

July 31, 2025

Hearing Notice

Council Consideration:

Development Permit with Variance No. DP-465

- Beginning at 7:00pm, Monday August 11, 2025, during the Regular Council Meeting
- Council Chambers - Salmon Arm City Hall, 500 – 2 Avenue NE

PROPERTY:

1511 & 1561 – 10 Avenue SW

(1511) Lot 3, Section 15, Township 20 Range 10, W6M, KDYD, Plan 4309 Except Plan EPP124351

(1561) Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 10420 Except Plan EPP124351

LOCATION:

South of Trans Canada HWY and East of 10 Street SW on the North side of 10 Avenue SW

PROPOSAL:

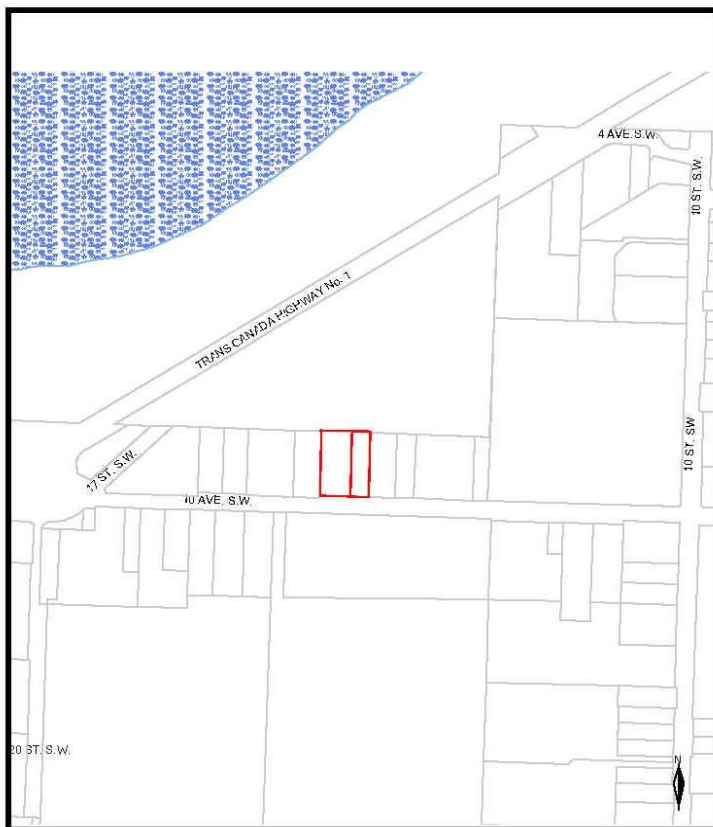
A mixed commercial and residential building consisting of ground-level commercial space with 61 residential upper-level dwelling units.

BYLAW VARIANCE REQUEST:

Zoning Bylaw No 2303:

Section 20.5 – increase the maximum height of a principal building from 19.0 m (62.3 ft) to 22.9 m (75.2 ft), and

Appendix 1 – Table A1-1 – reduce the required off-street parking spaces from 95 (11 Daycare and 84 Upper -Level Dwelling Unit including required Guest spaces) to 60 spaces.



The City of Salmon Arm makes no representation as to the completeness, timeliness and accuracy of the information contained on this website. The City of Salmon Arm expressly disclaims liability for any and all damages and losses arising from or in any way related to the use of this website.

INFORMATION:

The staff report for the proposed Development Permit No. DP-465 is available for viewing on the City of Salmon Arm website at <https://www.salmonarm.ca/468/Notices> from **July 31 - August 11, 2025** inclusive.

If you wish to participate electronically, a link to the virtual meeting is available in the Agenda section on the City's website at www.salmonarm.ca. Electronic participation is accommodated through computer with internet access or telephone.

All persons who wish to register an opinion to Council for consideration on the proposed Development Permit may do so either by:

- Written submission, that may be dropped off at City Hall in the drop box to the left of the main entrance;
- Email submission to cityhall@salmonarm.ca;
- Appearing in person or electronically, or represented by an agent, at the Hearing on **Monday August 11, 2025**.

Please note written and/or email submissions must be presented to the Administration Department no later than **10:00am on Monday August 11, 2025**.

Respectfully,

Development Services // **For more information contact:** planning@salmonarm.ca or 250.803.4000

DEVELOPMENT PERMIT
Local Government Act (Part 14)

Bylaw No. 4640

PERMIT NUMBER: **DP-465**

SCHEDULE "C"

TO: Green Emerald Investments Inc. and 1406085 Alberta Ltd.:

1511 & 1561 – 10 Avenue SW (PID: 010-561-480 & 004-098-269)

1. This Development Permit is issued subject to compliance with all applicable City of Salmon Arm By-Laws except as specifically varied by this Permit.
2. This Development Permit applies to, and only to (legal description),
(1511) Lot 3, Section 15, Township 20, Range 10, W6M KDYD Plan 4309, Except Plan EPP124351
(1561) Lot 1, Section 15, Township 20, Range 10, W6M KDYD Plan 10420, Except Plan EPP124351
and any and all buildings, structures and other development thereon.
3. The City of Salmon Arm
☒ Zoning Bylaw No. 2303
☐ Subdivision and Development Servicing Bylaw No. 4293
☐ Sign Bylaw No. 2880
☒ Required under Development Permit Areas (Official Community Plan Bylaw No. 4000)

THAT: The Committee recommends to Council that Development Permit No. 465 be authorized for issuance for that part of Lot 3, Section 15, Township 20, Range 10, W6M, KDYD, Plan 4309 Except Plan EPP124351, and Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 10420 Except Plan EPP124351 (1511 & 1561 10 Avenue SW) in accordance with the drawings attached as Appendix 6 to the staff report dated August 5, 2025;

AND THAT: Development Permit No. 465 include the following variances to Zoning Bylaw No. 2303:

1. Section 20.5 – increase the maximum height of a principal building from 19.0 metres (62.3 feet) to 22.9 metres (75.2 feet) in accordance with the attached drawings; and
2. Appendix 1 – Table A1-1 – reduce the required off-street parking spaces from 95 (11 Daycare and 84 Upper Level Dwelling Unit including required Guest spaces) to 60 spaces.

AND FURTHER THAT: Issuance of Development Permit No. 465 be withheld subject to:

1. Consolidation of the subject parcels, and
2. Receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscape estimate for completion of the landscaping plan.

