



AGENDA
City of Salmon Arm
Development and Planning Services
Committee

Monday, February 7, 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 – 14	1.	Development Variance Permit Application No. VP-542 [Cockrill, E. & Weed, J./Gentech Engineering Inc.; 2391 26 Avenue NE; Servicing requirements]
15 – 28	2.	Development Variance Permit Application No. VP-546 [Brindley, T. & Schroers, P.; 3860 Lakeshore Road NE; Maximum parcel coverage]
29 – 42	3.	Development Variance Permit Application No. VP-545 [R.P. Johnson Construction Ltd.; 360 Trans Canada Highway SW; Off Street Parking and Loading Spaces]
43 – 70	4.	Development Variance Permit Application No. VP-541 [Dobie, J. & S./Lawson Engineering Ltd.; Servicing requirements]
	6.	FOR INFORMATION
71 – 72	1.	Dog Licences – Early Payment Discount Deadline
	7.	CORRESPONDENCE
	8.	ADJOURNMENT

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TO: His Worship Mayor Harrison and Members of Council

DATE: January 31, 2022

SUBJECT: Development Variance Permit Application No. VP-542 (Servicing)
 Legal: Lot 4, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1500 Except Plan 1948
 Civic Address: 2391 – 26 Avenue NE
 Owner: Cockrill, E. & Weed, J.
 Agent: Gentech Engineering Inc.

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP-542 be authorized for issuance for Lot 4, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1500 Except Plan 1948 to vary Section 4.0 (Works and Services Requirements) of Subdivision and Development Servicing Bylaw No. 4163 as follows:

1. Waive the requirement to install frontage works along the proposed new parcel (Proposed Lot 1) in exchange for a cash-in-lieu payment; and
2. Defer the requirement to install frontage works along the proposed remainder parcel until time of future subdivision.

AND THAT: Council support the Motion for Consideration subject to:

1. Receipt of a cash-in-lieu payment for the extension of the 25 Street NE water main to the south parcel boundary.
2. Registration of a Land Title Act - Section 219 covenant stipulating no further development or subdivision of the proposed remainder parcel until fully serviced to City Bylaw standards.

PROPOSAL

The owners submitted their Variance Application and a Subdivision application on October 15, 2021 to create one new residential parcel (Proposed Lot 1). The Proposed Lot 1 and the Remainder Parcel are highlighted in Appendix 4. This proposal triggers service and frontage upgrades along both the new and remaining parcels as required by Subdivision and Development Servicing (SDS) Bylaw No. 4163. The applicant has provided a concept for future subdivision for the large Remainder Parcel. The applicant has requested to provide a cash-in-lieu payment for the frontage upgrades related to Proposed Lot 1, and to defer the frontage upgrades for the Remainder until time of further subdivision.

BACKGROUND

The large subject parcel is located at 2391 – 26 Avenue NE (Appendix 1), in the Upper Lakeshore residential neighbourhood, largely comprised of R-1 and R-8 zoned parcels. The parcel is designated Low Density Residential in the City's Official Community Plan (OCP), and zoned Single Family Residential (R-1) in the Zoning Bylaw (Appendix 2 & 3).

The entire property is approximately 7 acres (27,000 square metres) in size and presently contains an existing single family dwelling. The applicant submitted a subdivision application (SUB-21.20) on October 15, 2021 for the creation of one new parcel (Appendix 4), including a future subdivision concept. The City's Preliminary Layout Review outlining the conditions required for subdivision approval was issued to the applicant on December 2, 2021. Site photos are attached (Appendix 5).

COMMENTS

Engineering Department

Detailed comments are attached as Appendix 6.

Building Department

No concerns.

Fire Department

No concerns.

Planning Department

The applicant is requesting variances to the Subdivision and Development Servicing Bylaw No. 4163 to accommodate a 2 lot subdivision and development permitted by zoning. Given the current parcel area, zoning regulations, and potential for future development, the parcel does not qualify for exemptions from the frontage and servicing upgrade requirements. The purpose behind these servicing requirements is to ensure that properties under development are connected to the expected municipal systems and to ensure that each system (water, sanitary and storm sewers, as well as street lighting and active transportation infrastructure) is extended to the boundary of an adjacent property to mitigate gaps in the systems. The larger the gap, the more expectation there is that the City and/or future developers should take on the financial burden of works and services to facilitate development, or that the City allow for some reduction in expected standards.

The applicant has offered cash-in-lieu in exchange for the works associated with the new parcel, and deferment of the remainder to time of future subdivision. While Engineering supports this request, noting the fire flow deficiencies in the area staff recommend Council support be subject to the inclusion of a cash-in-lieu payment for the extension of the 25 Street NE water main to the south parcel boundary.

The recommended registration of a Section 219 covenant restricting further building or subdivision of the Remainder Parcel until fully serviced to City Bylaw standards clarifies and ensures that full frontage improvements would be required if ever in the future that land were proposed to be developed further.

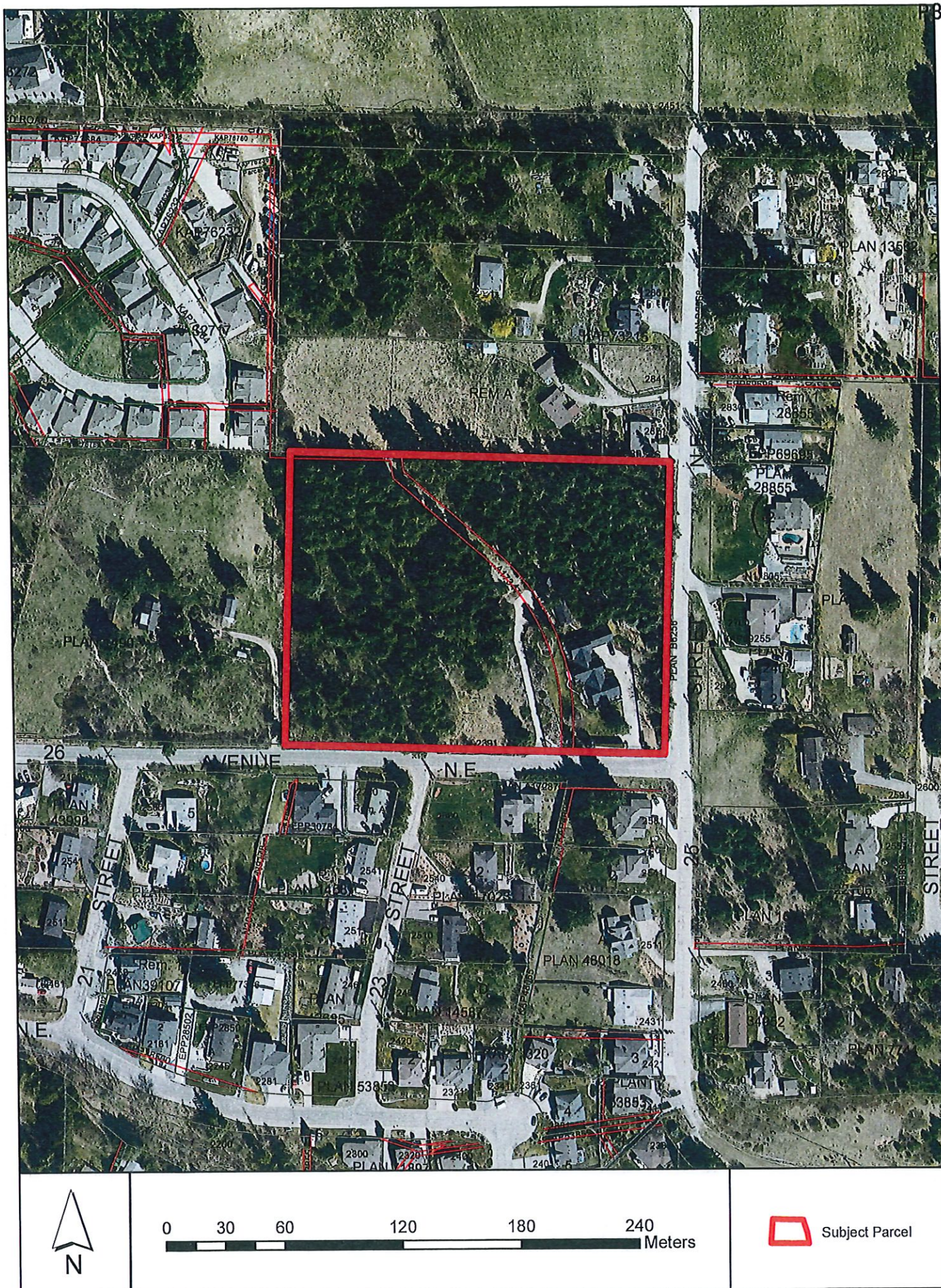
Staff recognize the rationale behind the requested variances given the scale and cost of the proposed development relative to the improvements required, as well as the opportunity to have the improvements completed with future development, and have thus provided Council with an option to consider in alignment with the recommendation of the Engineering Department.

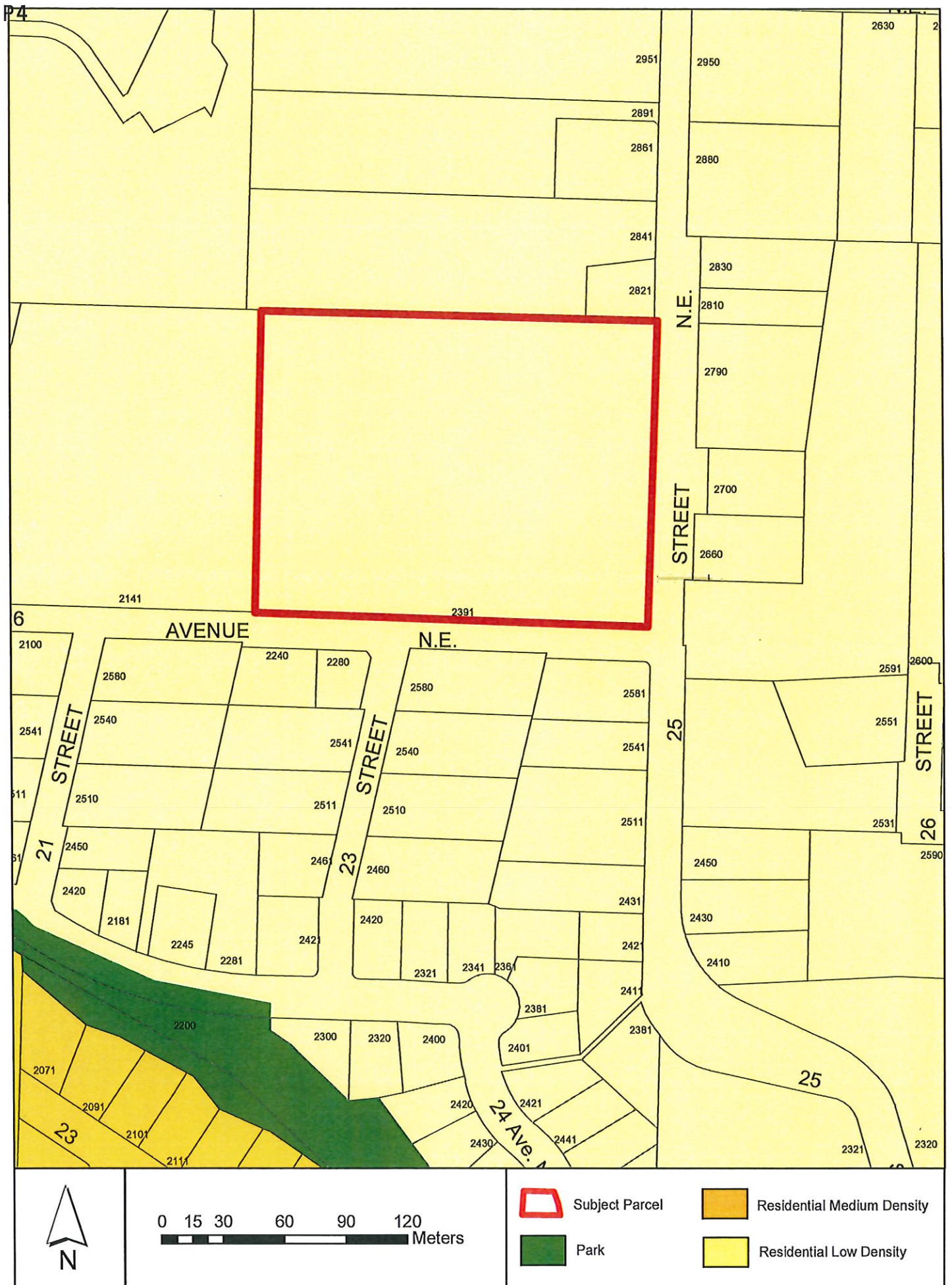


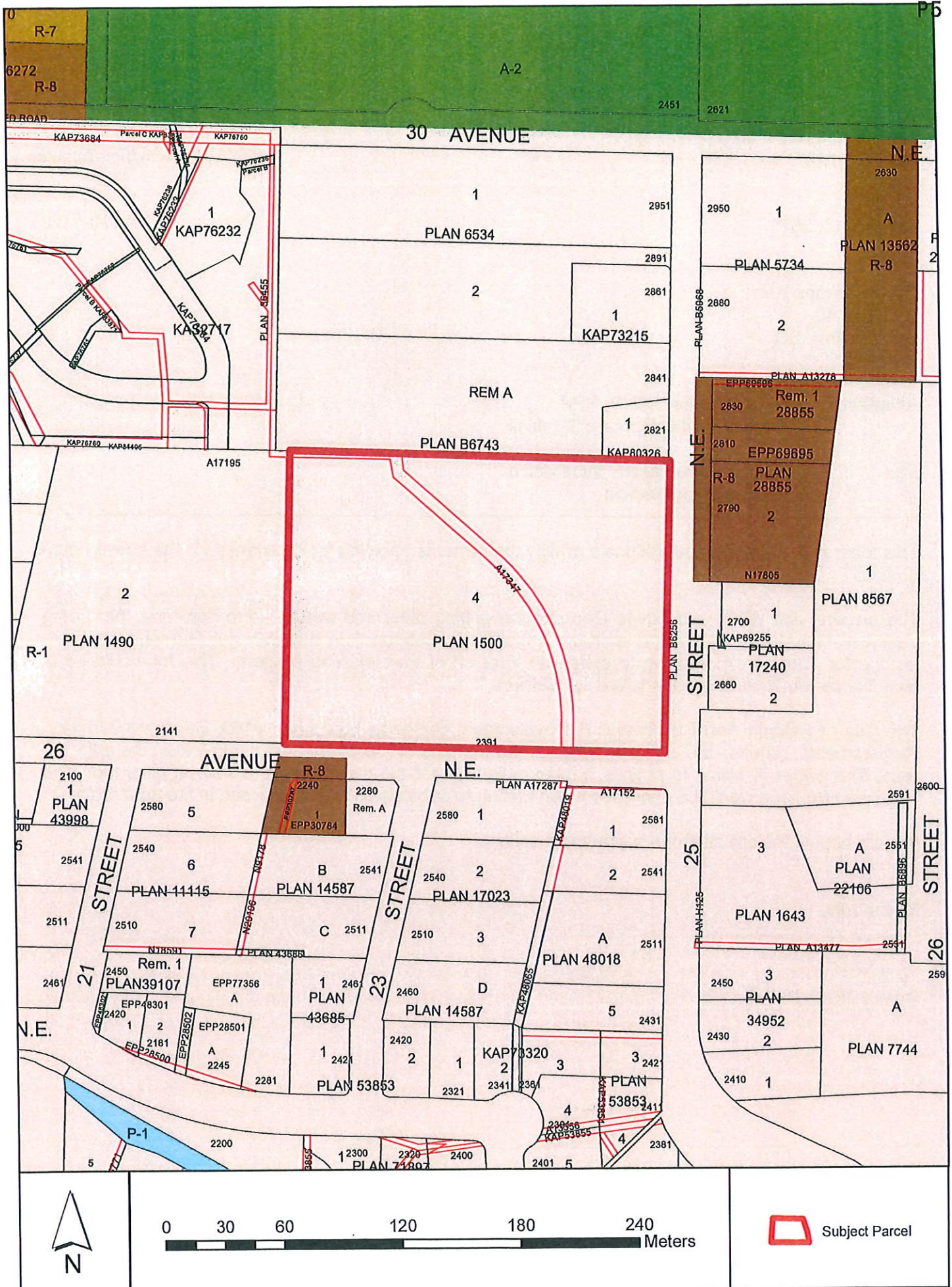
Prepared by: Chris Larson, MCIP, RPP
Senior Planner



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







P6

GENTECH ENGINEERING INC.

