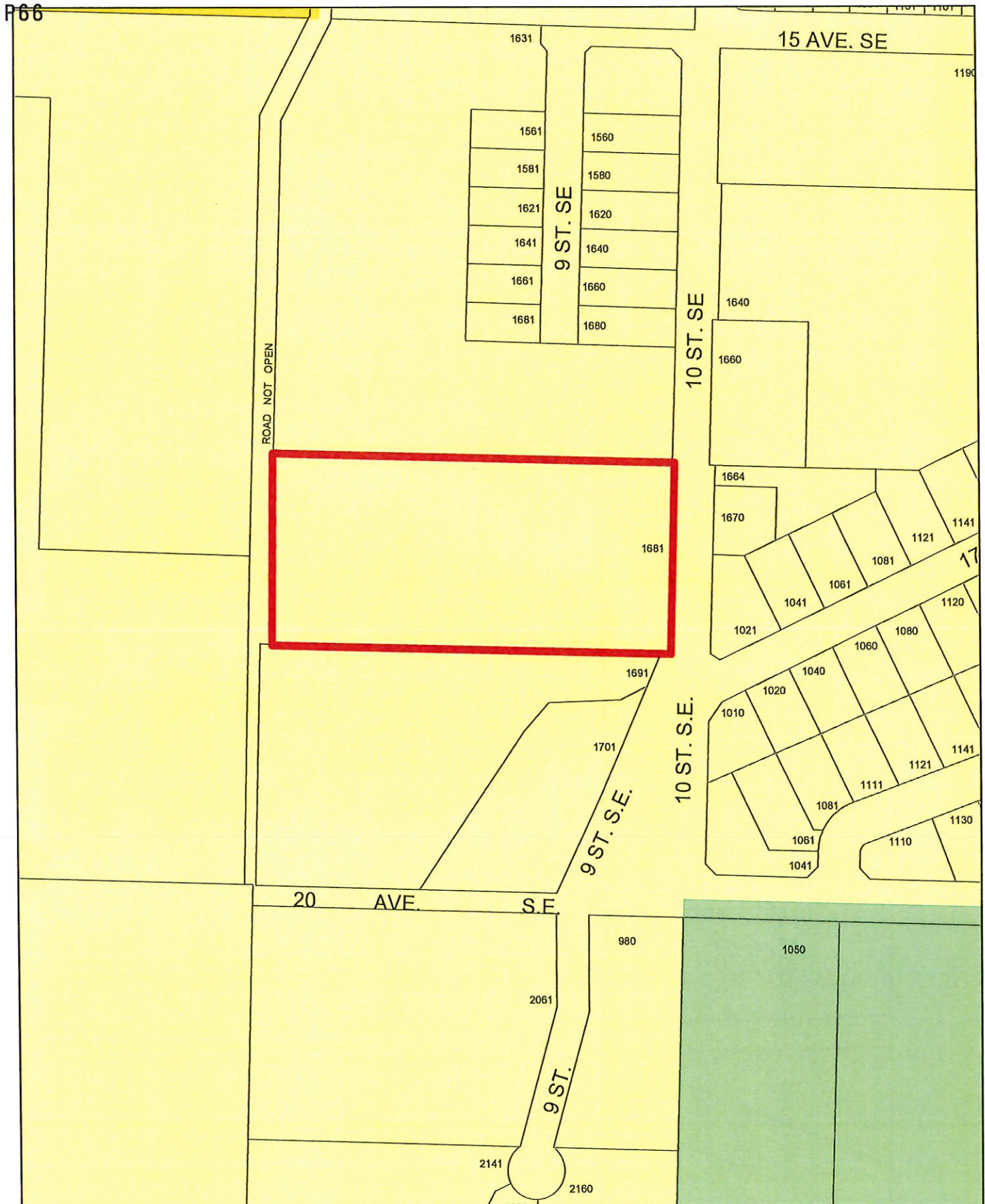
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Subject Parcel



P66



0 15 30 60 90 120 Meters



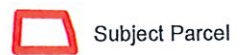
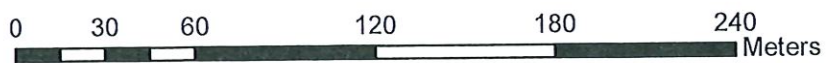
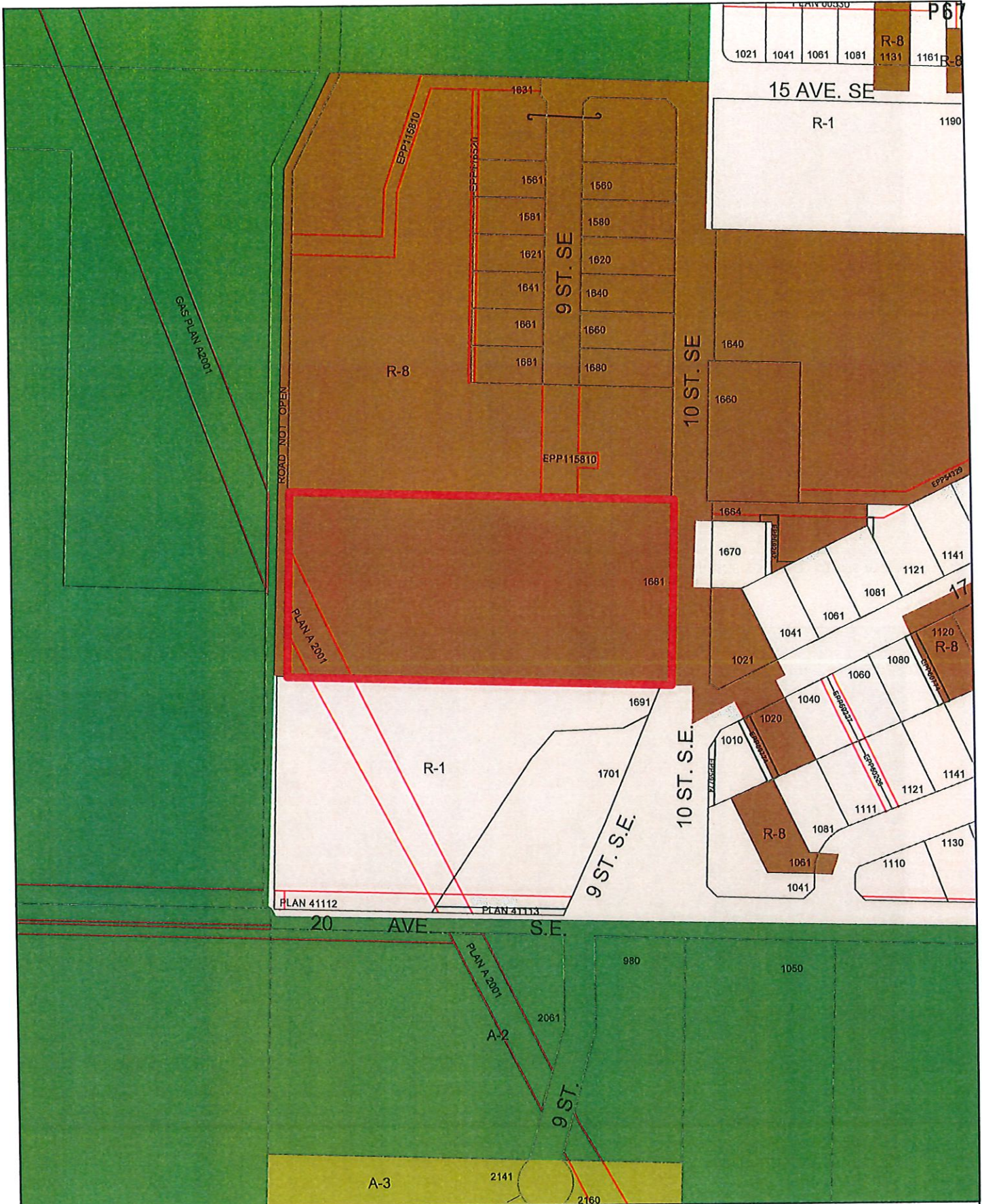
Subject Parcel