4. The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit.
5. This Permit is **not** a Building or Sign Permit.
6. Notice shall be filed in the Land Title Office that the land described herein is subject to this Permit.
7. The terms of the Permit or any amendment to it are binding on all persons who acquire an interest in the land affected by the Permit.
8. **If the Permittee or its successor(s) in title does not substantially commence any construction with respect to which this permit was issued within 2 years after the date it was issued, the Permit shall lapse.**
9. Security in the amount of _____ has been deposited as per Council's direction, in conjunction with Subsection 11 of the City of Salmon Arm Development Permit Procedure Bylaw No. 4640.

AUTHORIZING RESOLUTION ADOPTED BY COUNCIL on the _____ day of _____, 2025.

ISSUED this _____ day of _____, 2025.

CORPORATE OFFICER
Rhonda West



REQUEST FOR DECISION

To: Development & Planning Services Committee

Title: Senior Planner - Development Permit Application No. DP-465

Legal: Lot 3, Section 15, Township 20, Range 10, W6M, KDYD, Plan 4309 Except Plan EPP124351, and Lot 1, Section 15, Township 20, Range 10, W6M, KDYD Plan 10420 Except Plan EPP124351
Civic: 1511 & 1561 10 Avenue SW
Owner: Green Emerald Investments Inc. (Arsenault, G.) and 1306085 Alberta Ltd. (Fowler V.)
Agent: Reid Architecture Ltd. (McGregor, T.)
Date: August 5, 2025

Executive Summary/Purpose:

This proposal is for a mixed commercial and residential building consisting of ground-level commercial space with 61 residential upper-level dwelling units, subject to the guidelines of the "Highway Service Tourist Commercial Permit Area". Two variances are requested: to increase the building height and to reduce the number of required parking stalls. As the proposal fails to fully meet the OCP DPA guidelines in the opinion of staff, staff recommend defeat of the motion.

Motion for Consideration:

THAT: The Committee recommends to Council that Development Permit No. 465 be authorized for issuance for that part of Lot 3, Section 15, Township 20, Range 10, W6M, KDYD, Plan 4309 Except Plan EPP124351, and Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 10420 Except Plan EPP124351 (1511 & 1561 10 Avenue SW) in accordance with the drawings attached as Appendix 6 to the staff report dated August 5, 2025;

AND THAT: Development Permit No. 465 include the following variances to Zoning Bylaw No. 2303:

1. Section 20.5 – increase the maximum height of a principal building from 19.0 metres (62.3 feet) to 22.9 metres (75.2 feet) in accordance with the attached drawings; and
2. Appendix 1 – Table A1-1 – reduce the required off-street parking spaces from 95 (11 Daycare and 84 Upper Level Dwelling Unit including required Guest spaces) to 60 spaces.

AND FURTHER THAT: Issuance of Development Permit No. 465 be withheld subject to:

North: IR First Nations reserve lands

East:	C-3	Commercial (café use)
West:	C-6	Commercial (residential use)
South:	C-6	Commercial (rural residential / agricultural use)

Relevant Policy(ies):

The proposed development is subject to the guidelines of the “Highway Service Tourist Commercial Permit Area” as described in the OCP and further in this report, which suggest characteristics under the categories of *siting and building, landscape and screening*, as well as *access, circulation and parking area* guidelines.

Furthermore, Zoning Bylaw regulations as detailed under the C-6 Zone are applicable, as well as the Tree Protection Bylaw No. 4637.

Referral Comments:

Fire Department

No concerns.

Building Department

No concerns.

Engineering Department

Servicing requirements for future development have been provided to the applicant. Frontage and service upgrades are required, including the installation of a fire hydrant, multi-use path and boulevard construction. Comments attached (Appendix 7).

Other

BC Hydro

No objections, working with the customer (applicant) regarding the right-of-way required.

Planning Department

The applicant is applying for a Development Permit to support a mixed-use commercial/residential development, predominantly featuring upper-level residential dwellings intended for “aging in place” seniors housing. The proposed building is reasonably articulated and well featured, the landscape plan substantially meets the guidelines, and staff have no particular concern with either of the two variances requested. However, as the proposed site plan and parking area fail to meet OCP objectives and guidelines, specifically OCP 9.6.42, the proposal is not supported by staff. An itemization of the design guidelines is included in the Development Permit Area checklist attached as Appendix 9.

As described above, the OCP outlines development permit objectives including promoting quality site design, ensuring developments provide a positive impression, promoting safe non-vehicular access, and promoting environmentally sensitive approaches. The intent of these guidelines are aligned with urban design principals to direct development in a manner which positively adds to local streetscapes and the unique make up or character of Salmon Arm. A well-designed and attractive building can contribute to the community through proximity to the public space (road) in multiple ways which parking lots are incapable of. Adding visible and unique street appeal is one way in which a new development can contribute to the broader community, providing opportunities

for social interactions at (or near) the street level, contributing to traffic calming, and creating distinct and appealing places.

While Council is not bound by precedent, staff note that these guidelines directing large parking areas to the rear of buildings have been in place for over a decade, appearing in consecutive OCPs. Since 1997, there have been 16 Development Permit applications in the vicinity of the subject parcels that have reasonably met these guidelines to the satisfaction of staff and Council. Furthermore, in consecutive reports and through ongoing correspondence regarding this site, staff have taken multiple opportunities to communicate and highlight these guidelines to inform the applicant's proposal in advance of this application.

Staff note that in siting the building at the rear or north of the subject parcels, that they are adjacent to a cellular tower installation to the northeast and First Nation's lands to the north which are outside of the jurisdiction of the City. When development of the land to the north proceeds, it may be without the involvement or input of the City.

While this proposal has merit and the building is aesthetically designed, as the position of the proposed building and parking area does not adhere to OCP guidelines the proposal is not supported by staff. Should the applicant revise their concept to meet the OCP guideline noted, subject to review staff expect to support such a proposal.

As further detailed in the attached checklist and below, in the opinion of staff the proposal fails to fully meet the OCP DPA guidelines. By locating the parking entirely in front of the building and shifting the building away from the street, the proposal subsequently fails to fully meet many of the objectives of the OCP development permit area guidelines:

- While the building design is generally positive, the siting of the building limits the overall contribution of the proposal to the community and visibility from street.
- The building frontage and entry point is located away from the site access point, across the entire parking area, disconnected from the street (despite the provision of sidewalk).
- Landscaping which helps to screen the parking area furthers this disconnection as it obscures the building entrance.