CIVIL ENGINEERING

P.O. Box 328
#3 - 551 TRANS-CANADA HIGHWAY
SALMON ARM, B.C. V1E 4N5

PH. (250) 832-7662
FAX (250) 832-7664
www.gentechengineering.com

October 13, 2021

JW13-1422

City of Salmon Arm
P.O. Box 40
Salmon Arm, BC
V1E 4N2

Attention: Kevin Pearson, MCIP, RPP
Director of Development Services

Re: 2391 26th Avenue NE Subdivision
Variance Application

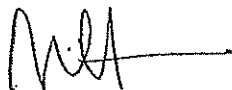
This letter is in support of the rationale of why the owner is applying for a variance for the above noted project.

The owners, Jim Weed and Elaine Cockrikl, are getting older and would like to downsize their living quarters. They have reviewed numerous properties in Salmon Arm and can not find what they are looking for. They are proposing to subdivide a lot off of their existing property. This lot would be in compliance with their ideas of a future subdivision.

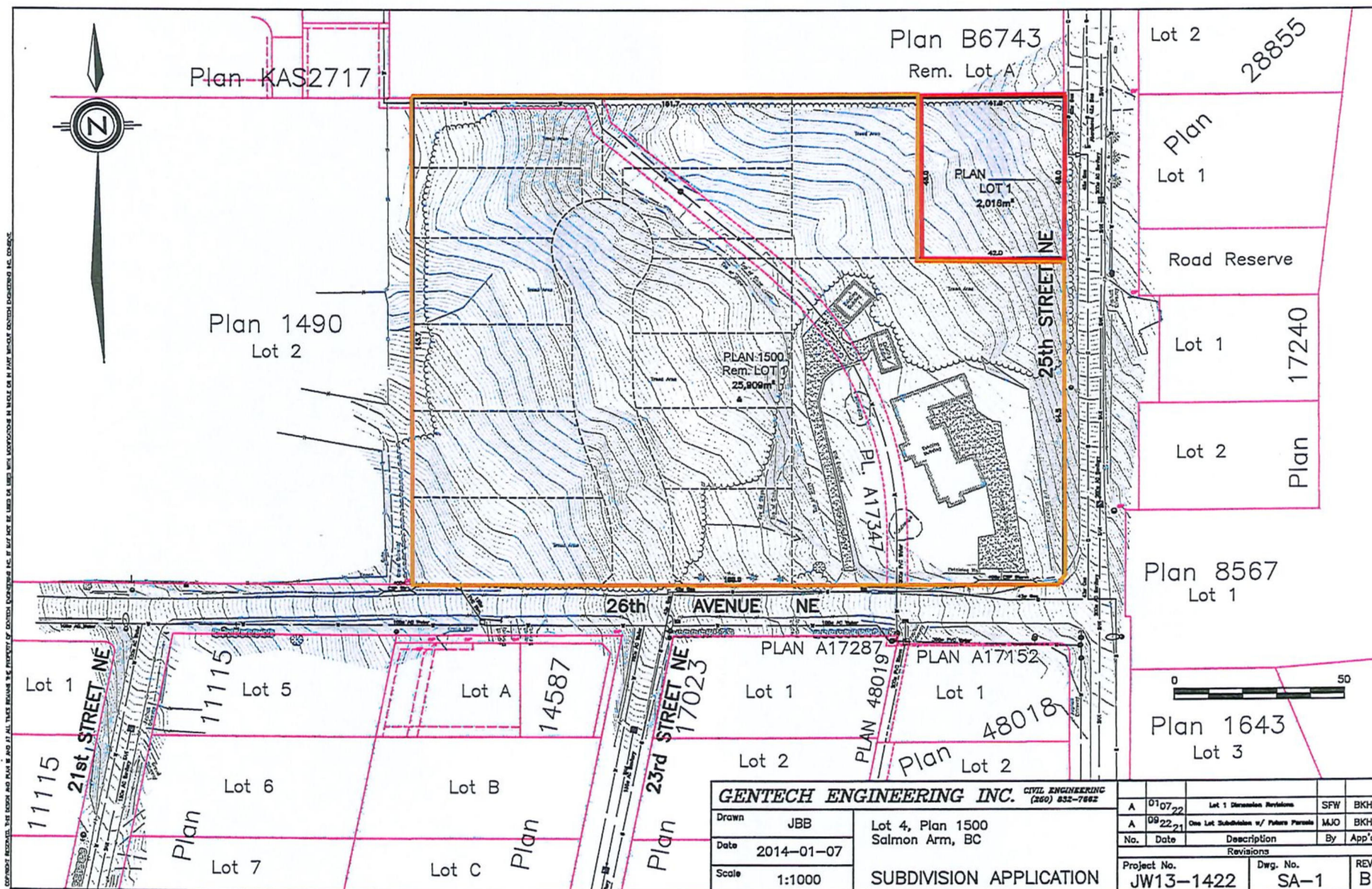
The City of Salmon Arm Subdivision & Development Servicing Bylaw No. 4163, Section 3.0 Design Requirements, requires the owner to upgrade the frontage of the property to centreline of the adjacent road. The owner is willing to provide a cash in lieu fee for the frontage of the new proposed lot. The remaining frontage would be upgraded when the future subdivision was to proceed in the near future.

We are hoping the city staff can support this option.

Yours truly,



Brian Hillson, PLEng.



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View to the northwest from 25 Street NE.



View southwest along 25 Street NE.



*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: 10 November, 2021
 PREPARED BY: Chris Moore, Engineering Assistant
 OWNER: J. Weed & E. Cockrill
 APPLICANT: **Gentech Engineering Inc.**
 SUBJECT: **SUBDIVISION FILE NO. SUB-21.20 &
VARIANCE PERMIT APPLICATION FILE NO. VP-542**
 LEGAL: Lot 4, Section 24, Township 20, Range 10, WGM, KDYD, Plan 1500
 Except Plan 1948
 CIVIC: **2391 – 26 Ave NE**

Further to your referral dated October 22, 2021, we provide the following servicing information:

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4163. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with underground electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement or relocated outside of the proposed building envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
8. At the time of 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 FILE NO. SUB-21.20 & VARIANCE PERMIT APPLICATION FILE NO. VP-542

10 November, 2021

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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. 25 Street NE, on the subject property's eastern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. 25 Street NE is currently constructed to an Interim Rural Paved 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. 26 Avenue NE, on the subject property's southern 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 2.38m of additional road dedication is required (to be confirmed by a BCLS).
4. 26 Avenue NE is currently constructed to an Interim Rural Paved 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.
5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
6. A 20m wide Road Reserve is required from 26 Avenue NE at the intersection with 23 Street NE to the northern property line for future potential development of the properties to the north.
7. A 3.0m by 3.0m corner cut is required to be dedicated at the intersection of 26 Avenue NE and 25 Street NE.

SUBDIVISION FILE NO. SUB-21.20 & VARIANCE PERMIT APPLICATION FILE NO. VP-542

10 November, 2021

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Water:

1. The subject property fronts a 100mm diameter Zone 2 watermain on 26 Avenue NE, partially fronts a 100mm diameter Zone 3 watermain on 25 Street NE and a 300mm diameter Zone 2 watermain in a right of way (ROW) crosses the subject property. Upgrading the 100mm diameter watermain to 150mm diameter across the frontage of the property is required, additionally extension of the 150mm Zone 3 watermain on 25 Street to 26 Avenue NE is required.
2. An additional 3m right of way is required for the watermain running along the northern property line (total width 6m).
3. During future subdivision of the remainder lot, the 300mm diameter Zone 2 watermain is to be relocated to within the proposed 23 Street NE.
4. 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.
5. Records indicate that the existing property is serviced by a 19mm service from the Zone 2 watermain. 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.
6. The proposed parcel is to be serviced by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use (minimum 25mm). Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
7. The subject property is located within an area of identified fire flow deficiency, according to the 2011 Water Study (OD&K 2012). However, Hydrant 0472 was flowed in 2018 and acceptable flows were achieved, therefore no further upgrades are required to provide fire flows in accordance with the requirements of the Subdivision and Development Servicing Bylaw No 4163.
8. Fire protection requirements to be confirmed with the Building Department and Fire Department.
9. 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.

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10 November, 2021

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Sanitary:

1. The subject property fronts a 200mm diameter sanitary sewer on 25 Street NE and a 150mm diameter sanitary sewer terminates at the intersection of 23 Street NE and 26 Avenue NE on the subject property's southern boundary. Extension of a sanitary sewer to and along the frontage on 26 Avenue is not required at this time as the remainder lot is serviced and there are no other benefitting properties. No further upgrades are 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.
1. Records indicate that the existing property is serviced by a 100mm service from the sanitary sewer on 26 Avenue 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 does not currently front onto a City storm sewer
2. Records indicate that the existing property is not currently serviced by a storm service. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided.
4. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
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.
6. Extension of the City Storm system to and along the frontages of the subject property will be required to accommodate the required road drainage. Owner / Developer is responsible for all associated costs.

SUBDIVISION FILE NO. SUB-21.20 & VARIANCE PERMIT APPLICATION FILE NO. VP-542

10 November, 2021

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Geotechnical:

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

Variance Request:

The applicant is requesting to pay a cash in lieu (CIL) payment for the frontage works on the proposed lot and to defer all upgrades associated with the remainder lot until time of future subdivision.

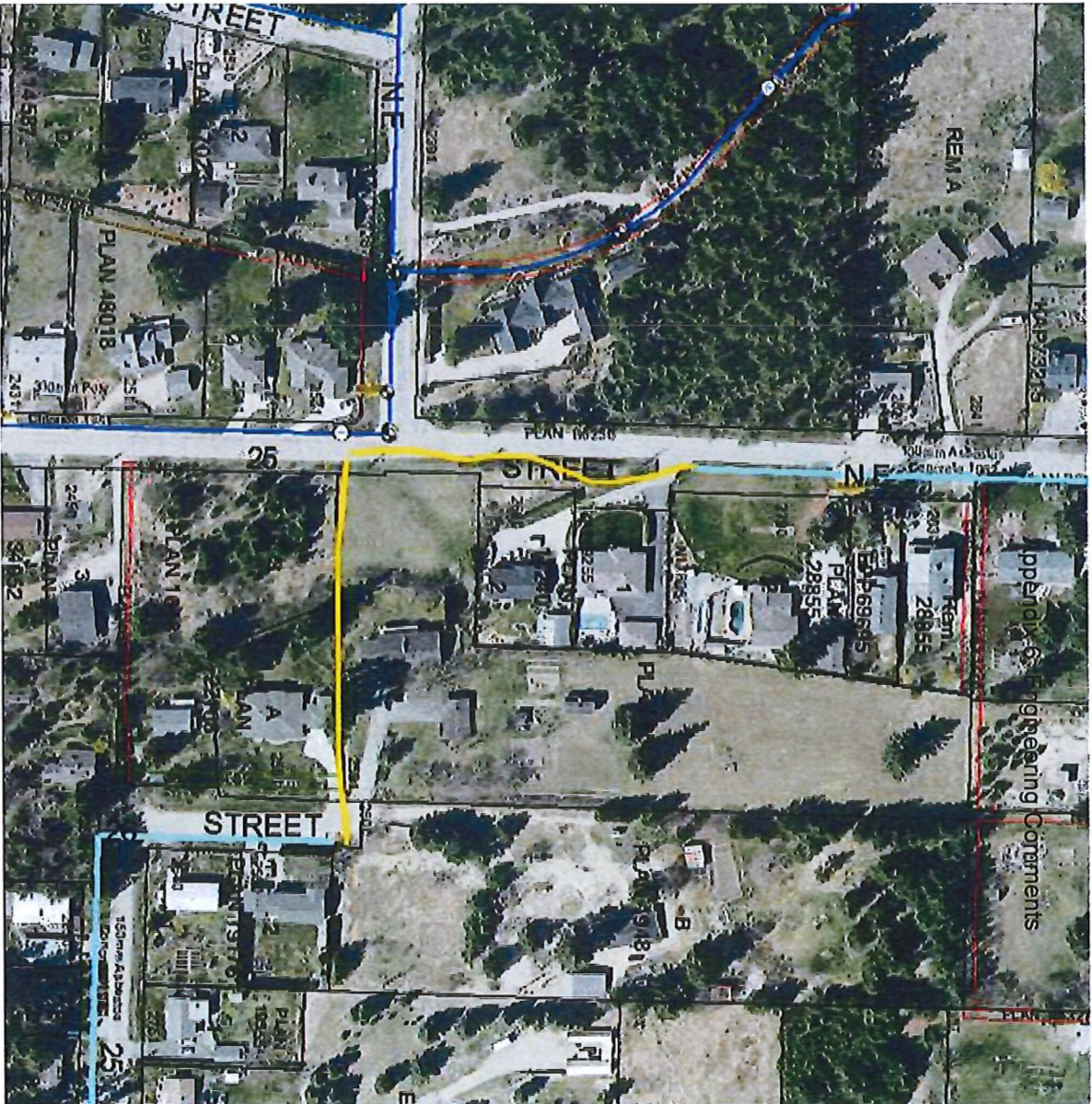
The Engineering Department supports the CIL payment on the proposed lot. Deferment of the frontage works on the remainder lot is also supported, with the exception of the extension of the watermain on 25 Street NE. **The Engineering Department recommends that Council require extension of the watermain on 25 Street NE to the southern property boundary through this subdivision as the looping of the Zone 3 watermain to address fire flow deficiencies is a priority for the City.** A cash-in-lieu payment would be taken at this time and the remainder of the watermain extension required to loop Zone 3 would be recommended as a future capital project and brought forward to Council.



Chris Moore
Engineering Assistant



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



Appendix 6: Engineering Comments



To: His Worship Mayor Harrison and Members of Council

Date: January 31, 2022

Subject: Development Variance Permit Application No. VP-546 (Maximum parcel coverage)

Legal: Lot 2, Section 25, Township 20, Range 10, W6M, KDYD, Plan 26407
 Civic Address: 3860 Lakeshore Road NE
 Owner/Applicant: Brindley, T. & Schroers, P.

STAFF RECOMMENDATION

THAT: Development Variance Permit No. VP-546 be authorized for issuance for Lot 2, Section 25, Township 20, Range 10, W6M, KDYD, Plan 26407 to vary Zoning Bylaw No. 2303 as follows:

Section 6.7 - Maximum Parcel Coverage increase from 10% to 12% for all accessory buildings in order to facilitate construction of a detached carport.

PROPOSAL

The subject parcel is located at 3860 Lakeshore Road NE (Appendices 1 and 2). The proposal is to construct a new detached carport (Appendix 5). Due to the existing presence of other additional accessory buildings/structures also currently on the subject property, this proposal requires the maximum parcel coverage permitted to be increased from 10% to 12% for all accessory buildings.

BACKGROUND

The parcel is designated Low Density Residential (LR) in the City's Official Community Plan (OCP) and is zoned R1 (Single Family Residential) in the Zoning Bylaw (Appendices 3 and 4). The subject property is located between the Appleyard and Raven area/neighbourhoods, with frontage onto Lakeshore Road NE. This area largely consists of rural residential uses.

Land uses directly adjacent to the subject property include the following:

North:	Single family dwelling with accessory building/structure	Zoned R1
South:	Single family dwelling	Zoned R1
East:	Single family dwelling with accessory building/structure	Zoned R1
West:	Single family dwelling with accessory building/structure	Zoned R1

The property is 0.22 ac in area/size and currently contains a single family dwelling and accessory buildings/structures (i.e. a carport, garage/shop, and a shed). The single family dwelling was built first in approximately 2007. The property owner/applicant is proposing to construct a new 16' x 22' (352 ft²) detached carport on the property. Besides from Section 6.7 of the Zoning Bylaw, the proposed addition meets all other R1 – Single Family Residential Zone regulations.

Site photos are attached, as Appendix 6.

COMMENTSFire Department

No concerns.

FortisBC

Natural gas service alteration may be required before carport construction. Staff have advised that the applicant reach out to FortisBC well in advance.

Engineering Department

No concerns.