Residential Medium Density



Acreage Reserve





View south towards subject property from the end of the uncompleted 9 Street SE.



View southwest towards subject property from the end of the uncompleted 9 Street SE.



PO Box 2590, 416A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380

Variance Rationale

June 29, 2022

RE: 1681 10 Street SE Subdivision Variance Rationale letter

City: VP-550

File #: 20-149

To Whom It May Concern:

The following notes have been prepared as explanation of variance elements relating to the proposed subdivision located at 1681 10 Street SE, Salmon Arm, BC.

We request this variance to allow subdivision prior to constructing emergency access for the subdivision as required by the subdivision response:

- (d) Maximum allowable cul-de-sac or T-Turn Around length is 160 metres measured along centerline from the centre of the first intersection from 2 alternate route to the centre of the turn-around. Where this maximum is exceeded, a secondary emergency access shall be provided in conformance with Policy 3.11 (Emergency Accesses).

The attached drawing shows the proposal. This request is being made with the following rationale:

The property directly north has provided an emergency access on the approved plans that can be used to cover this subdivision. Construction of the emergency access has recently begun with an uncertain completion date. The following picture was taken July 28, 2022 of the roughed in emergency access. It is anticipated the construction of the emergency access will commence prior to needing occupancy on the proposed subdivision due to the duration of road construction and house construction. The distance from the emergency access to the cul-de-sac is 88.9 meters.

Alternative options:

Providing emergency access on the proposed subdivision is not possible without exceeding the maximum allowable grade as set out in Policy 3.11 (Emergency Accesses).

Please contact me if any further clarification is required.

Regards,

A handwritten signature in blue ink, appearing to read 'Jason Wickner', with a long, sweeping flourish extending upwards and to the right.

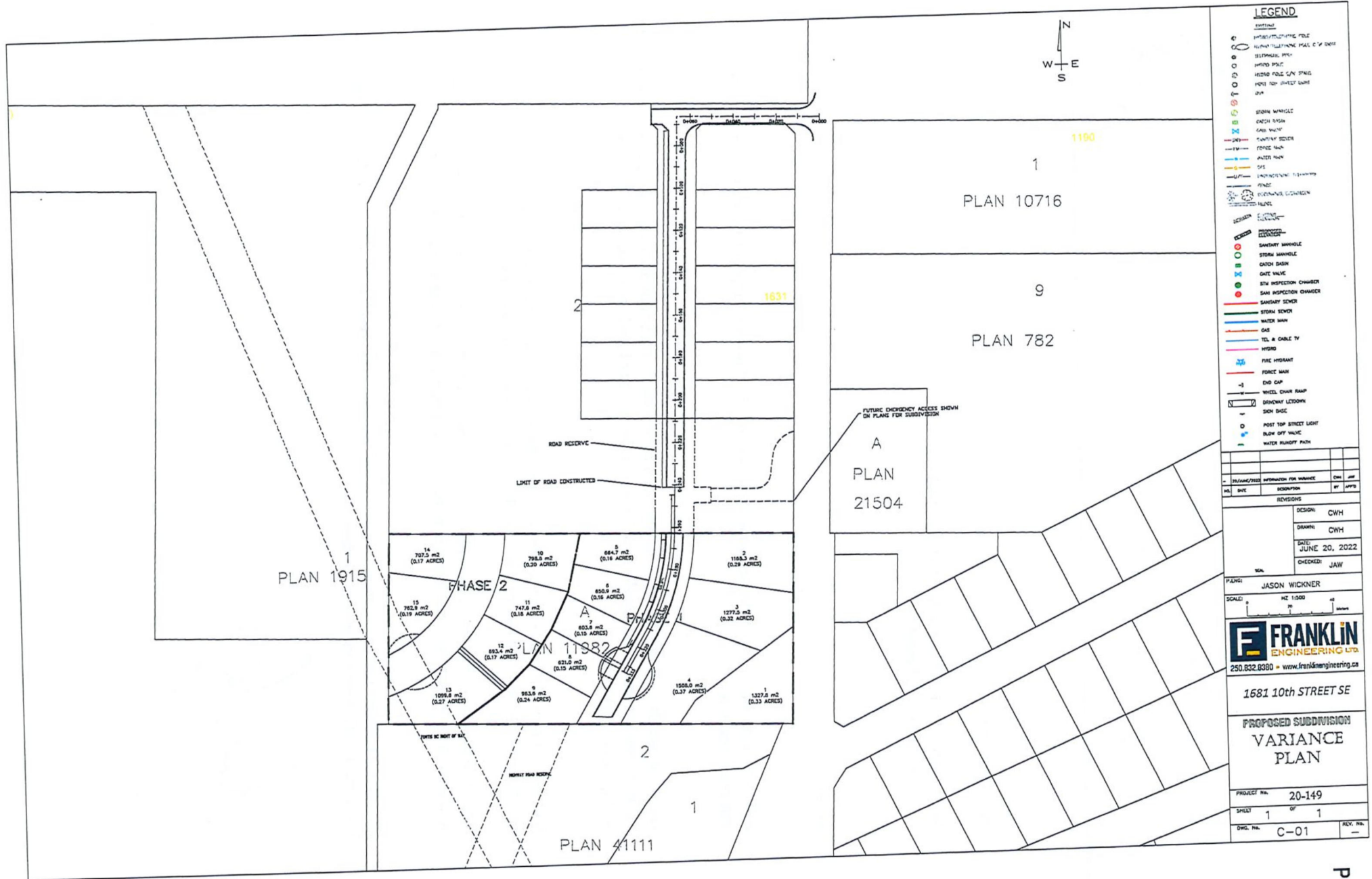
Jason Wickner, P.Eng.