Siting and Building Guidelines

The applicant is proposing a mixed-use development in the form of a 6-level building. The building has a footprint of approximately 1,220 square metres in area and rises to a maximum height of 22.9 metres above grade. Variances for increased height and reduced parking have been requested. The building is set over the north portion of the parcel, with the parking over the southern portion adjacent to 10 Avenue SE, between the building and the public right-of-way.

The building design is a contemporary style with a varied facade and linear roofline providing visual interest, incorporating a range of cladding materials. Architectural features and details are reasonably unified on all elevations. The entrance features create easily identifiable and protected access points, while the angular design features, balconies, as well as the varied materials and colour choices create visual interest. The building features outdoor patio spaces and indoor amenity areas. The majority of units feature balconies. These serve to add additional visual interest to the proposed building.

OCP guidelines direct buildings to be oriented towards the dominant street frontage and parking to the rear or side of the buildings. In the opinion of staff, while the building design is strong and meets the design guidelines detailed in the OCP, the site plan creating separation between the

building and the street frontage and placing the parking lot at the street does not meet the guidelines (particularly OCP 9.6.42) which direct large parking areas in excess of 20 stalls to the rear of buildings.

Landscape and Screening Guidelines

A landscape plan was submitted on June 26, 2025 that staff suggest largely aligns with OCP guidelines. The landscape plan prescribes perimeter plantings, provides an alignment of street trees, and features a mid-parking lot island to reduce the visual impact of the parking area. While the landscaping does serve to screen the parking area, unfortunately it creates further disconnection between the building and the street scape as it obscures the building entrance.

An estimate for the landscape materials has been provided (\$38,174.06). A 125% security is required prior to issuance of the Development Permit should it be supported.

As the site is subject to the provisions of the Tree Protection Bylaw No. 4637, any tree removal restricted by this bylaw is prohibited. Under this bylaw, trees may be authorized to be removed under the provisions of a valid development permit issued by the City. Replacement trees are proposed as per the attached landscape plan. The landscape plan proposes 40 new trees. Under the Bylaw, the tree density target for this site is 39 trees, which the proposal exceeds. Where a proposed landscape plan does not meet or exceed the tree density target, a fee of \$500 per tree is required to be deposited into a City reserve fund for tree planting.

Access, Circulation and Parking Area Guidelines

Vehicle access proposed is via a single access, with a sidewalk/walkway along the east parcel line between the street and the building entrance. The 60-stall parking area is set over the south portion of the site, with a landscape island in the centre. The proposal also features outdoor bike racks as well as an indoor scooter and bicycle storage area. The Zoning Bylaw further specifies surfacing, grading and drainage requirements for off-street parking.

As previously noted, OCP 9.6.42 directs that there should be no more than 20 stalls between the street frontage and buildings, with large areas of parking located to the rear or side of buildings. As further detailed in this report, staff note that the proposal does not meet this guideline. The applicant has provided a letter of rationale for this element of their proposal.

Zoning Bylaw Variances

Building Height

The applicant has requested an increase to the maximum permitted building height from 19 metres to 22.9 metres. A letter details this request (Appendix 5), stated for accommodating infrastructure for the commercial space at the ground floor, as well as increased residential ceiling heights and related services. While Council is not bound by any precedent, this request (3.9 metres or 20%) is not in excess of variances granted for similar buildings within the City. The building design features an articulated roofline, which should lessen the impact of the requested height. Considering the design of the building and roofline, other multi-storey developments in the community of similar (or greater) height, as well as the size of the variance requested, staff feel the height variance is reasonable. If Council does not support the variance, the building would require to be redesigned likely with a residential level (approximately 12 dwelling units) removed.

Parking

The applicant has requested a reduction in the required number of total parking stalls from 95 to 60. The proposal has defined 11 parking stalls for the daycare, so this would largely affect the upper floor dwelling units, with 61 residential units being served by 49 parking stalls. The reduction is aligned with what the City would permit for an *assisted living* residential use (which would require 20 stalls to serve the same number of units), noting that this proposal does not meet the City's definition of an assisted living project. The applicant has provided rationale based on their experience with this residential use from other sites, noting that many of their anticipated residents do not have cars. Staff note that this location is on a bus route and the site is in a walkable location relative to local services (approximately 175 metres to Piccadilly Mall). While noting the lack of public parking options in this area, staff feel this rationale is reasonable and manageable by the applicant and are not concerned with this request.

Financial Considerations:

At the time of Building Permit, Development Cost Charges would be charged at the High Density Residential rate and commercial per square metre rate for the areas designated commercial on the ground floor.

Committee Recommendations:

Design Review Panel

With the proposal for Highway Service Tourist Commercial development, the application was referred to the Design Review Panel (DRP) for review. The DRP positively noted the need for housing and the positive contribution the proposed design. The Panel was supportive of the proposal as presented, noting concern for the parking and loading in support of the daycare. The DRP support is conditional on the definition of the daycare parking, which the applicant has provided.

The July 3, 2025 DRP meeting minutes are attached (Appendix 8).

Public Consultation:

Pursuant to the *Local Government Act* and City of Salmon Arm Development Permit Procedures Bylaw notices are mailed to landowners within a 30 m 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 11, 2025 at 7:00pm.

Alternatives & Implications:

Council may wish to support the proposal with revisions to meet the OCP guidelines as noted by staff. An alternative motion is provided below.

THAT: The Committee recommends to Council that Development Permit No. 465 be authorized for issuance for that part of Lot 3, Section 15, Township 20, Range 10, W6M, KDYD, Plan 4309 Except Plan EPP124351, and Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 10420 Except Plan EPP124351 (1511 & 1561 10 Avenue SW) subject to the receipt of revised site plans that comply with OCP guideline 9.6.42, with no more than 20 parking stalls located between the street frontage and building;

AND THAT: Development Permit No. 465 include the following variances to Zoning Bylaw No. 2303:

1. Section 20.5 – increase the maximum height of a principal building from 19.0 metres (62.3 feet) to 22.9 metres (75.2 feet) in accordance with the attached drawings; and
2. Appendix 1 – Table A1-1 – reduce the required off-street parking spaces from 95 (11 Daycare and 84 Upper Level Dwelling Unit including required Guest spaces) to 60 spaces.

AND FURTHER THAT: Issuance of Development Permit No. 465 be withheld subject to:

1. Consolidation of the subject parcels, and
2. Receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscape estimate for completion of the landscaping plan.