Building Department

No concern to increase parcel coverage from 10% to 12%.

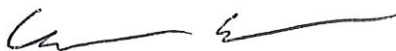
Planning Department

Development Variance Permits are considered on a case-by-case basis, and in doing so, a number of factors are taken into consideration. These factors include site-specific conditions, such as lot configuration, negative impact to the general form and character of the surrounding neighbourhood and negative impact(s) on adjacent properties.


As described in the letter submitted by the owner/applicant (Appendix 7), the purpose of this variance is to construct a small low-profile post and beam carport to go over an existing paved parking spot. Presently, the existing percentage of all accessory buildings is approximately 8.7%, and with the addition of the new proposed carport, the percentage of land used by accessory buildings would then increase to approximately 12%. The height of the new proposed structure will stand at a height of 9'-8" measured from the high side of the roof. All neighbours are set back from this point and are at a higher elevation, thus the new structure will not block the view of either neighbour.

Originally, the owner/applicant had submitted a Variance Permit application that requested two different variances to Sections 6.7 and 6.11 of the Zoning Bylaw. The owner/applicant had also originally intended to reduce the front parcel line setback along Lakeshore Road NE from 6.0 m to 5.0 m in order to construct the carport. However, after receiving initial comments from other departments, planning staff advised the owner/applicant that there was room for the proposed building/structure to move closer to the existing single family dwelling in order to meet the minimum 6.0 m front parcel line setback and avoid an additional variance. The owner/applicant has been amenable to working with staff and has since provided staff with an updated application (which now also includes updated drawings, area calculation, and a letter), now only including the one variance request.

Since the maximum parcel coverage for all accessory buildings in an R8 zoned property may be increased to a maximum of 15% and this variance is requesting an increase to 12%, staff feel that this variance request is aligned with the City's residential policies, will not unreasonably or significantly affect the character of the parcel, and have no concerns with this application.



Prepared by: Evan Chorlton
Planner I



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

Subject Property Map

P17

4020

3960

4001

3941

3880

3860

3941

3820

3821

3820

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20 ST. N.E.

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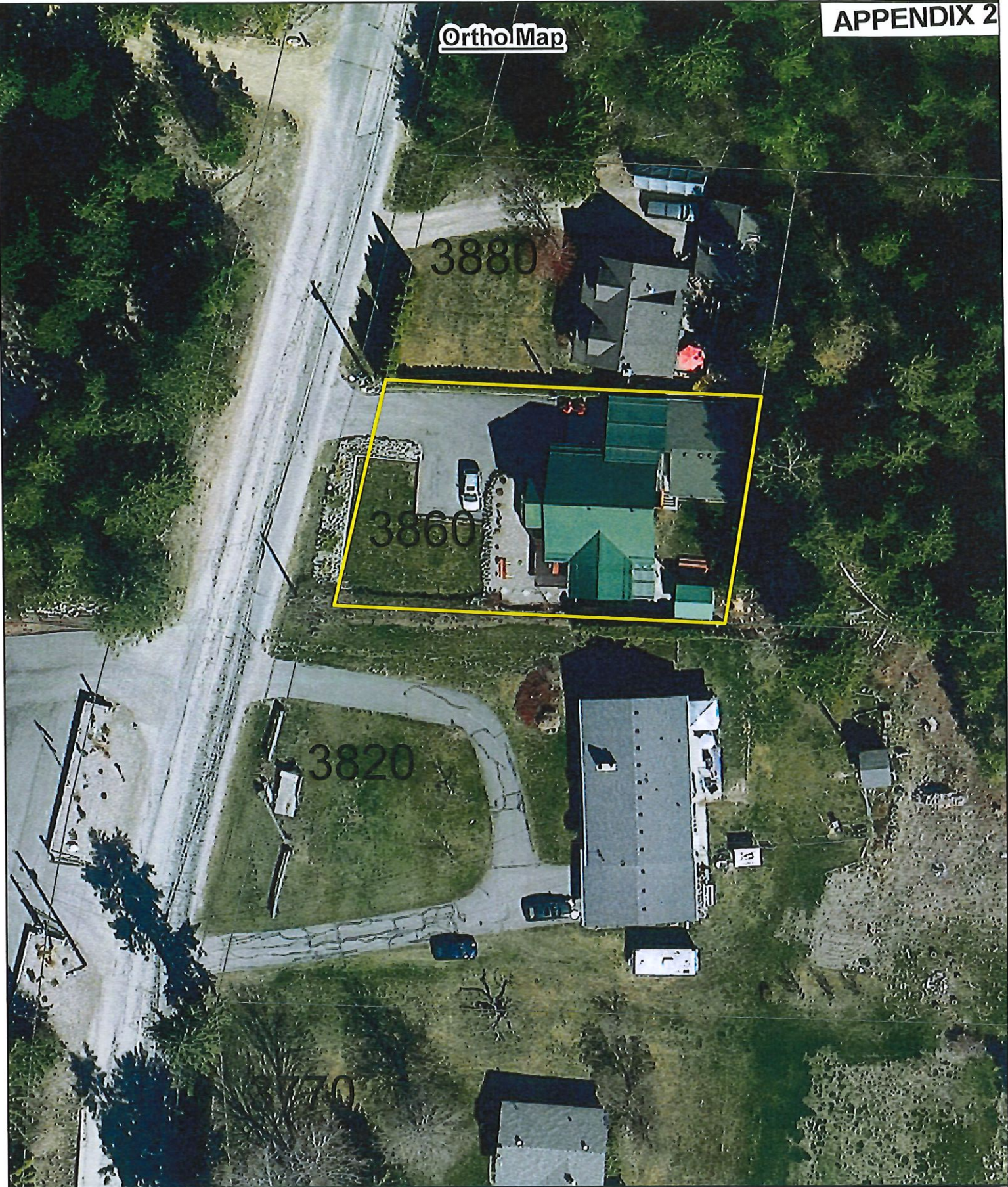
3480



0 10 20 40 60 80 Meters

 Subject Property
 Parcels

OrthoMap



0 2.5 5 10 15 20 Meters

 Subject Property
 Parcels

OCP Map

4431
(LAKESHORE ROAD)

P19

4210

4180

4131

4160
4140
4120

4051

4081

4080

4060
4040

4020

4001

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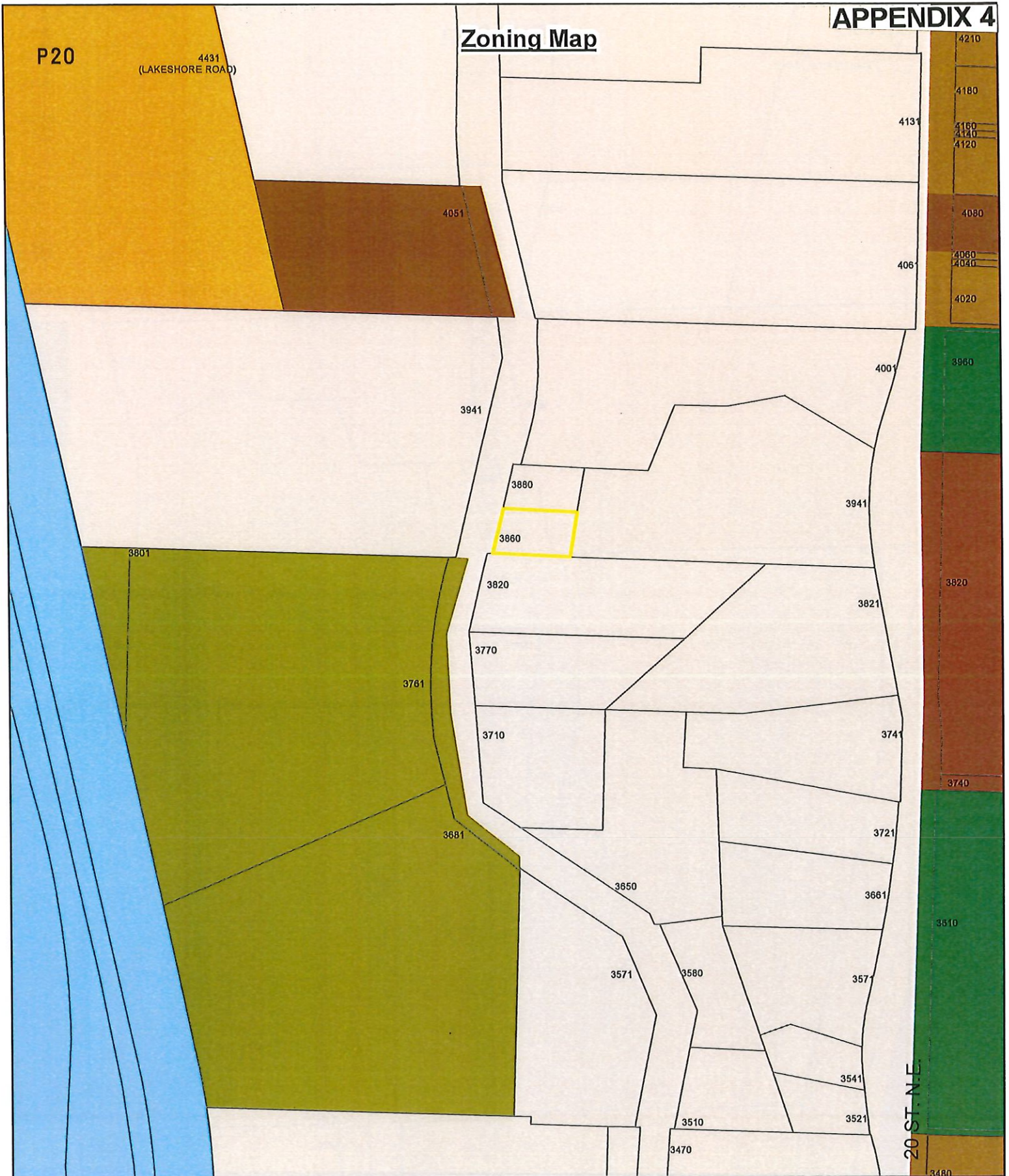
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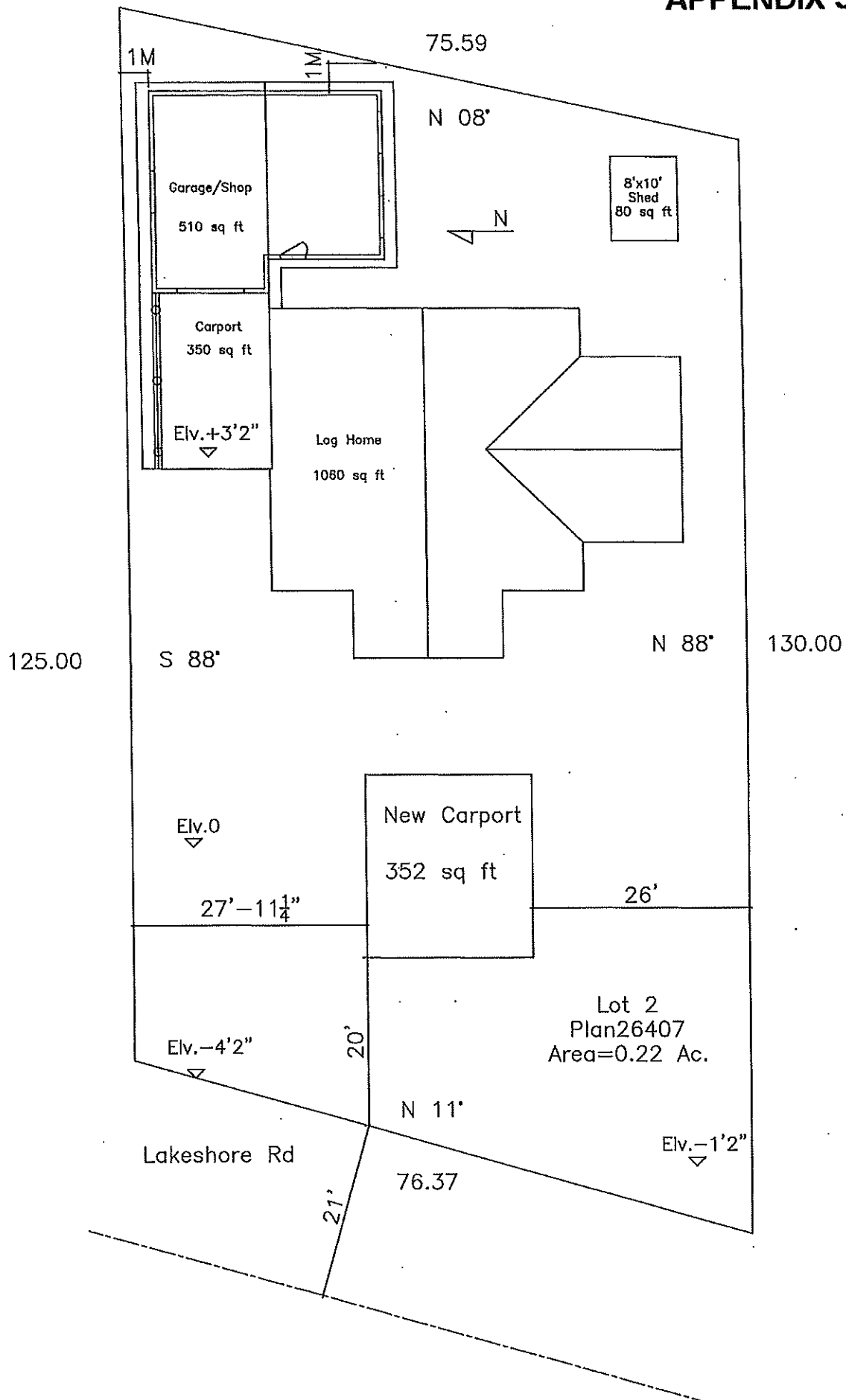
- Subject Property
- Parcels
- Environmentally Sensitive Lake Areas
- Acreage Reserve
- Residential - Low Density

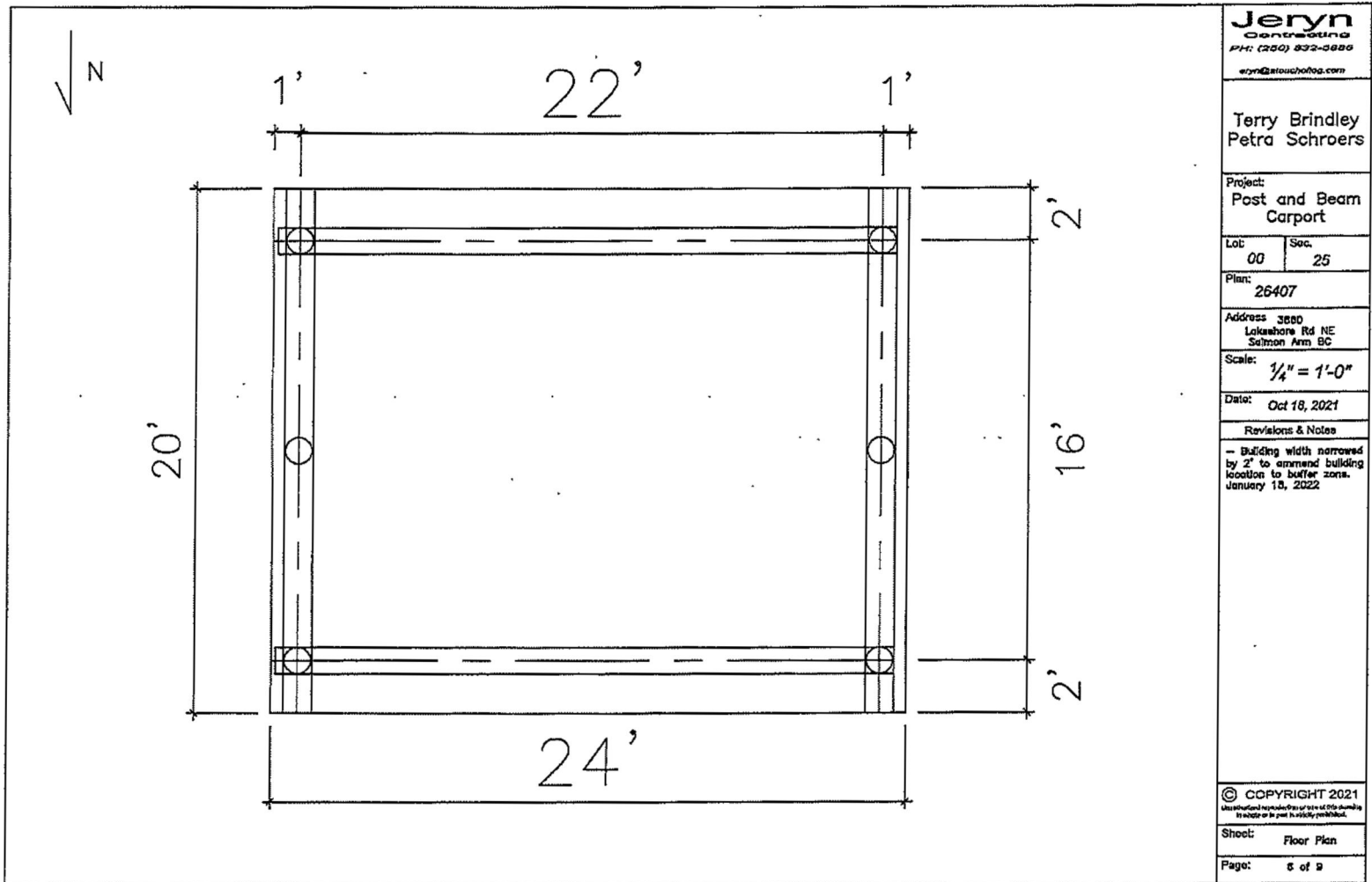
Zoning Map



0 12.525 50 75 100 Meters

- Subject Property
- Parcels
- A-2
- A-3
- P-1
- R-4
- R-7
- R-8
- R-1





Property / Building Square Footages and Percentages		
Area	Square Footage	Percentage of Square Feet
Total property sq ft	10,779	100
Log Home	1060	9.8
Garage/Shop	510	4.7
Carport	350	3.2
Shed	80	.74
Existing out buildings Total	940	8.7
New carport Shelter	352	3.3
Total of out buildings	1292	11.99
Total of all buildings	2352	21.82
<ul style="list-style-type: none"> All square footages are taken from outside of foundation and do not include the roof overhangs of the buildings. The log house has fairly large overhangs (5') to protect the log ends and structure. 		