Variance Rationale

PO Box 2590, 416A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380





City of Salmon Arm
Fire Department
141 – Ross Street NE
Mailing Address: Box 40
Salmon Arm, BC V1E 4N2
Tel: 250-803-4060 Fax: 250-803-4068
www.salmonarm.ca



Kevin Pearson

Re: Variance Permit Applicant File No. VP-550
Civic: 1681 – 10 Street SE

Kevin

Following a review of the Variance Application No. VP-550, I do not support this request from a Fire Safety perspective.

The close proximity to the heavily forested area of Mt. Ida to the South places this property in a wildland – urban interface zone and significantly increases the threat of a wildfire approaching and moving through this neighborhood.

Should such a fire develop in these areas without alternative egress for residents or ingress for fire department vehicles, this has and can result in catastrophic circumstances.

Extending the road a further 170 m with a total distance of 330m without any other emergency ingress or access, is far excessive to the City's Servicing Bylaw requirement in fact more than doubling it.

Having a secondary exit or emergency access road would greatly reduce risk of loss of life and property in the event of a wildland urban interface fire.

A handwritten signature in blue ink, appearing to read "Brad Shirley".

Brad Shirley, Fire Chief

To: His Worship Mayor Harrison and Members of Council

Date: July 25, 2022

Subject: Zoning Bylaw Amendment Application No. 1247

Legal: Lot A, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1948
 Except Plans 5734, 13562, and 25888

Civic: 2710 – 30 Avenue NE

Owner/Agent: 1197665 BC Ltd. / Matejka Property Management and Developments Inc.

MOTION FOR CONSIDERATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot A, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1948 Except Plans 5734, 13562, and 25888 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone).

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

This proposal is to rezone the parcel to R-8 (Residential Suite) to permit the future option for construction and use of *secondary suites*. A subdivision application has been submitted which would split the parcel into 8 lots (Appendix 1). The existing and proposed parcels meet the conditions to accommodate a *secondary suite* (at this stage, 2 of the proposed lots have sufficient area to permit a *detached suite*).

BACKGROUND

The subject parcel is located at 2710 – 30 Avenue NE (Appendix 2 and 3), is approximately 1.5 acres in area, and contains a single family dwelling and accessory buildings, intended to be removed. The parcel is designated Low Density Residential and within Residential Development Area A in the City's Official Community Plan (OCP), and zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 4 & 5).

The subject parcel is located in an area largely comprised of R-1, R-8 and A-2 zoned parcels containing single family dwellings and accessory buildings (including suites). There are presently 24 R-8 zoned parcels within the vicinity of the subject parcel. The proposed zoning and subdivision aligns with the existing development to the south and east, and would align with pre-plans for roads and development to extend over land to the south (Appendix 5). Several of the properties located to the area surrounding the subject parcel have A-2 zoning that allows for secondary suites. Site photos are attached as Appendix 6.

Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in all Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code. Based on parcel area and width, the subject property as well as the proposed parcels all have potential to easily meet the conditions for the development of a *secondary suite* (or *detached suite* where applicable), including sufficient space for an additional off-street parking stall. *Detached Suites* are permitted on single fronting parcels greater than 700 square metres in area.

COMMENTSEngineering Department

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

Building Department

No concerns. Building Permit application required for development.

Fire Department

Fire hydrant and turn around required.

Planning Department

The future development as proposed is an important initial stage in the development of this portion of Residential Development Area A, in particular the large residential area bound within 30 Avenue NE, 30 Street NE, 25 Street NE and 25 Avenue NE (Appendix 4). The development concept including the rezoning and subdivision meets the OCP's Low Density Residential policies. This area has been designated for residential use for decades, with various road network concepts (or pre-plans) proposed, but not yet constructed (Appendix 8). The access road for the proposed development follows the east parcel line. This would form a partially dedicated and constructed roadway, and a potential future option for connection for a road network to provide access for the development of new parcels within the large adjacent residential area, which is generally land-locked. The road pre-plan also suggests a future east-west connection along the south parcel line of the subject parcel, which could also be a component of a future road network.

The road network concept attached as Appendix 8 developed in the 1990's presents one option for this residential area, with the details of the actual future road network to be determined subject to development of adjacent parcels and intent of individual owners. Today, staff view the north-south alignment proposed from 30 Avenue NE as a logical requirement given the position of existing buildings, property lines, infrastructure, and applicable policies.

Through the subdivision process and guided by road network concepts, the *Land Title Act* requires the Approving Officer to consider necessary and reasonable access to land situated beyond the subject parcel to secure access to other properties. As road access is required for the creation of any new parcel, staff note the importance of a future road network within this area to support future development through the enabling of efficient subdivision of these residential lands. While there is no current application over these adjacent lands, a future road network must be considered to provide access (and emergency access) to these lands beyond the subject parcel, and as such is a key element of this subdivision proposal. The road network concept contemplated for this area reiterates the importance of road access in this area. As noted, the details of a future road network are subject to the development of adjacent parcels, the intent of the individual owners, and are not bound to any timeline.