Council may wish to defeat the proposal. An alternative motion is provided below:

THAT: The Committee recommends to Council that Development Permit No. 465 not be issued.

Should Council want the applicant to reconsider the siting of the building and more complete compliance with the Development Permit Area Guidelines, the following alternate motion is offered:

THAT: The Committee recommends that the application be referred back to staff to work with the applicant to resolve more complete compliance with the Development Permit Area Guidelines respecting the location of the building on the site.

Prepared by: Senior Planner

Reviewed by: Manager of Planning and Building

Reviewed by: Director of Planning and Community Services

Approved by: Chief Administrative Officer


Attachments:

- Appendix 1 – Location Map
- Appendix 2 – Ortho Map
- Appendix 3 – OCP Map
- Appendix 4 – Zoning Map
- Appendix 5 – Letters of Rationale
- Appendix 6 – Site Plans & Elevations
- Appendix 7 – Engineering Department Comments
- Appendix 8 – Design Review Panel Meeting Minutes
- Appendix 9 – Development Permit Area Checklist


Subject Property Map

Appendix 1







0 15 30 60 90 120



Meters

Legend

 Parcels	 Subject Property
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Ortho Map

Appendix 2



1641

1591

1561

1511

1481

1441

10 Ave SW

1650

1490



0 10 20 40 60 80 Meters

Legend



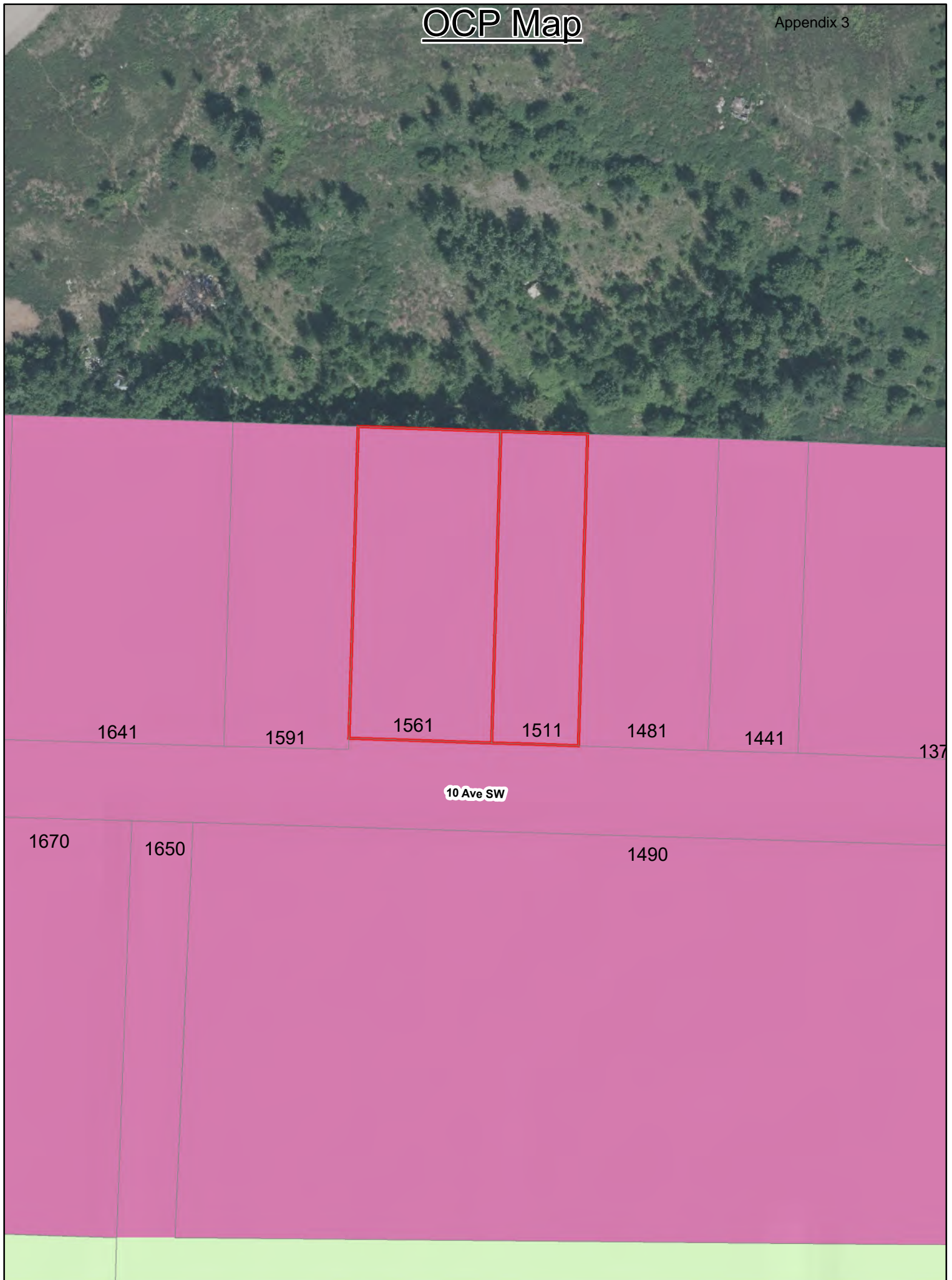
Parcels




Subject Property


OCP Map

Appendix 3









0 12.5 25 50 75 100 Meters

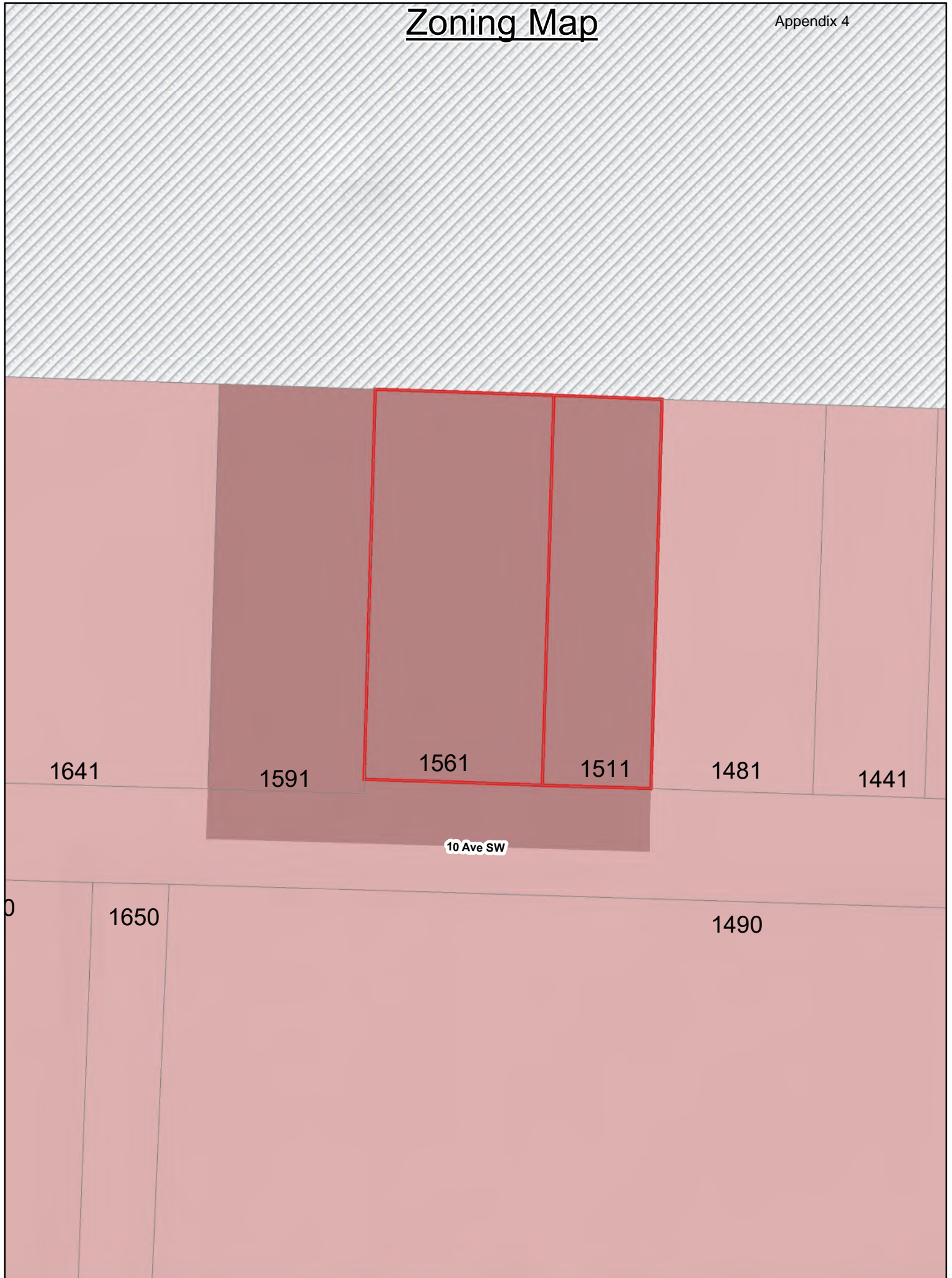



Legend

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

Zoning Map

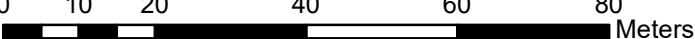
Appendix 4










N

0 10 20 40 60 80 Meters



Legend

 Parcels	 C-3	 IR
 Subject Property	 C-6	

TERRY COLLIER, MSc.
& ASSOCIATES

June 13, 2025

Mr. Gary Arsenault
Green Emerald Developments
Salmon Arm, B.C.

Dear Gary

Re: **Developers Narrative – Salmon Arm**

MDM Construction and Green Emerald Developments is proposing to develop a senior's supportive living apartment at 10th Avenue Salmon Arm. The model for this community is an affordable alternative to traditional senior independent living properties and assisted living facilities. We are providing this narrative to highlight the proposed properties unique features that will benefit the Salmon Arm community members.

The Housing Model

This model differs from full-service independent living communities, which typically cater to higher income seniors (the top 20%). These communities are expensive to operate, partly because they require significant staffing. The proposed property will offer social connectedness, implementing a volunteer model to serve the needs of the 'forgotten 40%', middle income seniors with fixed incomes. The property has a third party home care contractor to meet the aging in place needs of the proposed properties residents. There is a significant unmet demand in Salmon Arm, at this time. It is an affordable independent living model designed for active, self-sufficient, middle-income