Variance for

Terry Brindley

Petra Schroers

APPENDIX 7

Jeryn Contracting

2700 65th Ave NE

Salmon Arm BC

V1E 2A9

To the Variance Board:

The purpose of the variance is for a small low-profile post and beam carport to go over an existing paved parking spot.

Issue of concern that requires a variance:

- The existing percentage of out buildings is at 8.7%. With the addition of the new carport the percentage of land used by out buildings will be 12%.

The height of the new structure would stand at a height of 9'8" at the high side of the roof. All neighbors are set back from this point and at a higher elevation. The new structure will not be a blockage of view to either neighbor.

Regards

Eryn Sutherland

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To: His Worship Mayor Harrison and Members of Council

Date: January 31, 2022

Subject: Development Variance Permit Application No. VP-545 (Parking)

Legal: Lot A, Section 14, Township 20, Range 10, W6M, KDYD, Plan 43112
 Civic Address: 360 TCH SW
 Owner/Applicant: R.P. Johnson Construction Ltd.

STAFF RECOMMENDATION

THAT: Development Variance Permit No. VP-545 be authorized for issuance for Lot A, Section 14, Township 20, Range 10, W6M, KDYD, Plan 43112 to vary Zoning Bylaw No. 2303 as follows:

Section 21.9/Appendix I – Off Street Parking and Loading Spaces – Table A1-1 – Reduce the number of required off-street parking spaces from 689 to 645.

PROPOSAL

The subject parcel is located at 360 TCH SW (Appendices 1 and 2). The proposal is requesting a variance to Section 21.9/Appendix I of the Zoning Bylaw. This would decrease the number of required off-street parking spaces by 44 stalls (from 689 to 645 total stalls) in order to add a gardening/retail yard to the eventual Peavey Mart (Appendix 5).

BACKGROUND

The parcel is designated Commercial City Centre in the City's Official Community Plan (OCP) and is zoned C7 (Shopping Centre Commercial) in the Zoning Bylaw (Appendices 3 and 4). The subject property is located in the Downtown area, with frontage onto 3 Street SW, 3 Avenue SW, 5 Street SW, and the Trans Canada Highway. This area largely consists of commercial and institutional uses. Nearby uses include the group of retail stores that make up the Centenoka Park Mall (i.e. Staples, Brad's No Frills, BC Liquor Store, etc.) and the SASCU Indoor Memorial Sports Complex.

Land uses directly adjacent to the subject property include the following:

North:	Service commercial and fuel service station commercial uses	Zoned C3 and C4
South:	Park and recreation and service commercial uses	Zoned P1 and C3
East:	Town centre commercial uses	Zoned C2
West:	Service commercial uses	Zoned C3

The property is approximately 3.87 ha/9.57 ac (417,005 ft²) in size and currently contains the Centenoka Park Mall, BC Liquor Store, and Panago Pizza. The property owner/applicant is proposing a gardening/retail yard to go in place of the current existing parking to the east of the eventual Peavey Mart. Asides from Section 21.9/Appendix I of the Zoning Bylaw, this proposal meets all other C7 – Shopping Centre Commercial Zone regulations.

Site photos are attached, as Appendix 6.

COMMENTSFire Department

No concerns.

FortisBC

No issue with this proposal.

Engineering Department

No concerns.

Building Department

No concerns.

Planning Department

Development Variance Permits are considered on a case-by-case basis, and in doing so, a number of factors are taken into consideration when reviewing a request. These factors include site-specific conditions, such as lot configuration, negative impact to the general form and character of the surrounding neighbourhood and negative impact(s) on adjacent properties.

As described in the letter submitted by the owner/applicant (Appendix 7), the applicant has entered into a conditional lease agreement with Peavey Mart to take the remaining 25,000 ft² of what is formally known as Safeway, and propose to include a gardening retail yard. The proposed yard will go in place of the existing parking area to the east of the retail store, making the parking lot a total of 44 spaces short. The applicant has indicated that they plan to move staff parking to unused parking areas and anticipate that Centenoka Park Mall will remain a fully-functional shopping centre. The applicant also believes that the proposed project with Peavey Mart will be an excellent addition to the shopping centre and will complement the City of Salmon Arm.

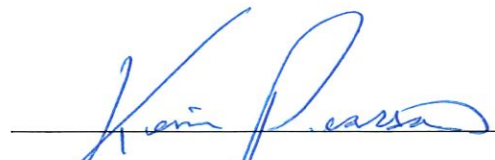
While previous applications do not create any binding precedent, there have been approximately two previous different Development Variance Permit applications and one Development Permit application with a variance on the subject property within the last ten years. Of which, two Variance Permits were issued (VP-435 and DP-394), and one Variance Permit was withdrawn (VP-372). In addition, other shopping centers have made similar requests including the Mall at Piccadilly, which has also had two previous different Development Permit applications in the recent past with similar parking variances (DP-387 and DP-363), both of which were also issued.

It is worth noting that the off-street parking and loading standards outlined in Appendix I of the Zoning Bylaw date back to 1995 and that a number of cities are moving towards more decreased/eliminating minimum parking requirements. Staff have noted some concerns around potential congestion in the northeast corner of the site (and are open to feedback from landowners within the zone on their experience), however, the overall function is ultimately up to the owner/applicant. Staff have noted no concerns with traffic and city infrastructure. Presently, staff do not know what the side gardening/retail yard will look like, which may also cause some additional concerns regarding its appearance. Although staff have some minor concerns, the applicant has assured that the proposal will be sufficient, with the help of frontage upgrades (i.e. additional parking stalls on the street) in the recent past and additional parking spaces off-site. Staff also note that a Development Permit is not required for the renovations to the eventual Peavey Mart, as per Section 9.5.52 of the OCP.

Staff feel that this variance request will not unreasonably or significantly affect the character of the parcel, and have no concerns with this application.



Prepared by: Evan Chorlton
Planner I



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

Subject Property Map

APPENDIX 1
(401-404)

P31

LAKESHORE DRIVE N.W.

3 ST. N.W.

251

350

50

470

(200)

(1

TRANS CA

(458) (454) (444) (530) 450

360

120

5 ST. S.W.

550

151

241

(245)

(255)

(295)

(605) (603) (601)

3 AVE. S.W.

3 AVE. S.W.

150

331

410

(420)

351

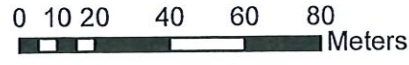
391

410

3 ST. S.W.

441

5 ST. S.W.



-  Subject Property
-  Parcels

Ortho Map

5 ST. S.W.

3 AVE S.W.

(458) (454) (444) (530) 450

360

20

410

351



0 5 10 20 30 40
Meters

 Subject Property
 Parcels

LAKESHORE DRIVE N.

3 ST. N.W.

TRANS CA

(458) (454) (444) (530) 450

360

120

5 ST. S.W.

(245)
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(605) (603) (601)

3 AVE. S.W.

3 AVE. S.W.

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3 ST. S.W.

331

391

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(420)

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(200)

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0 10 20 40 60 80 Meters

Subject Property

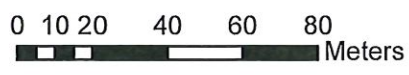
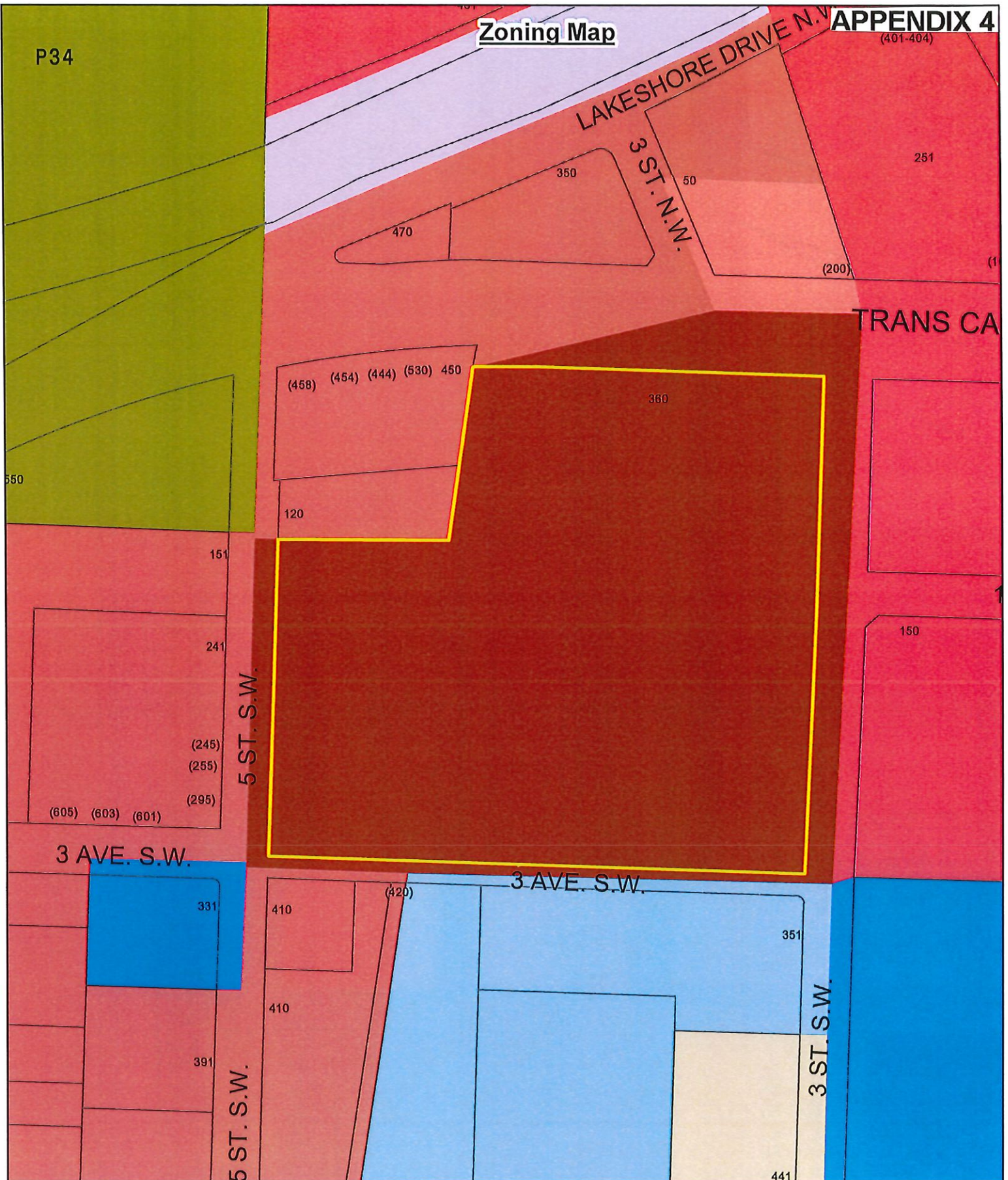
Parcels

Commercial - City Centre

Commercial - Highway Service / Tourist

Zoning Map

APPENDIX 4



 Subject Property	 C-2	 IR
 Parcels	 C-3	 M-2
	 C-4	 P-1
	 C-7	 P-3
	 CD-6	

SITE INFORMATION:

LEGAL DESCRIPTION: LOT A, PLAN 43112 SECTION 14 TOWNSHIP 20, RANGE 10, MERIDIAN W.B. VANADOCES DIV. OF YALE LAND DISTRICT PID #016-078-205

CIVIC ADDRESS: 360 TRANS CANADA HIGHWAY S.W. SALMON ARM, B. C.

SITE INFORMATION:

TOTAL LOT AREA: 417,005 SQ. FT. (9.57 ACRES) (3.87 HA)
 TOTAL BUILDING AREA: 179,747 SQ. FT. (INCLUDES BUILDING 'B')
 SITE COVERAGE: (179,747 / 417,005) X 100 = 43%

BUILDING SETBACK REQUIRED:

FRONT = 19.7' (6.0 M)
 SIDE = 19.7' (6.0 M)
 REAR = 19.7' (6.0 M)

GROSS FLOOR AREAS:

EXISTING MALL: 165,941 SQ. FT.
 EXISTING BUILDING 'B': 5,815 SQ. FT.
 EXISTING CRU 'A' AND 'A1': 8,255 SQ. FT.
 ADDITIONS TO CRU 'A': 1,736 SQ. FT.

TOTAL GROSS FLOOR AREA: 179,747 SQ. FT.