The proposed R-8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff. The large subject parcel is well suited to R-8 development and the proposed parcels have more than sufficient area to meet all R-8 Zone requirements including the provision of onsite parking. Any development of a single family dwelling or secondary suite would require a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.

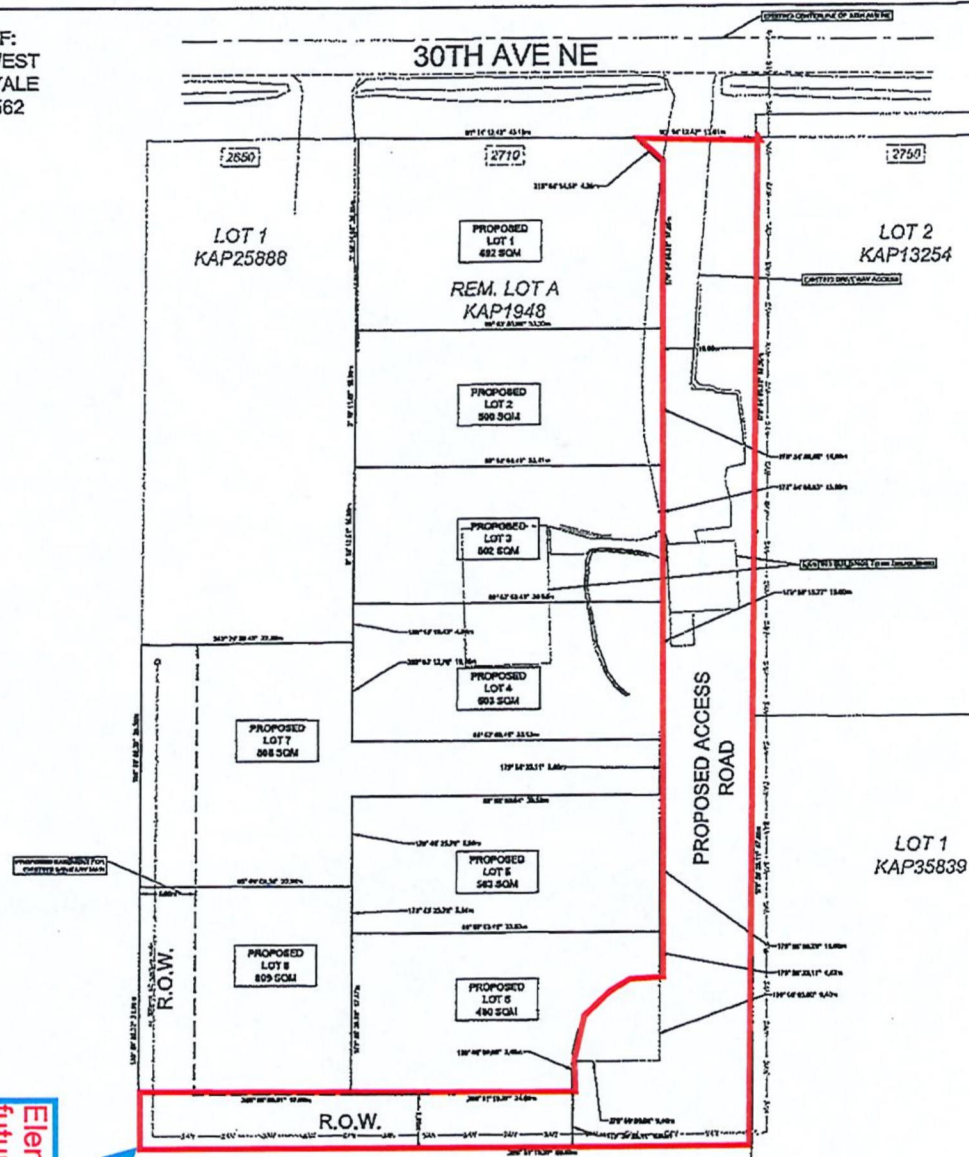


Prepared by: Chris Larson, MCIP, RPP
Senior Planner



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

SKETCH PLAN OF PROPOSED SUBDIVISION OF:
LOT A SECTION 24 TOWNSHIP 20 RANGE 10 WEST
OF THE 6TH MERIDIAN KAMLOOPS DIVISION YALE
DISTRICT PLAN 1948 EXCEPT PLANS 5734, 13562
AND 25888



Elements of future road network

LEGEND

NOTES:

- 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
- 2. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE AS SPECIFIED IN THE SPECIFICATIONS AND SHALL BE APPROVED BY THE ENGINEER.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
- 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE MATERIALS.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND LANDSCAPE.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING ROADS AND HIGHWAYS.
- 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND LANDSCAPE.

SYMBOLS:

- 1. 1/2" THICK CONCRETE
- 2. 4" THICK CONCRETE
- 3. 6" THICK CONCRETE
- 4. 8" THICK CONCRETE
- 5. 10" THICK CONCRETE
- 6. 12" THICK CONCRETE
- 7. 14" THICK CONCRETE
- 8. 16" THICK CONCRETE
- 9. 18" THICK CONCRETE
- 10. 20" THICK CONCRETE
- 11. 22" THICK CONCRETE
- 12. 24" THICK CONCRETE
- 13. 26" THICK CONCRETE
- 14. 28" THICK CONCRETE
- 15. 30" THICK CONCRETE
- 16. 32" THICK CONCRETE
- 17. 34" THICK CONCRETE
- 18. 36" THICK CONCRETE
- 19. 38" THICK CONCRETE
- 20. 40" THICK CONCRETE
- 21. 42" THICK CONCRETE
- 22. 44" THICK CONCRETE
- 23. 46" THICK CONCRETE
- 24. 48" THICK CONCRETE
- 25. 50" THICK CONCRETE
- 26. 52" THICK CONCRETE
- 27. 54" THICK CONCRETE
- 28. 56" THICK CONCRETE
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- 43. 86" THICK CONCRETE
- 44. 88" THICK CONCRETE
- 45. 90" THICK CONCRETE
- 46. 92" THICK CONCRETE
- 47. 94" THICK CONCRETE
- 48. 96" THICK CONCRETE
- 49. 98" THICK CONCRETE
- 50. 100" THICK CONCRETE