seniors seeking a place to call home. The proposed property will support social activities between residents, enhancing quality of life and allowing them to age in place. Most of the amenities that are typically found in traditional independent/assisted living facilities will be available on the main floor. Activities and services will be provided by third party vendors and resident volunteers, through coordination and direction of the General Manager and Community Engagement representative.

Vision Statement

To create an amazing senior community where all residents regardless of their financial resources are touched moved and inspired to live life at its fullest.

Mission Statement

To empower every resident to experience community living in a manner that supports both their health and happiness. Understanding that most resident are over 85 years of age and will require significant supportive services while living at Three Robins Salmon

Arm,

This model has been proven in the United States and recently in Alberta (Stony Plain, Red Deer, Sherwood Park), with 95% of residents participating in the volunteer program and approximately 42% volunteering more than 10 hours per month. Volunteering is optional, and those who choose to be part of the program receive a reduction in rent (\$200 per month) for their contributions.

Some examples of volunteer activities include:

- Preparing meals together in the communal kitchen
- Taking fellow residents shopping and to medical appointments
- Helping residents with accessing technology
- Supporting daily recreational programming
- Maintaining gardens and landscaping
- Walking residents' dogs or supporting their pets when convalescing or travelling.
- Supporting management of the emergency call and health programs
- Helping fellow residents with chores

Providing seniors with volunteer opportunities stimulates social interactions and leads to a greater sense of purpose. The rent reduction has a significant emotional appeal, residents feel proud to be contributing to their own community and their adult children are supportive, because they see their parents thriving.

There are five key pillars that are foundational to the success of an aging in place community:

Food – All apartments will have full kitchens, so residents can prepare their own meals. The kitchens will also be available to home care staff to prepare meals as per residents' needs and assessment by Interior Health. Residents will also have access to various other meal options. Daily, community meals will be made in the purpose-built, communal kitchen with a commercial dishwasher for sanitization. The staff will coordinate home delivery of groceries and meals.

Recreation – Our staff will coordinate recreation programs with resident volunteers, customized to their interests.

Transportation – There will be a shuttle van on site for the residents' use, which we will maintain and insure. A staff member with a Class 4 driver's license (taxi, limousine, chauffeur) will operate and maintain the van.