PARKING INFORMATION:

EAST LOT: 321 SPACES
 WEST LOT: 200 SPACES
 SOUTH LOT: 124 SPACES
 SOUTH LOT- NEW SPACES: 24 SPACES

TOTAL PARKING PROVIDED: 669 SPACES

PARKING REQUIREMENTS:

SHOPPING CENTER: 1 SPACE PER 24 SQ. M (258.43 SQ. FT.)
 173,832 SQ. FT. = 673 STALLS REQ'D
 258.43 SQ. FT. = 1 STALL REQ'D

WAREHOUSE: 1 SPACE PER 2 EMPLOYEES
 = 1 STALL REQ'D

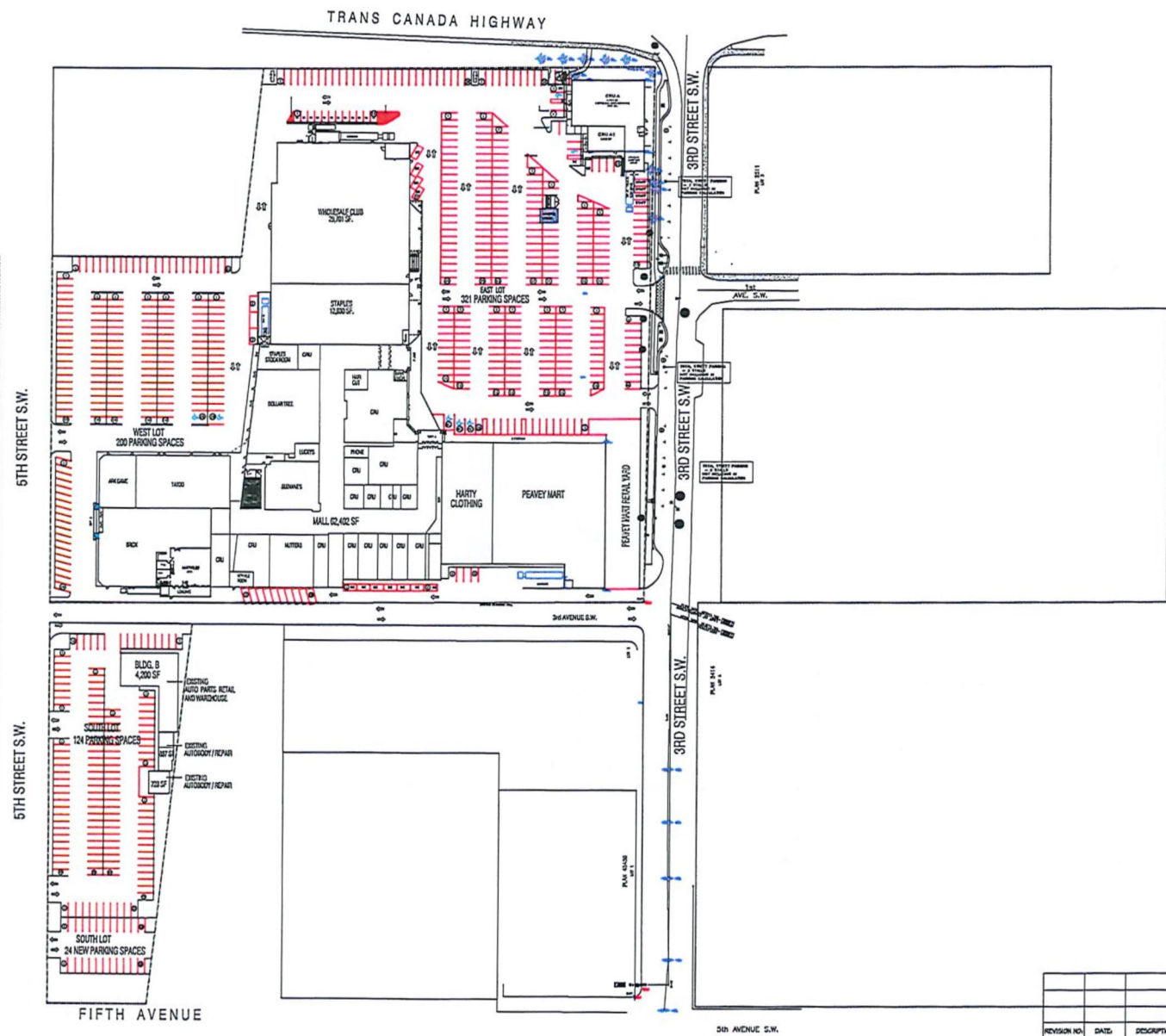
AUTO PARTS RETAIL: 1 SPACE PER 10 SQ. M (107.64 SQ. FT. GFA)
 = 8 STALL REQ'D

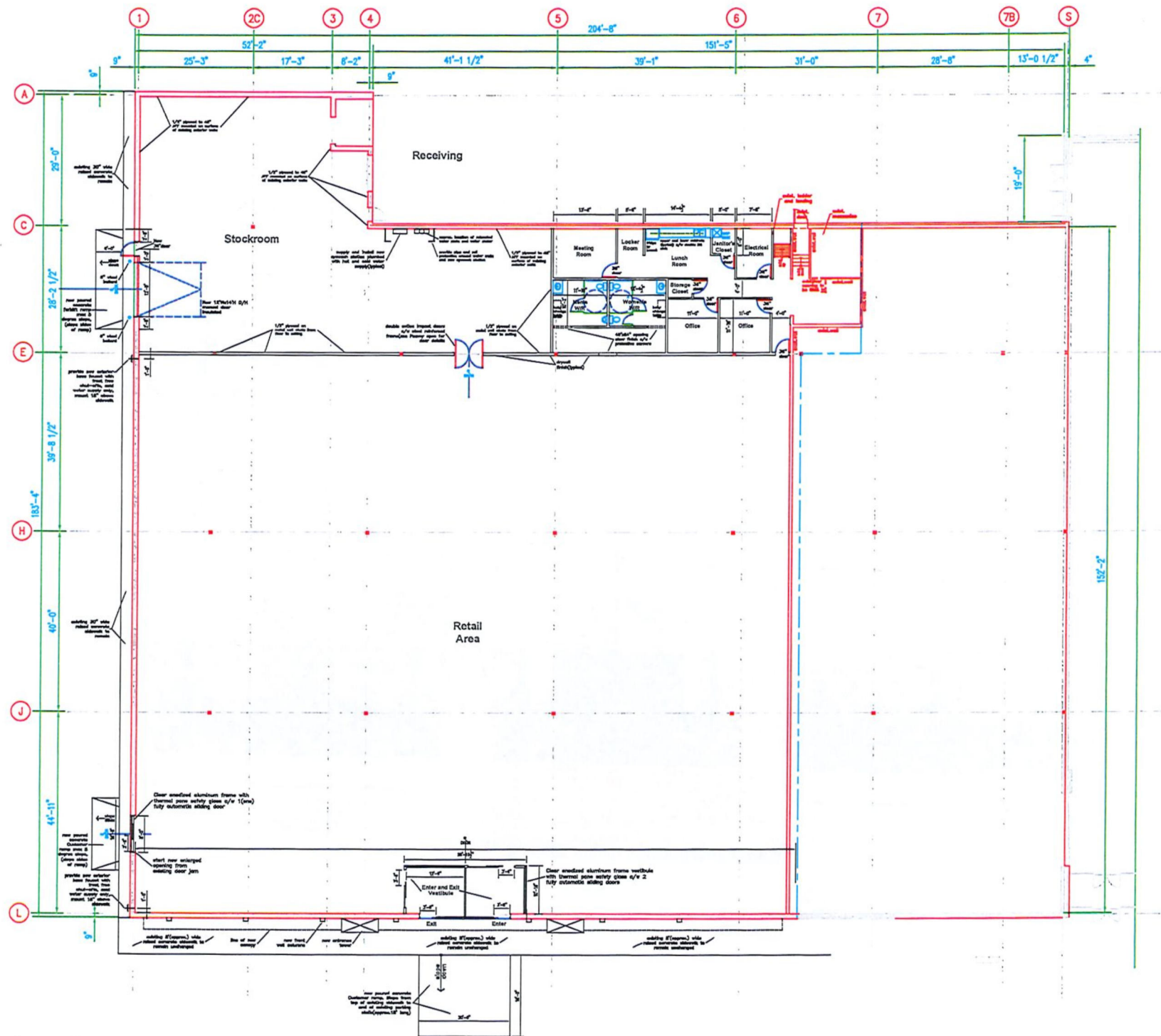
AUTOBODY/AUTO REPAIR: 1 SPACE PER 60 SQ. M (753.34 SQ. FT. GFA PLUS 2 SPACES PER BAY)
 175 SQ. M. = 2.5 + 3 BAYS = 9 STALLS
 70 SQ. M.

TOTAL PARKING REQUIRED: = 669 STALLS
 TOTAL PARKING PROVIDED: = 669 STALLS
 TOTAL SHORT FALL: = 20 STALLS

PARKING RATIO: 669 SQ. M. = 3.72 SPACES PER 1,000 SQ. FT.
 179,747 SQ. FT.

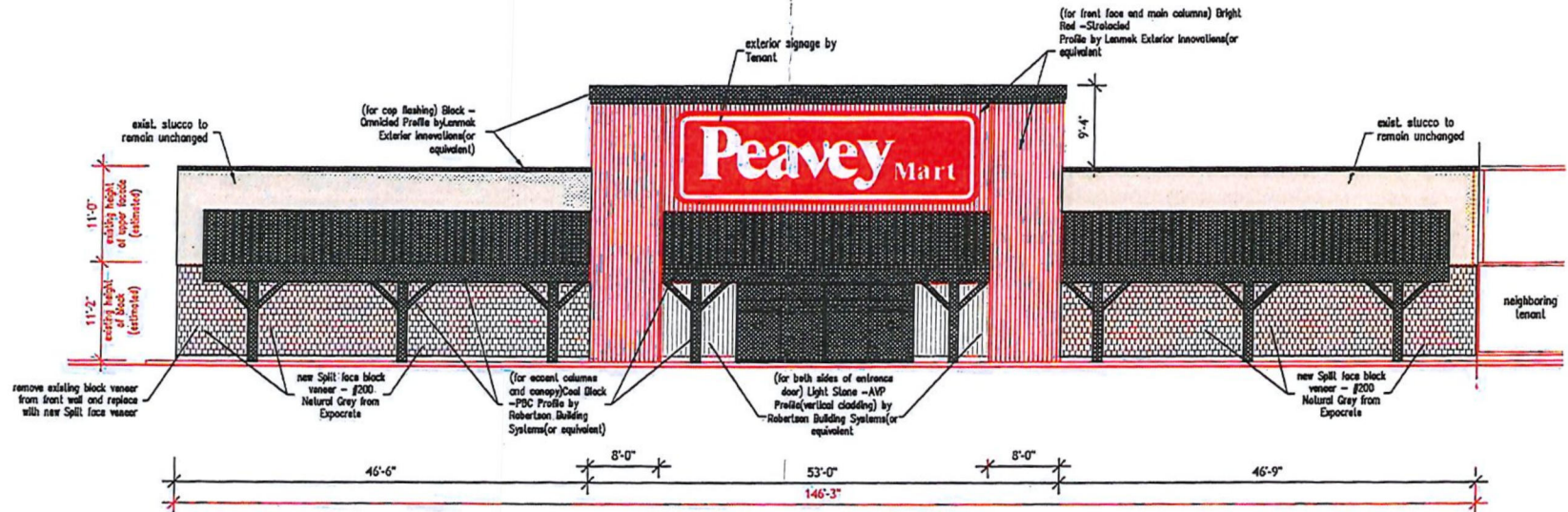
CLIENT: GENTENOKA PARK MALL			DRAWN BY:
SALMON ARM B.C.			REVISION NO.
REVISION NO.	DATE	DESCRIPTION	
PROJECT: NEW AND EXISTING CRU AREAS			DRAWING NO. 21-080-01
DRAWING DESCRIPTION: PARKING LAYOUT			



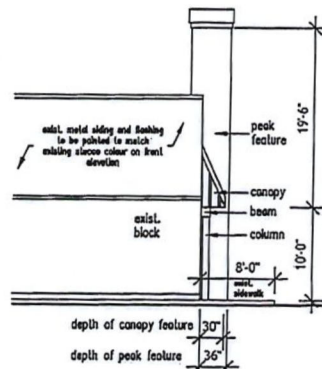


Floor Plan

Proposed Peavey Mart - Salmon Arm BC
 Floor Plan
 revised: Nov-9-21 pc



Proposed Front Elevation



Proposed Front Wall Section

Note: See Peavey Mart standard drawings for detailed dimensions and material finishes for 'canopy feature' and 'peaked feature'

Proposed Front Elevation
Peavey Mart - Salmon Arm
revised: Nov.2, 2021 pc

APPENDIX 6







APPENDIX 7

Parking Variance
360 Trans-Canada Highway SW, Salmon Arm, BC V1E 1B6

December 20th, 2021

This letter is in support of our request for a parking variance to the side yard requirement for the existing parking lot at Centenoka Park Mall. We have entered into a conditional Lease agreement with Peavey Mart to take the remaining 25,000 square feet of what is formally known as Safeway which includes a side gardening yard.
(See attached plans submitted with this letter).

This will make our parking lot a total of 44 stalls short, however, we plan to move staff parking to unused parking areas and will remain a fully functional Shopping Centre.

The proposed project with Peavey Mart will be an excellent addition to our Shopping Center and will complement the City of Salmon Arm.

Thank you for your consideration.

Respectfully submitted,

Lance Johnson

Managing Director
R.P. Johnson Construction Ltd.
DBA Centenoka Park Mall

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CITY OF SALMON ARM

TO: His Worship Mayor Harrison and Members of Council

DATE: February 2, 2022

SUBJECT: Development Variance Permit Application No. VP-541
 Legal: Lot 2, Section 17, Township 20, Range 10, W6M, KDYD, Plan 33563
 Civic Address: 821 60 St NW
 Owner: Jody and Susan Dobie
 Agent: Lawson Engineering (Alistair Waters)

MOTION

THAT: Development Variance Permit No. VP - 541 be authorized for issuance for Lot 2, Section 17, Township 20, Range 10, W6M, KDYD, Plan 33563 to vary Section 4.8.1, Subdivision and Development Servicing Bylaw No. 4163, as follows:

- i) waive the upgrading of the west side of 60 Street NW along the frontage of the parcel boundary to an Interim Rural Paved Collector Road Standard (RD-8), including installation of an asphalted 1.5m wide bike lane and 1.25m wide shoulder and drainage ditch and;
- ii) waive the upgrading of 8 Avenue NW to a Rural Local Road Standard (RD-7) to the driveway location for Proposed Lot 1, including road dedication of 4.971m, construction of a cul-de-sac at the end of 8th Avenue NW and 65 Street NW and completion of the road surface to gravel. A 100% cash in lieu contribution for that portion of 8 Avenue NW along the frontage of Proposed Lot 1 beyond the driveway to the rear parcel line.

AND THAT: Council support a reduction in service level for 8 Avenue NW, reducing the road classification to 'private driveway', requiring the maintenance of the road the responsibility of the adjacent property owners.

STAFF RECOMMENDATION

THAT: Development Variance Permit No. VP-541 be authorized for issuance for Lot 2, Section 17, Township 20, Range 10, W6M, KDYD, Plan 33563 to vary Section 4.8.1, Subdivision and Development Servicing Bylaw No. 4163 as follows:

- i) waiving the requirement to upgrade the west side of 60 Street NW along the frontage of the parcel boundary to an Interim Rural Paved Collector Road Standard (RD-8), including installation of an asphalted 1.5m wide bike lane and 1.25m wide shoulder and drainage ditch, and;
- ii) reduce the required road dedication along the 8 Avenue NW frontage from 4.971m to 3.971m, allowing for an ultimate road right of way of 18.0m. Upgrading of 8 Avenue NW to an RD-11 standard. A 50% cash in lieu contribution for that portion of 8 Avenue NW beyond the driveway location of Proposed Lot 1.

PROPOSAL

The applicant is requesting to waive the road upgrade requirements for 8 Avenue NW and 60 Street NW along the parcel frontages in order to reduce the servicing requirements for a two lot subdivision of the subject property.

BACKGROUND

The subject property is located in the Gleneden area and the total subject property is approximately 4.130ha (see Appendices 1 and 2). It is designated Acreage Reserve in the City's Official Community Plan (OCP) (Appendix 3). In Zoning Bylaw No. 2303, the subject property is zoned A3 (Small Holding Zone) (Appendix 4). The A3 zoning permits agricultural development and limits residential development to a single family dwelling and a Rural Detached Suite.

Adjacent land uses include the following:

North: A2 (Rural Holding Zone) – Agriculture and Single Family Residences

South: A1 (Agriculture Zone) – Agriculture and Single Family Residences

East: A3 (Small Holding Zone) & A2 (Rural Holding Zone) – Agriculture and Single Family Residences

West: A3 (Small Holding Zone) – Agriculture and Single Family Residences

In July 2021 the subject property was rezoned from A2 (Rural Holding Zone) to A3 (Small Holding Zone) in order to facilitate a two lot subdivision. A Preliminary Layout Review (PLR) Letter was issued to the owner in May 2021. The attached site plan shows the proposed two lot subdivision and existing structures. The existing house is to be located on the proposed Remainder Lot ('Rem Lot') and proposed Lot 1 would include the location of a new single family dwelling.

The PLR outlines the conditions that the applicant/owner must complete prior to final subdivision approval. The Engineering and Servicing Report dated May 19, 2021 that formed the basis of the PLR is included as Appendix 5. The roads adjacent to the subject property are to be upgraded to an RD – 8 (60 Street NW) and RD – 11 (8 Avenue NW) standard. The upgrading requires land dedication for road width along 60th Street and 8th Avenue, including upgrading the road surface to gravel. Rather than constructing 8th Avenue past the proposed driveway a cash in lieu payment for the section of road beyond the driveway for proposed Lot 1 would be accepted.