OWNER'S REPRESENTATIVE:

NAME: _____ TITLE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL: _____

ENGINEER'S REPRESENTATIVE:

NAME: _____ TITLE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL: _____

CONTRACTOR'S REPRESENTATIVE:

NAME: _____ TITLE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ FAX: _____

EMAIL: _____

DATE: _____

PROJECT NO.: _____

SCALE: _____

PROJECT LOCATION: _____

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PROJECT

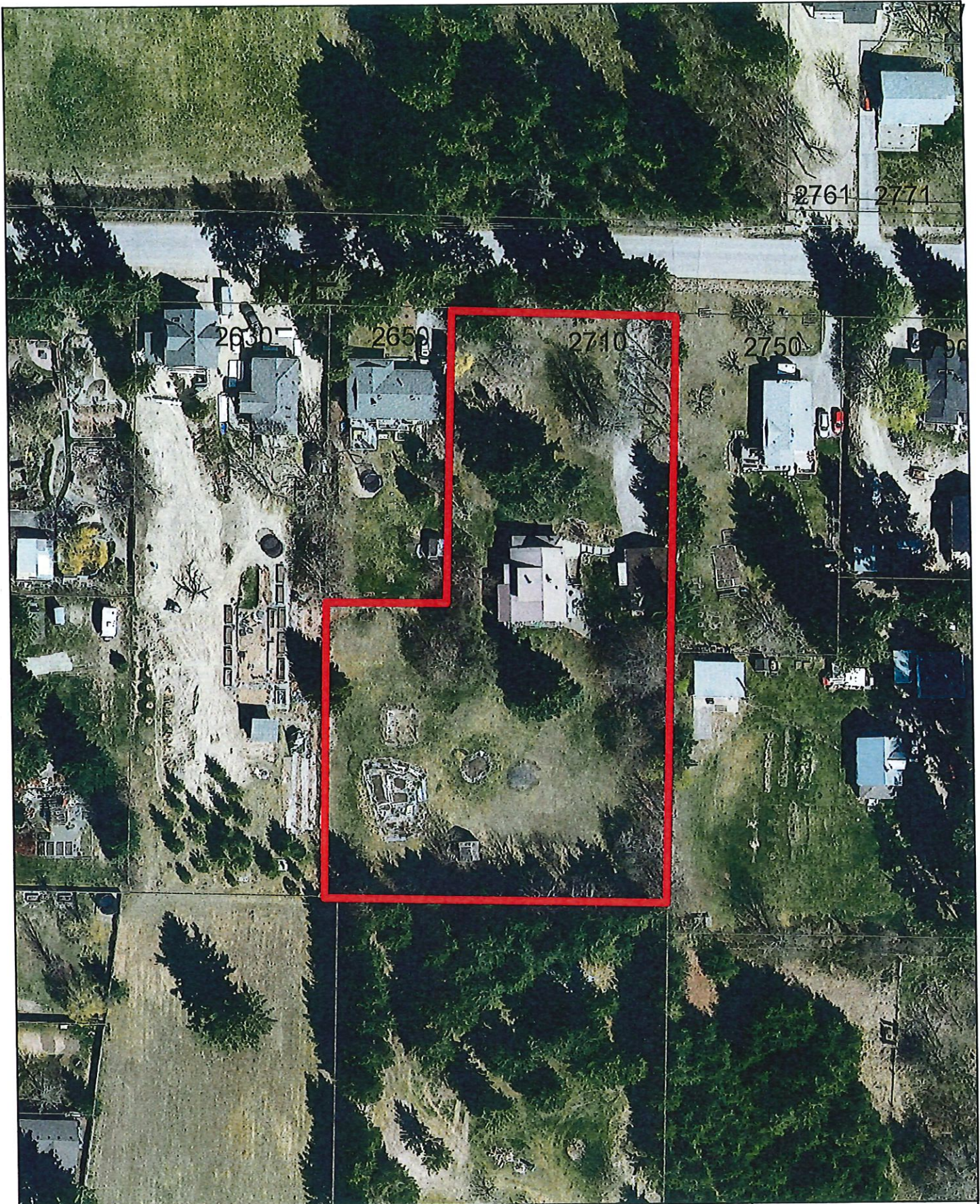
P76



0 50 100 200 300 400 Meters



Subject Parcel

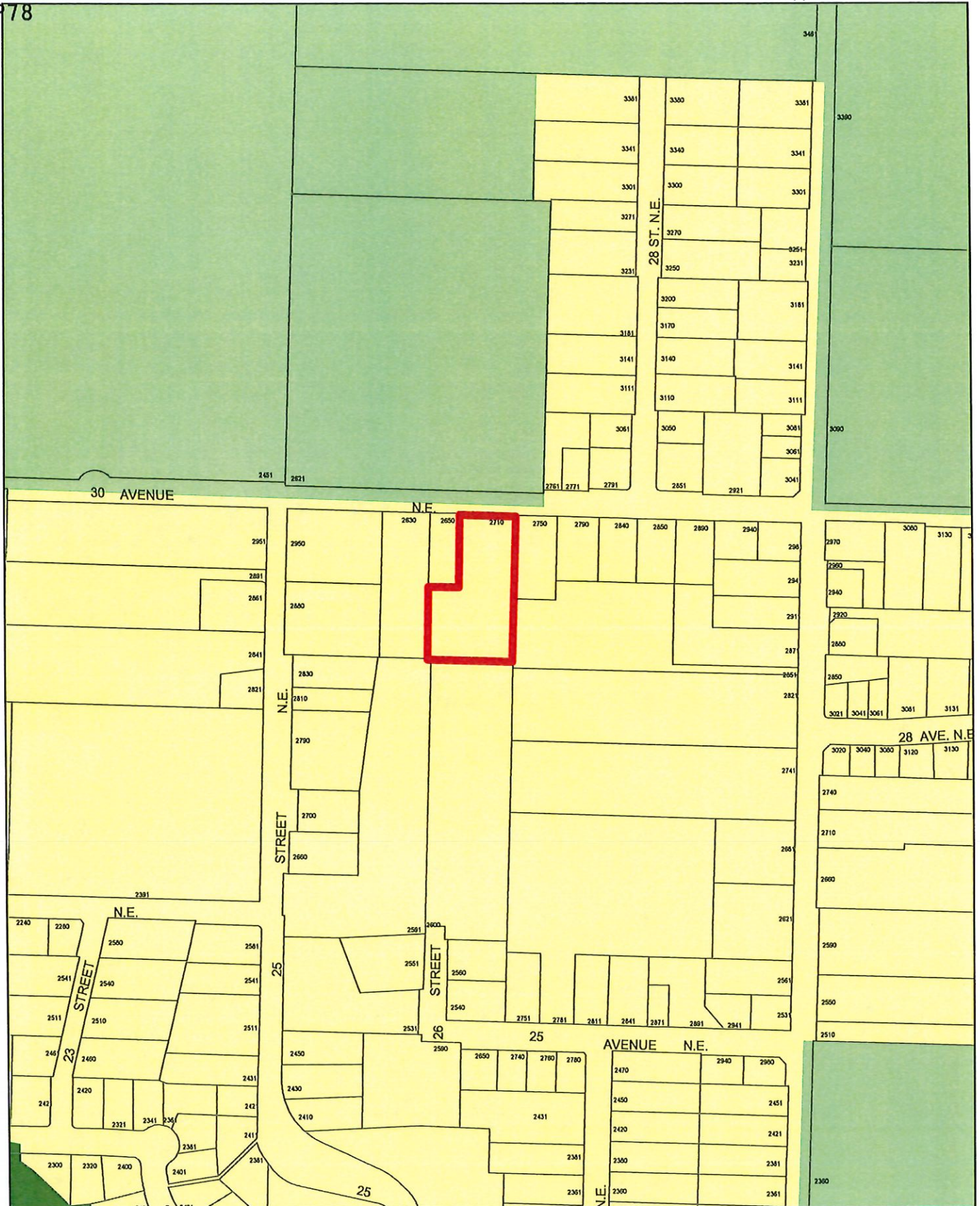


0 10 20 40 60 80 Meters



Subject Parcel

P78



0 25 50 100 150 200 Meters



Subject Parcel



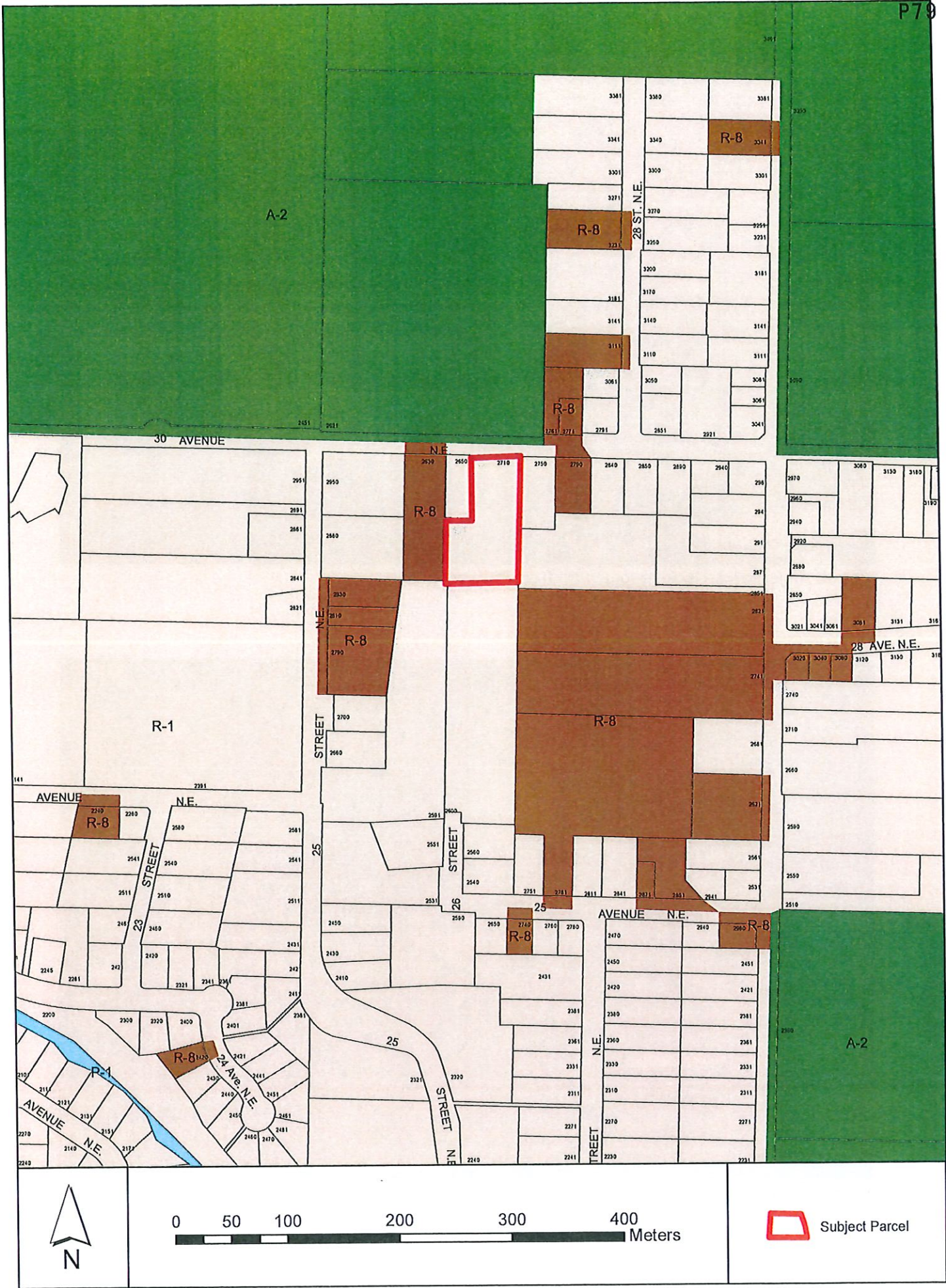
Park



Acreage Reserve

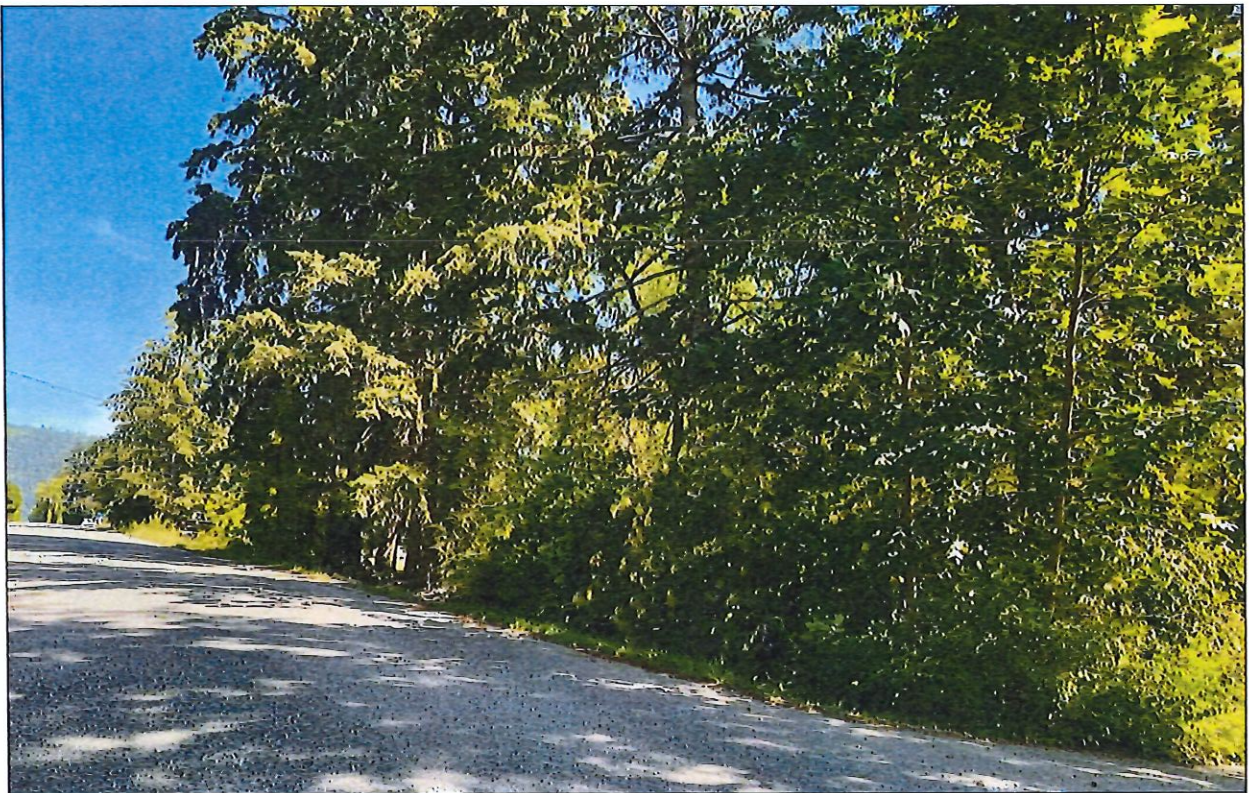


Low Density Residential





View of subject parcel looking southwest from 30 Avenue NE.



View southeast from 30 Avenue NE.

CITY OF SALMON ARM

Memorandum from the Engineering and Public Works Department

TO:	Kevin Pearson, Director of Development Services
DATE:	July 13, 2022
PREPARED BY:	Chris Moore, Engineering Assistant
APPLICANT:	1197665 BC Ltd. And Matejka Property Management and Development Inc.
SUBJECT:	SUBDIVISION APPLICATION NO. 22-11 and ZON-1247
LEGAL:	Lot A Section 24, Township 20, Range 10, W6M, KDYD, Plan 1948 Except Plans 5734, 13562 and 25888
CIVIC:	2710- 30 Avenue NE

Further to your referral dated June 15, 2022, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning but are required as a condition of subdivision.**

Comments are based on the Subdivision/Development as proposed in the referral. If the development plans for the property change significantly, comments below may change