Optional Services – Residents will have the comfort and security of having services such as home care, housekeeping, and laundry available as they need them (pay per use). These will be provided by a third-party vendor, coordinated by the staff.

Emergency Call Program – Every resident will have access to an emergency call system for their safety. The program will be operated by both staff and a third-party vendor call center.

On-Site Home Care Services – Residents can access private and provincially funded home care services as assessed by Interior Health.

The success of this innovative senior's model is dependent upon having sufficient residents living at the property, to support the volunteer activities and the third-party vendors providing à la carte services. The viability and affordability of this community, with its extensive amenities, relies upon having enough density. Much thought has been put into the project design to take all of these factors into account.

The Building

The proposed property will use architectural features, quality materials and landscaping to create an engaging community for seniors. The project will be 4 stories, constructed using wood with fire protected coating.

- 60 rental units
- 60 surface parking stalls
- 4200 square feet of amenity space and lobby on the main floor

SUITE SUMMARY		
TYPE	AREA	QUANTITY
2 BEDROOM + DEN (B)	947 ft ²	02
2 BEDROOM (B1)	740 ft ²	01
2 BEDROOM + DEN (C)	1375 ft ²	01
2 BEDROOM (C1)	909 ft ²	02
2 BEDROOM (C2)	1347 ft ²	01
2 BEDROOM (C3)	1448 ft ²	01
1 BEDROOM (A)	642 ft ²	01
1 BEDROOM (A1)	581 ft ²	01
1 BEDROOM (A2)	689 ft ²	01
1 BEDROOM (A3)	737 ft ²	02
STUDIO (D)	569 ft ²	01
TOTAL (PER TYP. FLOOR)		12
TOTAL BUILDING		61
(2 UNITS ON MAIN FLOOR & LESS 1 UNIT ON SIXTH FLOOR)		

All suites will be fully appointed apartments, finished with quality materials, complete kitchens, bathrooms, in suite laundry and balconies. Residents can prepare meals in the privacy of their own home or receive meals via the community kitchen. CASPR technology (Continuous Air Surface Pathogen Removal) which supports air quality and pathogen outbreaks. (influenzas, COVID-19)

The property will offer residents the following amenities:

- Demonstration Kitchen & Community Dining Room
- Theatre Room
- Games Room
- Exercise Room – Movement Studio
- Crafts Room
- On-site Storage Lockers

The Prospective Residents

The prospective property is designed for middle income people whose home equity is their primary asset. They do not want to lose their legacy by using their equity to pay for supportive living services. They prefer to pay for their living expenses from their fixed monthly income. People are living longer and still want to leave an inheritance to their children or loved ones. Living at the property will help them realize this meaningful financial goal. By paying significantly lower rent/fees, residents can also save money for later in life, when they may need to pay for progressive health care costs/assisted living services.

Residents will primarily be people who enjoy an active lifestyle, live independently, and want to be part of a community. The World Health Organization (WHO) has identified loneliness as the key contributor to depression, affecting 1 in 3 seniors. The proposed property will provide safe, well-designed, socially connected housing that will contribute to increased social stimulation and longevity.

Aging in place keeps neighborhoods socially diverse, builds lasting relationships and allows seniors with fixed incomes to remain in their community. Most importantly, it keeps seniors and the entire community socially, mentally, and physically active/healthy.

Progressive planners in urban centers focus on densification of major streets connecting town centers, the corridors. This is the future of urban development, and where densification should be, so residents have easy access to transit, commuting throughfares and commercial services. The proposed site is a perfect example of densification of a neighborhood.

The Developers/Operators & Key Consultant

MDM Construction/Green Emerald Developments is a seasoned developer with many successful projects completed in Alberta and BC. MDM Construction/Green Emerald Developments have retained the services of Terry Collier, MSc, and Associates. With over 40 years specializing in developing, building, marketing, and operating seniors' projects, Terry Collier and Associates has facilitated in the development/construction marketing and operations of 19 seniors' properties in Western Canada. With the experience and success of comparable properties that have implemented the same cost-efficient model.

<http://www.terrycollier.ca/>

Terry Collier and his team codeveloped "Three Robins" model in Red Deer. Stony Plain, Sherwood Park and is opening Three Robins Riverside (St. Albert) August 2025.

<https://threerobins.ca/>

Summary

Our research indicates a significant, growing demand for middle income supportive living seniors' housing in the coming years. We are confident that the proposed property, with its unique aging in place lifestyle amenities as well as on site home care office, will help fulfill this demand and be a valuable asset to Salmon Arm and its residents.

Kind Regards,

Terry Collier, MSc.

TERRY COLLIER, MSc. & ASSOCIATES

July 3, 2025

Chris Larson, MCIP, RPP
Senior Planner
City of Salmon Arm
Box 40, 250 – 2nd Avenue NE
Salmon Arm B.C. V1E 4N2

Dear Chris

Re: Aging in Place – Home Care Cluster Model – Salmon Arm Three Robins

I wanted to give you a clear concise document that explains how we will be implementing our aging in place strategy. A traditional aging in place strategy has the senior stay in their own home. There are four major issues with aging in place in a traditional residential home:

- 1: The house may not be barrier free or have significant mobility hazards
- 2: The resident may be alone unattended for many hours or days at a time (exposure)
- 3: The resident(s) do not have an economical strategy for meal preparation, transportation and other supports
- 4: 30% of Seniors (World Health Organization) suffer from depression. Having on-site planned recreational services coordinated by staff reduces the challenge of loneliness which leads to helplessness and depression.

Three Robins Salmon Arm will be employing a third party on-site home care company Provita Care Management <https://provita.ca/services> to provide on-site / 24 hour monitoring for all residents who require home care services.

Three Robins Salmon Arm has developed a cluster home care programming model. The implementation of this programming supports residents' current home care needs and allows for an increase in home care hours as per the assessment from their family physician. These residents will not be using their ovens and may need assistance with laundry and food services.

Three Robins Salmon Arm does not offer traditional institutional style assisted living. Research has shown that the emotional and psychological impacts of moving into institutional care can be significant. Some Salmon Arm residents would otherwise have to move into institutional care if Three Robins were not available. Many of our Three Robins residents feel more comfortable in a traditional apartment suite, compared to institutional care, while aging in place.