60 Street NW – Servicing Requirements

Along 60 Street NW the applicant is required to upgrade the frontage to an Interim Rural Paved Collector Road Standard (Appendix 6, RD-8). Specific to the section fronting the subject property the upgrading includes the installation of asphalt bike lane, 1.25m wide shoulder and drainage ditch along the west side of 60 St NE for approximately 150m and a 5.0m by 5.0m corner road dedication corner cut at the intersection of 60 Street NW and 8 Avenue NW. The applicant had included an Opinion of Probable Cost (OPC) of \$65,231.46 for the proposed works (Appendix 7).

8 Avenue NW – Servicing Requirements

Along 8 Avenue NW the applicant is required to upgrade the frontage to a RD – 11 Road Standard. In this section the upgrades include road dedication of approximately 4.971m. The road improvements include a gravel road base to the access of Proposed Lot 1 and a cash in lieu contribution for that portion of the road improvements beyond the proposed access. The applicant has provided an Opinion of Probable Costs (OPC) \$138,763.80 for the proposed improvements.

It should be noted that the applicant is requesting the Council waive all of the road improvement requirements. The staff recommendation is based on a review of that request.

COMMENTSEngineering Department

In response to the request to vary the servicing requirements the Engineering Department provided comments enclosed as Appendix 8. A map illustrating the servicing requirements is included as Appendix 9.

There are limited water and sewer services in this area. As a subject of subdivision approval the applicant is required to provide an adequate supply of potable water and approved on-site septic services for the proposed lots.

Public Works and Engineering have noted that maintenance of 8 Avenue NW is complicated by the lack of turnaround and sufficient infrastructure to accommodate maintenance vehicles. Should Council support the variance as requested by the applicant the road section would be deemed a 'private driveway' for the maintenance purposes and would no longer be maintained by City crews.

Building Department

No concerns

Fire Department

No response

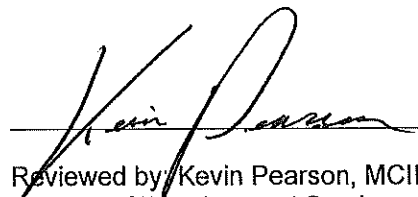
Planning Department

When considering servicing variances a number of factors are taken into consideration, including – physical or legal constraints such as topography or covenant restrictions on site development, scale of proposed development and growth potential in the area. In this situation there are no physical or legal constraints that would necessitate a relief from bylaw requirements. Future growth is limited in most of the rural areas due to the ALR boundary and OCP policies regarding growth. Having said that, the Gleneden area is the only area, outside of the Urban Containment Boundary where rezoning and subsequent subdivision is supported. Lands to the west of the property with shared road frontage along 8 Avenue NW and 65 Street NW are outside of the ALR and of parcel areas that could accommodate future subdivision.

Staff recognize that there are other constraints on that development potential; however, completely offsetting the cost of upgrading and construction of 8 Avenue NW onto the future developer/land owners or the City is problematic. 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.



Prepared by: Melinda Smyrl, MCIP, RPP
Planner III



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

P46

Subject Property Map

APPENDIX 1



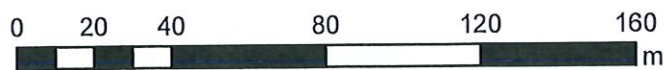
— Proposed Subdivision  Subject Property
 Parcels

Proposed
Lot 1

Proposed
Rem Lot

8 AVE. N.W.

60 ST. N.W.

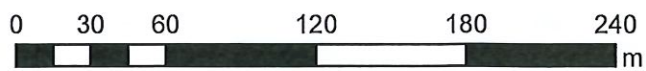


- Proposed Subdivision
- Subject Property
- Parcels

P48

OCP Map

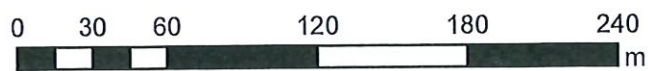
APPENDIX 3



- Subject Property
- Acreage Reserve
- Parcels

Zoning Map

APPENDIX 4



-  Subject Property
-  A-2
-  A-3
-  Parcels



May 27, 2021

Our files: 21.05

Lawson Engineering Ltd.
PC Box 106
Salmon Arm, BC
V1E 4N2

jjohnson@lawsonengineer.ca

Dear Sir and Madame:

Re: Proposed Subdivision of Lot 2, Section 17, Township 20, Range 10, W6M, KDYD, Plan 33563
(821 60 Street NW)

Based on the information provided with the subdivision application received on March 15, 2021 the proposed subdivision noted above and as shown on the attached sketch plan for a one (1) lot plus Remainder subdivision may be considered for final subdivision approval subject to the following:

General

- (a) The terms and conditions for consideration of final subdivision approval outlined in this letter are valid until **May 27, 2022 (the expiry date)**. One extension of not more than six months may be granted provided the subdivision is substantially under construction and a written request for an extension is received by the Approving Officer prior to the expiry date.
- (b) The terms and conditions for consideration of final subdivision approval outlined in this letter are based on the information provided and do not guarantee that final subdivision approval will automatically be granted should all the conditions be met. If any new information becomes available, after the date of this letter, the conditions for consideration of final subdivision approval may be amended accordingly.
- (c) All City owned lands disturbed during construction are to be reinstated to the City's satisfaction.
- (d) Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with overhead electrical and telecommunication wiring upon development.
- (e) The 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 the City Engineering Departments for further clarification.
- (f) Any existing services (water, sewer, hydro, telus, gas, etc.) traversing the proposed lot must be protected by easement and/or located outside of the proposed building envelope. The owner/developer will be required to prove the location of these services. The owner/developer is responsible for all associated costs.
- (g) 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/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.

- (e) It should be noted that as of September 30, 2020 the registration of statutory right of way documents on ALR Lands will require notification to the ALC. Instructions provided by the ALC are enclosed. Please be advised that it is the responsibility of the owner/developer's professional consultants to ensure that if statutory rights of ways are required on lands affect by ALR that the appropriate documents are properly submitted to the Land Title Office.

Servicing Requirements

All on-site and off-site services are to be provided by the owner/developer, at their expense, in accordance with City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163, 2016.

On-site

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

Off-site

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

Roads/Access

- (a) 60 Street NW, on the east boundary of the subject property, is designated as a Rural Collector Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). A review of available survey information indicates that no additional road dedication is required (to be confirmed by a BCLS).
- (b) 60 Street NW is currently constructed to an Interim Rural Paved Road standard. Upgrading to a Rural Paved Local Road standard is required, in accordance with Specification Drawing No. RD-8 (attached). Upgrading may include, but is not limited to, road widening and construction, bike lane construction and paving. The owner/developer is responsible for all associated costs.
- (c) 8 Avenue NW, on the subject property's southern boundary, is designated as a Rural Local Road standard, requiring 20.0m road dedication (10.0m on either side of the road centerline). Available records indicate that 4.971m additional dedication is required. Any dedication requirements and legal status of roads is to be confirmed by a BCLS. The owner/developer is responsible for all associated costs.
- (d) 8 Avenue NW is currently constructed to an Interim Rural Gravel Road standard. Upgrading to a Rural Gravel Local Road standard is required, in accordance with Specification Drawings No. RD-8. Upgrading may include but is not limited to, road widening and construction (gravel surface), and temporary cul-de-sac construction after the access for the proposed Lot 2 in accordance with modified Specification Drawings RD-11. Since upgrading 8 Avenue NW past access for proposed Lot 2 is premature at this time, a 100% cash in lieu payment towards future upgrading will be accepted. The owner/developer is responsible for all associated costs. Access from 8 Avenue NW to the proposed Remainder Lot and Lot 2 shall be constructed to an acceptable driveway standard in accordance with City of Salmon Arm Policy No. 3.11 (attached).
- (e) A 5.0m by 5.0m corner cut is required to be dedicated at the intersection of 60 Street SW and 8 Avenue NW. The owner/developer is responsible for all associated costs.
- (f) Access to the proposed Remainder Lot and Lot 2 will only be permitted onto 8 Avenue NW, no direct access to 60 Street NW is permitted. All unused driveways shall be removed. The owner/developer is responsible for all associated costs.

Water System

- (a) The site does not front onto a City watermain therefore; an alternative Water Source is required. The installation of a new on-site water supply system is required in accordance with Section 5.2 of Subdivision and Development Servicing Bylaw No 4163, 2016. As per the bylaw, the owner/developer may use the Professional Driven Approach or Homeowner Driven Approach. Registration of Land Title Act, Section 219 covenant for the proposed Lot 2 Lot will also be required.
- (b) The proposed Remainder Lot does not front onto a City watermain and is currently serviced by an Alternative Water Source (Covenant Document KR106546 registered on existing lot). A water quality test completed within 12 months for the existing well is required for subdivision approval.
- (c) Fire protection requirements to be confirmed with the Building Department and Fire Department.

Sanitary Sewer

- (a) The subject property does not front on to a City sanitary sewer system. Private on-site disposal system is required for each lot. The private on-site disposal system must be approved by Interior Health Authority. Approval of ground disposal systems from the Interior Health Authority will be required at the time of Building Permit. The owner/developer is to contact the Interior Health Authority directly for additional information.

Drainage

- (a) The subject property does not front on to an enclosed storm sewer system. Site drainage will be by an overland and/or ground discharge system. Drainage issues related to the development to be addressed at the time of Building Permit application to meet requirements of the Building Inspection Department.
- (b) Owner/developer's consulting engineer will be required to confirm there is sufficient excess downstream capacity to accommodate the proposed development. Existing drainage to be reviewed and modified where necessary to eliminate any adverse impacts on adjacent lands. Post development flows not to exceed pre-development flows.

Electrical and Telecommunications

- (a) BC Hydro has advised it has no concerns with the proposed subdivision. Confirmation that servicing has been installed and approved by BC Hydro will be required.
- (c) Telus has indicated it has no concerns with the proposed subdivision. Confirmation that servicing has been installed and approved by Telus will be required.
- (d) Shaw Cable has advised that the owner/developer should supply and install conduit per as per Shaw Cable drawings and specifications. Owner/developer to contact Shaw Cable directly for additional information.

Natural Gas

- (a) Fortis BC has been contacted to review the proposed subdivision application. At the time of writing this letter a response has not been received. The owner/developer is to contact Fortis BC directly for any requirements or additional information. The owner/developer is to provide confirmation from Fortis that servicing, if required, is completed to the satisfaction of Fortis.

Geotechnical/Environmental

- (a) A geotechnical report prepared in accordance with Categories A (Building Foundation Design) and B (Pavement Structural Design) of City of Salmon Arm Geotechnical Studies Terms of Reference will be required. The Terms of Reference is attached.
- (b) The geotechnical report must be certified by a qualified professional engineer and contain provisions that permit the City of Salmon Arm to use and rely on its findings and recommendations. In order for the proposed subdivision to be considered for final approval, the report must confirm that the land may be used safely for the intended use.
- (c) Registration of Land Title Act, Section 219 covenants may be required to address the findings and recommendations of the geotechnical report.

Provincial Riparian Areas Regulation

- (a) Development Permit Waiver 2163 was approved on March 4, 2021.

Urban/Wildland Interface

- (a) The subject property is outside of the Urban Containment Boundary. A Land Title Act Section 219 covenant pursuant to Section 6.3 of the City's Official Community Plan Bylaw No. 4000 is required prior to subdivision approval.

- (b) Pursuant to Section 6.3 of the City's Official Community Plan Bylaw No. 4000, registration of a Land Title Act Section 219 covenant will be required against each proposed lot to address the following:
 - (i) that the parcel is within an urban/wildland interface area and that the property owner(s) must take all necessary steps to eliminate fire hazards and prevent the spread of fire, including not allowing the accumulation of combustible material, including brush, on the lands and taking such other remedial action as may be requested by the City from time to time and;
 - (ii) that the City may not be able to prevent the spread of any fire and the owner(s) agrees not to claim or attempt to claim damages from the City should any buildings, structures, equipment or other items be damaged as a result of fire.
- (c) The Land Title Act Section 219 Covenant to address water quality and quantity may be combined with the covenant addressing the urban/wildland interface area.

Agricultural Land Reserve

- (a) The Agricultural Land Commission (ALC) has responded to the proposed subdivision indicating that although the proposed subdivision is outside of the ALR the applicant may want to erect a landscape buffer along the north property line to mitigate noise or smells normal for agricultural development. The comments of the ALC in relation to the proposed development are enclosed. The owner/applicant is to contact the ALC for clarification if needed.

Documents

- (a) All covenants, rights of way, easements and other documents are to be approved in draft form by the Approving Officer.
- (b) Approved documents are to be fully executed by the property owner(s) prior to being forwarded for execution by the City and/or the Approving Officer.
- (c) The Agricultural Land Commission signature block must be included on the plan of subdivision. The plan of subdivision must be signed prior to submitting the plans to the City's Approving Officer.
- (d) All documents are to be priority registered.

Zoning

- (a) The subject property is currently zoned A2 (Rural Holding Zone) under City of Salmon Arm Zoning Bylaw No. 2303. The A2 zone requires a minimum parcel size of 4.0ha (9.9ac) for each proposed and each parcel must be a minimum of 100.00 (328.1ft) in width. **An application to amend the zoning from A2 (Rural Holding Zone) to A3 (Small Holding Zone) is being considered by Council at the time of writing this letter. Should Council not support the proposed rezoning of the subject property the proposed subdivision may not proceed.** The zoning regulations for the A3 and A2 zones are attached. In addition, the site is currently designated Acreage Reserve under the City of Salmon Arm Official Community Plan Bylaw No. 4000.

Development Cost Charges

- (a) Pursuant to City of Salmon Arm Bylaw No. 3600, and subject to the amount payable for the provision of parkland, Development Cost Charges will be payable as follows:

DCC	Number of Lots	Total DCC Amounts
Roads	1	\$1,529.20
Drainage	1	\$1,185.52
Parks	1	\$1,056.66
Water	1	\$0.00
Sanitary	1	\$0.00
<i>Totals</i>	<i>1</i>	<i>\$3,771.38</i>

Final Approval

Consideration of final subdivision approval is contingent upon compliance with the terms and conditions outlined in this letter; any subsequent requirements deemed necessary by the Approving Officer and the following:

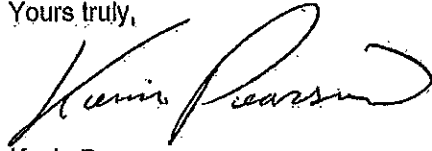
- (a) Completion of all servicing requirements to City standards and specifications.
- (b) Submission of a plan of subdivision, prepared by a British Columbia Land Surveyor, with signatures of all owners and charge holders.
- (c) Submission of a reproducible set of 'as built' engineering drawings and a letter from the owner/developer's consulting engineer that all services conform to City and other applicable standards.
- (d) Written confirmation from Shaw Telecommunications, Fortis, BC Hydro and Telus that servicing has been completed in accordance with their respective standards.
- (e) Submission of all covenants, rights of way and/or easement plans and agreements, as required.
- (f) Submission of Service Utility Cards.
- (g) Payment to the City of all arrears of property taxes chargeable against the land and all current assessed taxes levies against the land by the City.
- (h) Relocation/removal of any buildings or structures encroaching upon any new property lines.
- (i) Payment of fees and charges:

<i>Development Cost Charges</i>	=	\$ 3,771.38
<i>Final Plan Approval Fee</i>	=	\$ 500.00
<i>Engineering Services Fee</i> <i>(2 parcel x \$ 300.00 per parcel)</i>	=	\$ 600.00
TOTAL	=	\$ 4,871.38

Payment of all fees and charges is to be made in the form of cash, certified cheque or money order.

If you have any questions concerning the above, please contact Melinda Smyrl, Planner or Matt Gienger, Engineering Technician.