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. 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, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.
8. 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

SUBDIVISION APPLICATION FILE: SUB-22.11 and ZON-1247

July 13, 2022

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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.

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

Roads / Access:

1. 30 Avenue NE, on the subject property's northern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. 30 Avenue NE is currently constructed to a Rural 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, 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. The proposed road shall be constructed to a 20m wide Urban Local Road standard, in accordance with Specification Drawing No. RD-2. However, since the road straddles the east property line, only 10m right of way is required, the other 10m will come from the adjacent property in the future. As an interim measure, the City will accept a 6m wide road with an offset sidewalk. No parking will be permitted on the future roadway. Additional Right-of-way may be required to accommodate required infrastructure. Owner / Developer is responsible for all associated costs.
4. Since this road is intended to extend to the south in the future, it shall be terminated with a temporary cul-de-sac in accordance with Specification Drawing No. RD-11a.
5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
6. A 3.0m by 3.0m corner cut is required to be dedicated at the intersection of proposed roadway and 30 Avenue NE.

Water:

1. The subject property fronts a 100mm diameter Zone 3 watermain on 30 Avenue NE. Upgrading this watermain to 150mm diameter across the frontage of the property is required.
2. Extension of a 150mm diameter Zone 3 watermain through the proposed subdivision to the southern boundary is required. Owner / Developer is responsible for all associated costs

SUBDIVISION APPLICATION FILE: SUB-22.11 and ZON-1247

July 13, 2022

Page 3

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3. Records indicate that the existing property is serviced by a 19mm service from the 100mm diameter watermain on 30 Avenue NE. The existing service must be abandoned at the main. Owner / Developer is responsible for all associated costs
 4. The proposed parcels are to be serviced each by a single metered water service connection (as per Specification Drawing No. W-10), 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 fronts onto an undersized water main located within an area of identified fire flow deficiency, according to the 2011 Water Study (OD&K 2012). The Owner / Developer's authorized engineer is to complete a flow test on the closest fire hydrant to confirm the existing watermain servicing the subdivision is adequately sized to provide fire flows in accordance with the requirements of the Subdivision and Development Servicing Bylaw No 4163. Where the City water distribution system has insufficient capacity to meet the required fire flow, the Owner / Developer will be required to make the necessary upgrades to meet these standards. Owner / Developer is responsible for all associated costs.
 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 low density spacing requirements of 150 meters.