By clustering home care residents into one building saves approximately 30% of the driving time required to deliver home care services to each resident's respective house. Having an on-site home care

office/coordinator at Three Robins Salmon Arm supports a robust strategy for residents to age in place. Three Robins reduces the strain on institutional care beds while giving Salmon Arm residents more choices.

If you should have any questions please do not hesitate to contact me at your convenience.

Sincerely

Terry Collier, MSc.

TERRY COLLIER, MSc. & ASSOCIATES

June 20, 2025

Mr. Chris Larson, MCIP, RPP
Senior Planner
City of Salmon Arm
Box 40, 500 – 2 Avenue NE.
Salmon Arm, BC V1E 4N2

Dear Chris

Re: Three Robins Salmon Arm Parking Rationale

The following document is the developer's parking rationale for a parking variance for Three Robins Salmon Arm. The parking bylaw for market apartments exceeds the needs of our target population (80 year old single seniors)

Locating a Three Robins property in Salmon Arm and at the proposed location was selected for three significant reasons:

- 1: Located near a major shopping venue
- 2: Access to major health care venues
- 3: Exceptional demand for middle income seniors supportive living apartments in Salmon Arm

Residents who choose to reside in a supportive living apartment pay a premium to reside in a property that has on site management, fall detection design/software with emergency call programming/staffing, recreation, housekeeping, and ala carte meals available. By having the appropriate amenities (4500 plus SF) and programming allows for aging in place strategy. This strategy includes on-site home care services available as residents age. The expected average age of residents of Three Robins Riverside will be 80 plus. This will also include adults who have had a significant health event that requires supportive services with the appropriate design/amenities.

The proposed Three Robins project is not a typically assisted living facility. (Property that has institutional staffing). We expect that the majority of our residents **will require home care services**. At this time the property has not negotiated a home care contract with Interior Health. The proposed property is an apartment that has wider hallways, larger bathrooms and technology to support appropriate health care monitoring when required. There will be office space available for the home care provider on the property. The home care provider will also manages the 24 emergency call program. We are expecting the home care provider to be Pro Vita Care Management.

<https://provita.ca>

At this time the contract has not been finalized but we expect to have Pro Vita under contract prior to the commencement of construction.

Past, properties (Red Deer / Stony Plain, Sherwood Park/ St. Albert) have 1 to 1 parking (i.e., 100 suites 100 parking stalls). We have found that approximately 15% of our residents do not drive when moving to a Three Robins property. Every year we see about 5% of our residents relinquishing their drivers' licenses. We expect within three years that approximately 25%+ of our residents will not own a vehicle but may engage in one of our four transportation strategies.

Recognizing that a portion of the property (10% of suites) will be deemed affordable will decrease the parking requirements of the proposed property. As expected, 50% of the residents who reside in affordable suites will not own/drive their own personal vehicle.

The goal is to encourage couples to downsize to one vehicle. It is expected that 50% of the suites will be occupied by two residents. Within five years it is expected that 25% of our couples will lose a spouse. The goal of the Three Robins management team is to encourage 50% of the dual residents' suites to downsize to one vehicle.

The reasons for residents to relinquish their licenses, or reduce to 1 vehicle:

- 1: Increase insurance premiums due to a recent insurance claim
- 2: Vehicle has aged and due to repairs needs to be replaced
- 3: Failure to pass medical assessment
- 4: Cost of owning and maintaining vehicles has become prohibited

Four strategies will be incorporated in the recreational programming to decrease the need for residents to own vehicles and or not drive:

- 1: Ride Share program (Carpool)** – Resident's carpool to various activities coordinated by our on-site staff.
- 2: Community Vehicle** – Residents can book a ride in the community vehicle.
- 3: Rental Vehicle on Site** – When moving into the property, residents will be asked if they are interested in having an account with Enterprise Rental Car office in 3901 11 Ave NE, Salmon Arm. Enterprise will deliver on-site the car of the residents' choice and will pick it up at the property when the resident no longer requires the vehicle.
- 4: Electric Trikes/ Scooter on Site** -The property has two electric trikes and one mobility scooter that is available at no charge for residents.

Please note the developer would support Salmon Arm Administration placing covenant on title stating if the property reverted from Senior's housing to market housing that market housing parking requirements would need to be addressed.

If you should have questions or comments please do not hesitate to contact me at your convenience.

Sincerely

Terry Collier, MSc.



Barbara Reid, Architect, AAA, AIBC, MRAIC, LEED® AP BD+C
Owner, Reid Architecture Ltd.
6827 104th St. NW
Edmonton, AB. T6H 2L5
825-777-4122
breid@reidarchitecture.ca
www.reidarchitecture.ca

December 12, 2024
File: 23-05168

Attention: **Development Department**
Development Officer
City of Salmon Arm Development Services
500 2 Ave NE
Salmon Arm BC V1E 4N2

Reference: **LOT 3, PLAN 4309 & LOT 1, PLAN 10420, SEC 15, TP 20, RGE 10, W6M, KDYD**

We are writing to request a variance for overall building height on the proposed development permit application. The current zoning allows for a maximum building height of 19m and we would like to increase to a maximum building height of 22.9m

The building contains a commercial space, currently designed to allow for a daycare, on the main floor as well as amenity spaces for the assisted living facility who's rental units are located on upper 5 floors.

Commercial spaces require higher ceiling heights due to the large structure and mechanical equipment associated with the open spaces. And the increase to the residential ceiling heights is required to allow for the various plumbing and HVAC ducts while still providing comfortable and inviting spaces for the tenants.

It is our opinion that the proposed variance to the overall building height is appropriate for this location and represents good use of interior space planning. Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Respectfully,

REID ARCHITECTURE LTD.

Thalisa McGregor

Thalisa McGregor Senior Architectural Technologist
Reid Architecture Ltd.
6827 104 Street NW, Edm., AB T6H 2L5
Cell: 780 288 9812
tmcgregor@reidarchitecture.ca

cc.

Chris Larson,

Senior Planner, City of Salmon Arm, clarson@salmonarm.ca

RE: DP Application Three Robins Rental Apartments

Siting of the building at 1511 and 1561 10th Ave, SW, Salmon Arm.

Hello Chris,

Further to our Development permit application, we confirm the following.