Yours truly,



Kevin Pearson
Approving Officer

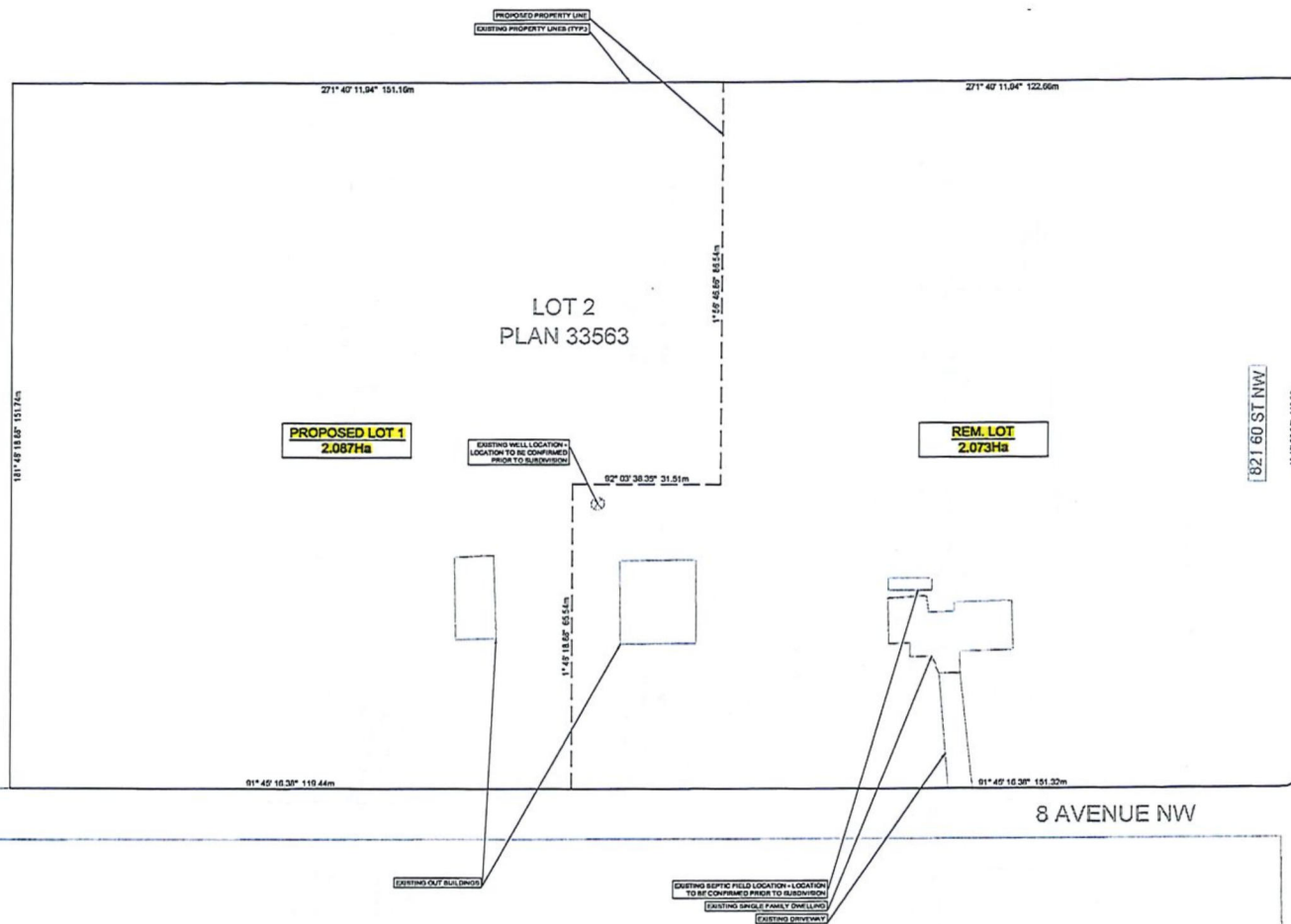
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Attachments

- (a) Sketch plan of proposed subdivision date stamped March 15, 2021
- (b) ALC Statutory Right of Way Notification dated August 17, 2020
- (c) City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163, 2016 Excerpt: Rural Local Standard RD-7 Drawing and Specification RD-11 Drawing
- (d) City of Salmon Arm Policy No. 3.11
- (e) City of Salmon Arm Geotechnical Studies Terms of Reference
- (f) ALC Referral Response dated April 9, 2021
- (g) City of Salmon Arm Zoning Bylaw No. 2303, 1995 Excerpts: A2 (Rural Holding Zone) and A3 (Small Holding Zone) dated May 26, 2021

cc:
File
Engineering (email)
Owner (SusanD@mill-tech-ind.com)

SKETCH PLAN OF LOT 2 SECTION 17
TOWNSHIP 20 RANGE 10 WEST OF
THE 6TH MERIDIAN KAMLOOPS
DIVISION YALE DISTRICT PLAN 33563



60 STREET NW

8 AVENUE NW

LEGEND

- [illegible]

COPYRIGHT:
THIS DRAWING AND DESIGN IS COPYRIGHT PROTECTED
WHICH SHALL NOT BE USED, REPRODUCED OR REVISED
WITHOUT WRITTEN PERMISSION BY LAWSON
ENGINEERING LTD.

DISCLAIMER:
THE CONTRACTOR SHALL CHECK AND VERIFY ALL
DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL
ERRORS AND OMISSIONS PRIOR TO COMMENCING
WORK.

DRAWINGS ARE NOT TO BE SCALED

"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
A	2011004	ISSUED FOR REZONING APPLICATION	/M	/M
NO	DATE RECEIVED	DESCRIPTION	BY	APPRO

REVISIONS

DRAFT SEAL	DESIGN	J5J
	DRAWN	J5J
	DATE	2021-02-24
	CHECKED	J5J

P/ENG	N/A
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SCALE 0 HORIZ. = 1:500 20



825C LAKESHORE DRIVE W
PO BOX 100 SALMON ARM, BC V1E 4N2
P: (250) 832-3220

SUSAN & JODY
DOBIE

821 60 ST NW
SALMON ARM, BC

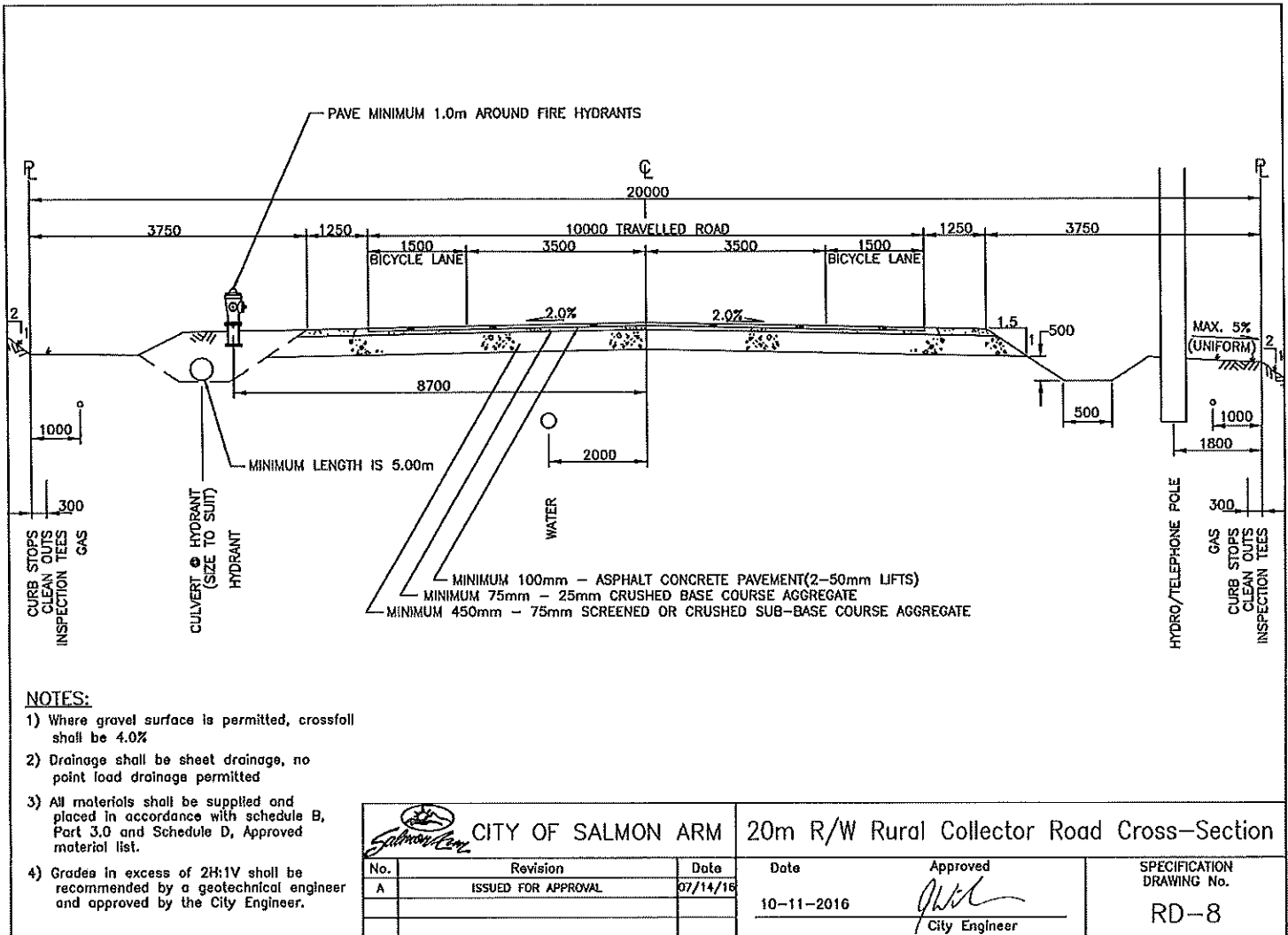
SUBDIVISION
SKETCH PLAN

PROJECT No.	205-1
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SHEET 1 OF 1	
DRWG. No. C101	REV. N A

APPENDIX 6

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



Adopted by Council October 11, 2016



- 3) For Rural roads, cul-de-sac to have 10.75m radius for asphalt surface and edge of gravel shoulder to have 12.00m radius.

Adopted by Council October 11, 2016

P60



Salmon Arm Office
825C Lakeshore Drive West
PO Box 106
Salmon Arm, BC V1E 4N2

Kamloops Office
1648 Valleyview Drive
Kamloops, BC V2C 4B5

Revelstoke Office
200 Campbell Ave
Suite 200
Revelstoke, BC V0E 2S0

Tuesday, October 12, 2021

Kevin Pearson, Approving Officer
City of Salmon Arm
Box 40 500 2nd Avenue NE
Salmon Arm, B.C. V1E 4N2

RE: 821 60 Street NW Variance Application (CoSA PLA File #21.05)

Dear Mr. Kevin Pearson:

This letter is intended to provide insight into the *subdivision* variance application submitted for 821 60th Street NW by the *owners* (Jody & Susan Dobie).

The subject parcel is located at 821 60 Street NW with 149m of frontage along 60th Street NW and 271m of frontage along 8th Avenue NW in Salmon Arm, BC. The subject property is rectangular in shape and 4.16 Ha in size with a single-family residential home located in the southeast quadrant, two outbuildings, with the remainder of land being agricultural crop land.

The *owner* has submitted a subdivision application for the subdivision of a secondary single-family residential lot for their son. The City of Salmon Arm has requested that the *owner* complete the following as conditions to the issuance of the final subdivision approval:

- (1) Upgrade 60 Street NW to an Interim *Rural Paved Collector Road Standard* (CoSA – RD-8) which would require; Installation of a 1.5m wide asphalt Bike Lane, 1.25m wide Shoulder and Drainage Ditch along the West side of 821 60 Street NW for the full frontage of the subject property (149m).
- (2) Upgrade 8 Avenue to a *Rural Local Road Standard* (CoSA – RD-7) which would require:
 - 4.971m of additional dedication along the entire 8th Avenue NW frontage (271m);
 - Upgrading 8th Avenue NW to the access of Proposed Lot 1 to a *Rural Gravel Road Standard* complete with road widening, gravel surfacing, ditching and temporary turn-around beyond the access to proposed Lot 1;
 - Cash-in-lieu for the upgrading of 8th Avenue NW beyond the access of Proposed lot 1 to a *Rural Gravel Road Standard* complete with road widening, gravel surfacing and ditching.

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

- 1) *Subdivision & Development Servicing Bylaw No. 4163 (Schedule B, Part 1, Section 4.0):*

Waive the requirement for 225m² of asphalt surfacing for installation of 149m of 1.5m wide Bike Lane, 149m of 1.25m wide Gravel Shoulder and 149m of a Drainage Ditch for the extent of the subject parcel along 60th Street NW:

- a) The reasons for this variance request are that adding a single residence on a proposed 2.1 Ha lot will not significantly increase traffic, vehicular, pedestrian or bicycle, along 60 Street NW however would create safety concerns and burden the *owner* with major financial costs:
 - i) *City of Salmon Arm Official Community Plan – Map 12.2 Cycle Network Plan* does **not** outline 60 Street NW as a 'Bike Route';
 - ii) There is no bike lane on either side of the subject parcel creating an 'island' of bike lane which could lead to rider and vehicular confusion and potential for rider safety concerns;



- iii) Widening the road drive aisle to 5.0m for only a 149m stretch along 60th Street NW whereas the remaining travel width is ~3.65m on either side of the subject property would add little value to the local road network and could lead to potential public safety concerns at 'pinch-points';
- iv) As per attached Class D *Opinion of Probable Costs* the owner would be required to pay an estimated **\$65,231.46** to the City in a scenario that would add little in regards to public value whereas may create public safety concerns.

2) *Subdivision & Development Servicing Bylaw No. 4163 (Schedule B, Part 1, Section 4.0):*

Waive the requirement to provide 4.971m of additional dedication along the entirety of 8th Avenue NW frontage;

- i) There is only one property that would likely ever require access off of 8th Avenue NW (2000 70th Street NW – current Salmon Arm Ready Mix Gravel pit that accesses via 1881 60 Street NW). The property owner would propose to leave the existing Road Right-of-way at 10m wide, with no further dedication, as this would provide adequate width for a potential future single-access route/laneway.
- ii) The property directly across from the subject parcel (791 60th Street NW) would similarly be required to dedicate ~5m of road dedication from their property to allow for the full construction of a City requested RD-7 Road Standard (20m R/W required). Without 791 60th Street NW dedicating their ~5m for Road Right-of-way, requiring the 4.971m be taken from the applicant's property becomes unnecessary as the City desired gravel road standard will be unfeasible to construct.
- iii) Dedicating 4.971m in Road Right-of-way along the full frontage of the subject parcel would equate to 1,346m² (0.33 acre) of land and value loss for the property owner whereas would come at little public value as no road is currently constructed, stands the likelihood of being constructed, or if required to be constructed for access to the single property (2000 70th Street NW), would require an ultimate Road Right-of-way dedication greater than 10m.

3) *Subdivision & Development Servicing Bylaw No. 4163 (Schedule B, Part 1, Section 4.0):*

Waive the requirement to upgrade 8th Avenue NW to the access of Proposed Lot 1 to a *Rural Gravel Road Standard* complete with road widening, gravel surfacing, ditching and turn-around cul-de-sac:

- i) The reason for this variance request is that currently 8th Avenue NW only services two existing residences. With the proposed subdivision 8th Avenue would then service three residences with minimal increase in vehicular and pedestrian traffic. Constructing 8th Avenue NW to the full *Rural Gravel Road Standard* without substantial traffic increase would come at a significant cost to the property owner – refer to attached Class D *Opinion of Probable Costs* - the owner would be required to pay an estimated **\$138,763.80** in a scenario that would add little in regard to public value or safety.

4) *Subdivision & Development Servicing Bylaw No. 4163 (Schedule B, Part 1, Section 4.0):*

Waive the requirement for Cash-in-lieu for the upgrading of 8th Avenue NW beyond the access of Proposed Lot 1 to a *Rural Gravel Road Standard* complete with road widening, gravel surfacing and ditching:

- i) The reason for this variance is there are no current or likely future access requests via 8th Avenue NW as the only land-locked property (2000 70th Street NW) is currently the Salmon Arm Ready Mix gravel pit and has a fully constructed and existing access from 60th Street



NW via 1881 60th Street NW. Requiring cash-in-lieu for construction of a road that will likely never be constructed for the subdivision of one addition lot in a community that is in desperate need of new residential lots seems unnecessary whereas placing significant financial strain on the applicant - refer to attached Class D *Opinion of Probable Costs* - the owner would be required to pay an estimated **\$85,422.96** in a scenario that would add little in regard to public value or safety.

Based on the information provided above, the owner would request that the City provide these variances to waive the owner's responsibility of paying for and completing the noted upgrades as they relate to the City Issued PLA#21.05. The applicant feels these requested variances will not take-away from present and future public value meanwhile would come at a massive expense to the owner making the subdivision of the family property into two separate properties for their son financially unfeasible.

If you have questions or concerns, please don't hesitate to call or email.