Sanitary:

1. The subject property fronts a 200mm diameter sanitary sewer that runs along the east, south and west sides of the property lines. No upgrades will be required at this time, however the existing 3m right-of-ways on the south and west property lines shall be increased to 6m.
2. The proposed parcels are each to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
3. Records indicate that the existing property is serviced by an unknown size service from the sanitary sewer main on the property west side. 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 no current sanitary capacity concerns according to the City Sanitary Study.

Drainage:

1. The subject property does not front on to City storm drainage. Site drainage will be by an Overland and / or Ground Discharge system. Road drainage

SUBDIVISION APPLICATION FILE: SUB-22.11 and ZON-1247

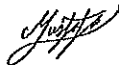
July 13, 2022

Page 4

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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. Overland/emergency flow from the proposed roadway will be directed onto private property. Owner's engineer to review overland and emergency flow paths to ensure post-development flows do not exceed pre-development flows onto private property under any storm scenario (6-month – 100-year) and to ensure point-loaded run-off will not create nuisance flooding or erosion.

Geotechnical:

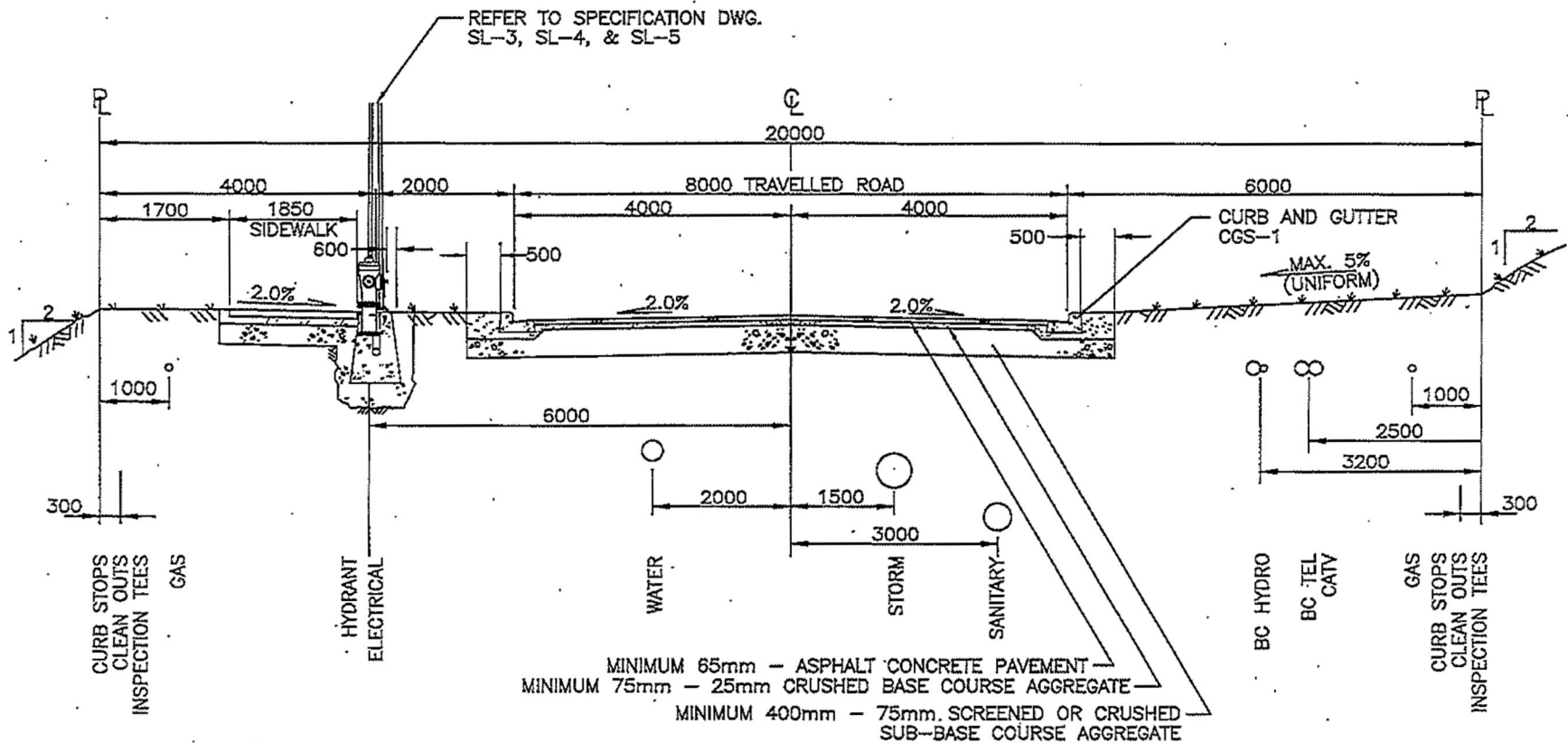
1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), is required.



Mustafa Zakreet
Engineering Assistant



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



NOTES:

- 1) All utility appurtenances to be set to designed boulevard grade.
- 2) Boulevards to be graded towards the Roadway (Maximum 5% and Minimum 2%)
- 3) All materials shall be supplied and placed in accordance with schedule B, Part 3.0 and Schedule D, Approved material list.
- 4) Grades in excess of 2H:1V shall be recommended by a geotechnical engineer and approved by the City Engineer.

CITY OF SALMON ARM			20m R/W Urban Local Road Cross-Section		
No.	Revision	Date	Date	Approved	SPECIFICATION DRAWING No.
A	ISSUED FOR APPROVAL	07/14/16	10-11-2016	<i>[Signature]</i>	RD-2
				City Engineer	

Adopted by Council Octo 11, 2016



A horizontal number line representing distance in meters. It starts at 0 and has major tick marks at 35, 70, 140, 210, and 280. The word "Meters" is written at the end of the line. There are four white rectangular blocks placed on the line, each representing a jump of 35 meters. The first block is between 0 and 35, the second between 35 and 70, the third between 140 and 210, and the fourth between 210 and 280.



Subject Parcel