Best Regards,

Lawson Engineering Ltd.

Alistair Waters, ASCT, CCA
Project Manager, Principal
awaters@lawsonengineering.ca

Attachment(s):

- Class D Opinion of Probable Cost – 8th Avenue SW Construction Upgrades
- Class D Opinion of Probable Cost – 8th Avenue SW Cash-in-Lieu
- Class D Opinion of Probable Cost – 60th Street SW Construction Upgrades



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— ENGINEERING LTD. —

821 60 STREET SW - OFFSITE UPGRADE WORKS - 8 AVENUE SW CONSTRUCTION UP TO LOT 2 ACCESS

30-Sep-21

OPINION OF PROBABLE COSTS - CLASS 'D'

(*Denotes Nominal Quantity)

ITEM NO.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
A.	MOB/DEMOB	LS	LS	2,500.00	2,500.00
1.0	ROADS AND EARTHWORKS				
1.1	Supply & Install 25mm Crushed Base Aggregate	m3	165 *	95.00	15,675.00
1.2	Supply & Install 75mm Crushed Sub-Base Aggregate	m3	855 *	55.00	47,025.00
1.3	Common Ex. & Disposal	m3	720 *	19.50	14,040.00
1.4	Common Ex. & Road Grading	m3	300 *	12.50	3,750.00
1.5	Hydro-seeding (Disturbed Areas)	LS	LS *	2,500.00	2,500.00
1.6	Clearing and Grubbing	LS	LS *	8,500.00	8,500.00
2.0	STORM SEWER WORKS				
4.1	Supply & Install Drainage Ditch	m	340 *	28.00	9,520.00
4.2	Supply & Install 400mm CSP Culvert	m	24 *	255.00	6,120.00
4.3	Supply & Install Erosion and Sediment Control Measures	LS	LS *	500.00	500.00
SUMMARY					
A.	MOB/DEMOB				\$ 2,500.00
1.0	ROADS AND EARTHWORKS				\$ 91,490.00
2.0	WATER WORKS				\$ 16,140.00
	SUB TOTAL				\$ 110,130.00
A.	ENGINEERING (10%)				\$ 11,013.00
B.	CONTINGENCY (10%)				\$ 11,013.00
	SUB TOTAL				\$ 132,156.00
	GST (5%)				\$ 6,607.80
	TOTAL ESTIMATED COST				\$ 138,763.80

1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.

2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.



LAWSON

— ENGINEERING LTD. —

821 60 STREET SW - OFFSITE UPGRADE WORKS - 8 AVENUE SW FUTURE ROAD CONSTRUCTION - CASH-IN-LIEU

30-Sep-21

OPINION OF PROBABLE COSTS - CLASS 'D'

(*Denotes Nominal Quantity)

ITEM NO.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
A.	MOB/DEMOB	LS	LS	2,500.00	2,500.00
1.0	ROADS AND EARTHWORKS				
1.1	Supply & Install 25mm Crushed Base Aggregate	m3	80 *	95.00	7,600.00
1.2	Supply & Install 75mm Crushed Sub-Base Aggregate	m3	440 *	55.00	24,200.00
1.3	Common Ex. & Disposal	m3	520 *	19.50	10,140.00
1.4	Common Ex. & Road Grading	m3	200 *	12.50	2,500.00
1.5	Hydro-seeding (Disturbed Areas)	LS	LS *	2,200.00	2,200.00
1.6	Clearing and Grubbing	LS	LS *	12,500.00	12,500.00
2.0	STORM SEWER WORKS				
4.1	Supply & Install Drainage Ditch	m	202 *	28.00	5,656.00
4.2	Supply & Install Erosion and Sediment Control Measures	LS	LS *	500.00	500.00
SUMMARY					
A.	MOB/DEMOB				\$ 2,500.00
1.0	ROADS AND EARTHWORKS				\$ 59,140.00
2.0	WATER WORKS				\$ 6,156.00
	SUB TOTAL				\$ 67,796.00
A.	ENGINEERING (10%)				\$ 6,779.60
B.	CONTINGENCY (10%)				6,779.60
	SUB TOTAL				\$ 81,355.20
	GST (5%)				\$ 4,067.76
	TOTAL ESTIMATED COST				\$ 85,422.96

1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.

2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.



LAWSON

— ENGINEERING LTD. —

821 60 STREET SW - OFFSITE UPGRADE WORKS - 60 STREET SW UPGRADES

12-Oct-21

OPINION OF PROBABLE COSTS - CLASS 'D'

(*Denotes Nominal Quantity)

ITEM NO.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
A.	MOB/DEMOB	LS	LS	2,500.00	2,500.00
1.0	ROADS AND EARTHWORKS				
1.1	Supply & Install Asphalt (100mm)	m2	225 *	52.00	11,700.00
1.2	Supply & Install 25mm Crushed Base Aggregate	m3	35 *	95.00	3,325.00
1.3	Supply & Install 75mm Crushed Sub-Base Aggregate	m3	235 *	55.00	12,925.00
1.4	Common Ex. & Disposal	m3	270 *	18.50	4,995.00
1.5	Hydro-seeding (Disturbed Areas)	LS	LS *	2,200.00	2,200.00
1.6	Line Painting (Bike Lane)	LS	LS *	1,850.00	1,850.00
1.7	Supply & Install Bike Lane Sign	ea.	2 *	850.00	1,700.00
1.8	Clearing and Grubbing	LS	LS *	6,500.00	6,500.00
2.0	STORM SEWER WORKS				
2.1	Supply & Install Drainage Ditch	m	149 *	24.00	3,576.00
2.2	Supply & Install Erosion and Sediment Control Measures	LS	LS *	500.00	500.00
SUMMARY					
A.	MOB/DEMOB				\$ 2,500.00
1.0	ROADS AND EARTHWORKS				\$ 45,195.00
2.0	WATER WORKS				\$ 4,076.00
	SUB TOTAL				\$ 51,771.00
A.	ENGINEERING (10%)				\$ 5,177.10
B.	CONTINGENCY (10%)				\$ 5,177.10
	SUB TOTAL				\$ 62,125.20
	GST (5%)				\$ 3,106.26
	TOTAL CASH-IN-LIEU				\$ 65,231.46

1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.

2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.



*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: 03 December 2021
 PREPARED BY: Chris Moore, Engineering Assistant
 OWNER: **Dobie, J. and S**
 APPLICANT: **Lawson Engineering** (Alistair Waters), 825-C Lakeshore Drive W, Salmon Arm, BC, V1E 4N2, PO Box 106
 SUBJECT: **VARIANCE PERMIT APPLICATION FILE NO. VP- 541**
 LEGAL: Lot 1, Section 13, Township 20, Range 10, W6M, KDYD, Plan EPP94805
 CIVIC: **821 60 Street NW**

Further to the request for variance dated October 7, 2021; the Engineering Department has reviewed the site and offers the following comments and recommendations relative to the requested variances:

The applicant is requesting that Council waive the following requirements of the Subdivision and Development Servicing Bylaw No. 4163:

1) Waive the requirement for the installation of a bike lane along 60 Street NW;

Where construction of a home is proposed on bareland within the rural area, the Subdivision and Development Servicing Bylaw 4163 requires full upgrade of the road(s), works and services within the property's frontage.

60 Street NE is designated as a Rural Collector Road and upgrading to this standard is required, in accordance with Specification Drawing No RD-8. Upgrades required include bike lane construction and associated road widening and ditching (as noted in the submitted Opinion of Probable Cost).

The Official Community Plan (OCP) does not currently include this section of road in the Cycle Network Plan; therefore, staff are in support of waiving the requirements of the SDSB.

Recommendation:

The Engineering Department recommends that the requested variance to waive the requirement for bike lane construction along 60 Street NW be approved.

VARIANCE PERMIT APPLICATION FILE NO. VP- 541

03 December 2021

Page 2

2) Waive the requirement for the provision of road dedication along 8 Avenue NW;

8 Avenue NW, on the subject property's southern boundary, is designated as a Rural Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that 4.971m additional dedication is required (to be confirmed by a BCLS). Owner / Developer is responsible for all associated costs.

Since there are three other properties that front onto 8 Avenue NW (or onto 65 Street NW, accessed from 8 Avenue NW), the current ROW width limits potential future development opportunities. The additional road dedication is required to ensure that a full City Road standard could be achieved in the future, if required. However, given the limited development potential from 8 Avenue NW, the Engineering Department would support a 18m wide ROW, reducing the dedication required from the subject property to 3.971m (to be confirmed by a BCLS).

Recommendation:

The Engineering Department recommends that the requested variance to waive the requirement for the provision of road dedication along 8 Ave NW be denied, but would support the reduction of the dedication to an additional 3.971m.

3) Waive the requirement to upgrade 8 Avenue NW (up to the driveway location on proposed Lot 2) to the RD-7 (gravel) standard and the provision of a cash-in-lieu payment for the portion of 8th Avenue NW beyond the proposed driveway on the proposed Lot 2.

8 Avenue NW is currently constructed to an Interim Rural Gravel Road standard. Upgrading to a Rural Gravel Local Road standard is required, in accordance with Specification Drawing No. RD-7. Upgrading may include, but is not limited to, road widening and construction (gravel surface), temporary cul-de-sac construction after proposed lot access in accordance with modified Specification Drawing RD-11. Since upgrading 8 Avenue NW past access for the proposed lot is premature at this time, a 100% cash in lieu payment towards future upgrading will be accepted. Owner / Developer is responsible for all associated costs.

Since there will now be three properties accessing from 8 Avenue NW, the City is required to maintain 8 Avenue NW and to include 8 Avenue NW in our snow plowing operations. It is important that City roads are constructed to full City standards to ensure proper functionality and safety during maintenance, particularly the winter months. A temporary cul-de-sac is required at the end of the constructed road to allow City plows and service vehicles to turn.

There is an existing undeveloped property at the west end of the 8 Ave dedication that would only have access to the City road network via 8 Avenue NW necessitating the eventual construction of 8 Avenue NW to the western property boundary of the subject parcel. However, currently beyond the proposed lot 2's access there are no dwellings constructed and it is premature to construct this portion of the road at this time. A cash in lieu payment will therefore be accepted for future road construction within the subject properties half of the road

VARIANCE PERMIT APPLICATION FILE NO. VP- 541

03 December 2021

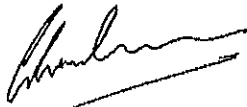
Page 3

frontage, which equates to a 50% CIL for the cost of the road upgrade. Waiving this payment would put the burden of payment for this section of road on the adjacent property(s) should they develop in the future. The bylaw requires that each property is to pay all upgrades within the subject frontage.

Recommendation:

The Engineering Department recommends that the requested variance to waive the requirement to upgrade 8 Avenue NW (up to the driveway location on proposed Lot 2) to the RD-7 (gravel) standard and the provision of a cash-in-lieu payment for the portion of 8th Avenue NW beyond the proposed driveway on the proposed Lot 2 be denied. Staff note that the cash-in-lieu payment is only required for half the road width across their frontage (50% of the Lawson Engineering estimate).

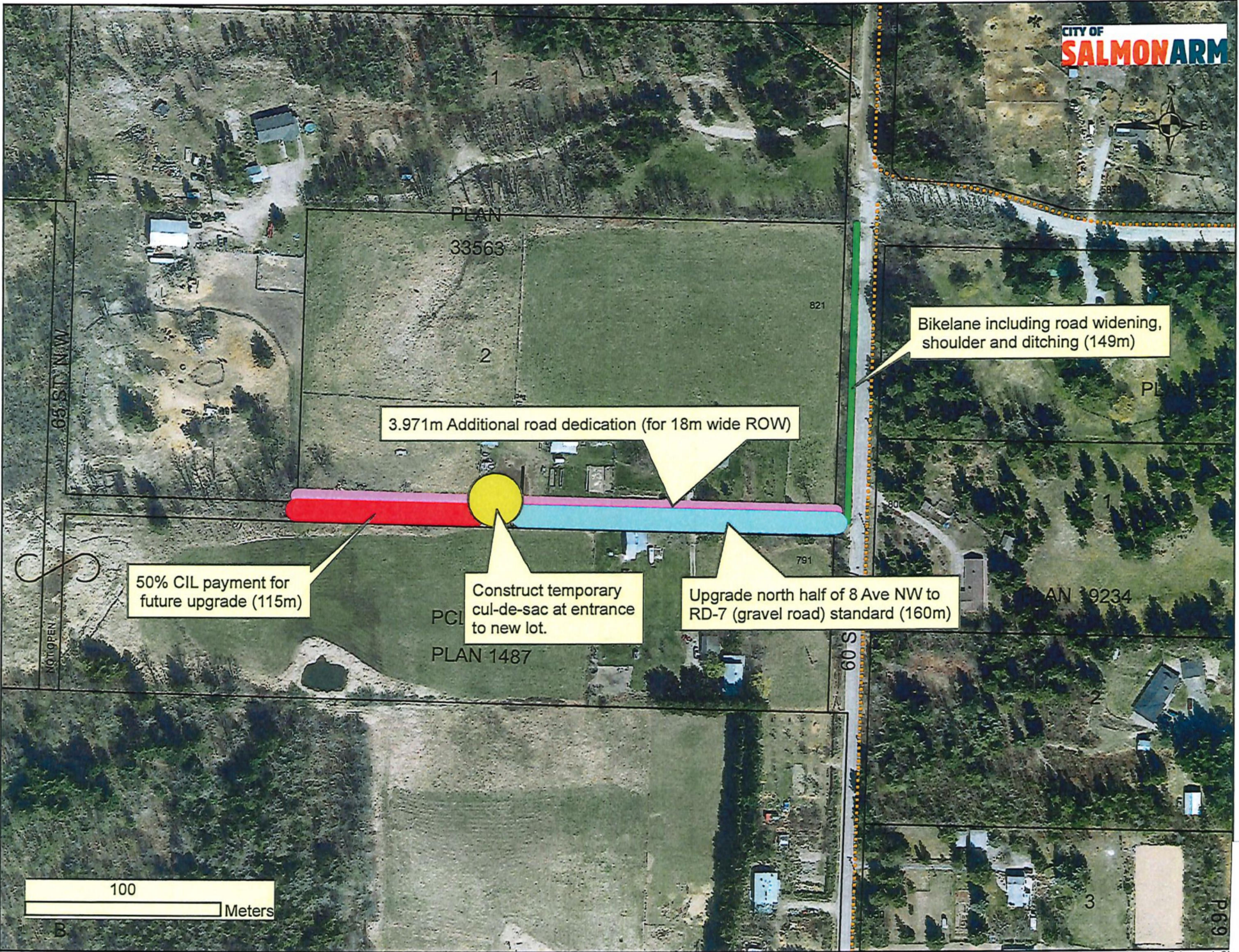
Staff strongly recommend that if Council waive the upgrade of 8 Avenue NW with cul-de-sac, that they require a signed agreement from all landowners accessing the roadway stating that the roadway is effectively a shared driveway and that the City is not responsible to maintain the right-of-way. Maintenance of the roadway without the appropriate width and turn-around is difficult and often unsafe for City equipment and crews.



Chris Moore
Engineering Assistant



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



Bikelane including road widening, shoulder and ditching (149m)

3.971m Additional road dedication (for 18m wide ROW)

50% CIL payment for future upgrade (115m)

Construct temporary cul-de-sac at entrance to new lot.

Upgrade north half of 8 Ave NW to RD-7 (gravel road) standard (160m)

100
Meters

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Did you know that all dogs over the age of six months that live within the City of Salmon Arm boundaries must be licensed? Time is running out to renew your dog license for 2022 at the reduced early payment discount rate. Purchase before February 16th & receive \$5 off your annual licensing fee.

Remember, licensing your dog provides identification which will allow us to return your dog to you if he/she is lost or stolen... Don't delay, purchase today!

Purchase Locations

- In-Person - City Hall 500 2 Avenue NE Salmon Arm 8:30 AM to 4:00 PM (250) 803-4000
- Online - <https://www.salmonarm.ca/FormCenter/Dogs-12/Dog-Licence-Form-50>

	Before Feb 16, 2022	After Feb 16, 2022
Spayed Female	\$12.00	\$17.00
Unspayed Female	\$30.00	\$35.00
Neutered Male	\$12.00	\$17.00
Unneutered Male	\$30.00	\$35.00
Four Or More Dogs*	\$130.00	\$135.00

* Special Zoning Required

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