We had a meeting last year regarding the siting of the building and the commercial building bylaw states that the parking should be at the rear of a commercial building. We discussed that this does not work for this project because:

1. The commercial component of the building is only on the ground floor and is not the type of use that demands public street access and exposure like a retail store or office. Half of it is for services that will be accessed by the residents of the apartments in the building. The other half (approx.) will be used for a children's daycare. It will have a playground that requires privacy, not exposed beside the sidewalk on a busy street.
2. The patio and outdoor seating area of the apartment for seniors should be private, as on the plan, not in the middle of a parking lot on the hot south side of a building facing a busy street.
3. In order to have the size and number of apartments, we require to make the project feasible, we need to use the full width of the lot. There is not enough room to put a road beside the building.
4. The views to the lake would be compromised by orienting the building sideways. This is a big attraction of the location.
5. As it is a residential building, the further away from street noise, the better.

As we had discussed before, this building does not fit into the definition of a Commercial Building as probably intended with the original bylaw. It is a Residential building with a 1/6 commercial component which is allowed in the C6 zone.

This building is a much-needed addition to Salmon Arm's housing stock. It addresses the needs of our very large component of Baby Boomers that are looking for an active, independent lifestyle. There are a lot of Salmon Arm residents waiting for this. We would like to get construction underway as soon as possible.

I am happy to meet anytime to discuss this further if necessary.

Sincerely,

Gary Arsenault for Three Robins Salmon Arm



SALMON ARM MIXED-USE 6-STOREY BUILDING

10TH AVENUE, SALMON ARM, BC
ISSUED FOR DEVELOPMENT PERMIT
2024.12.06
PROJECT NO.: 23-05168



CONSULTANTS:

ARCHITECTURAL


REID ARCHITECTURE LTD.
Reid Architecture
6827 104 Street NW
Edmonton, AB T6H 2L7
Tel: (780) 288-9812
timcgregor@reidarchitecture.ca

- D0 OVERALL SITE PLAN
- D1 MAIN FLOOR PLAN
- D2 TYPICAL FLOOR PLAN
- D3 SIXTH FLOOR PLAN
- D4 BUILDING SECTION
- D5 ELEVATIONS
- D6 ELEVATIONS
- D7 SITE LAYOUTS
- D8 SITE LAYOUTS
- D9 SITE LAYOUTS
- D10 3D PHOTO
- D11 DIGITAL MATERIAL PALETTE

STRUCTURAL

MECHANICAL

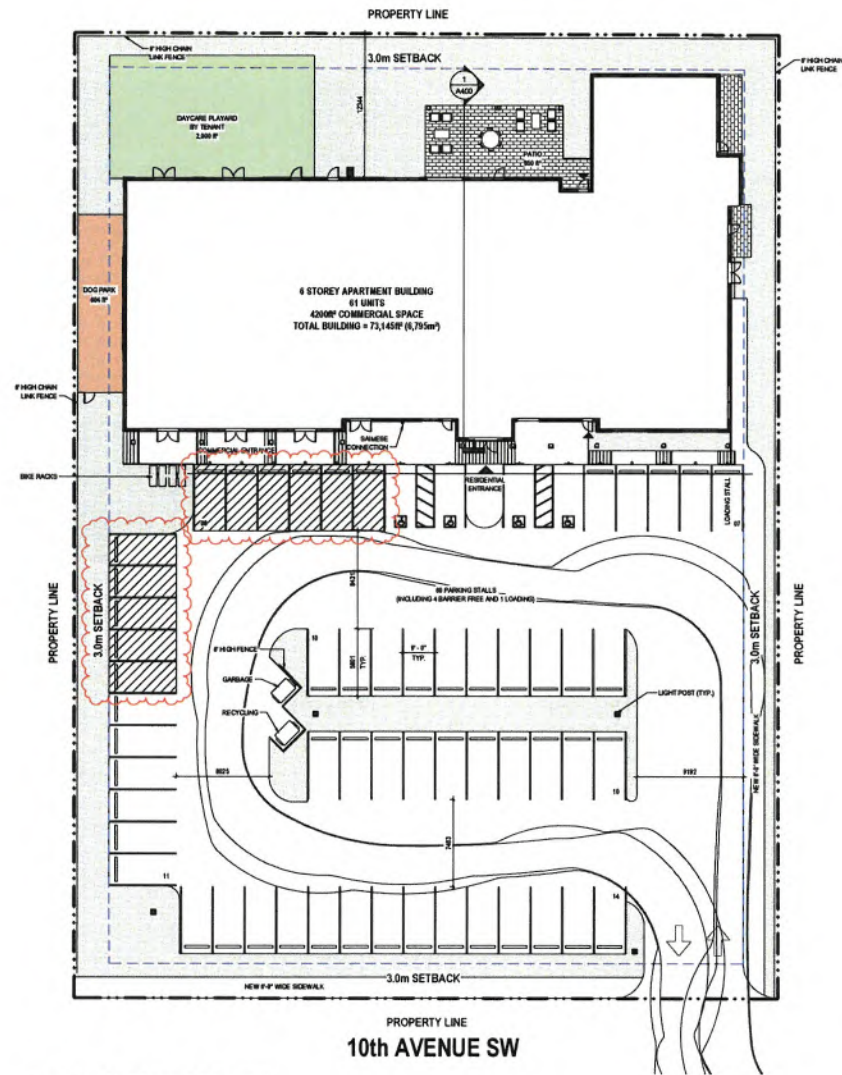
ELECTRICAL

CIVIL


McElhanney
McElhanney Ltd.
210 - 3100 35th Avenue
Vernon, BC V1T 2T1
Tel: (250) 274-3733
rtaylor@mcclhanney.com

LANDSCAPE

- C001 COVER
- C002 GENERAL NOTES
- C003 LEGAL PLAN
- C004 EXISTING SITE PLAN
- C005 PROPOSED SITE PLAN
- C006 EROSION AND SEDIMENT CONTROL PLAN
- C007 DEMOGRAPHIC PLAN
- C008 GRADING PLAN
- C009 PLANT PROFILES - 10 AVENUE
- C010 STORM WATER MANAGEMENT PLAN
- C011 DETAILS SHEET 1 OF 2
- C012 DETAILS SHEET 2 OF 2

BIKE RACK
1 A100BOLLARD
1 A100OVERALL SITE PLAN
1/16" = 1'-0"

OVERALL SITE PLAN

SITE SUMMARY	
LEGAL DESCRIPTION	LOT 2, PLAN 4286 & LOT 1, PLAN 1943, SEC 15, TP 29, RD 16, WMA 1030
MUNICIPAL ADDRESS	16TH AVENUE NEAR 10TH STREET, SALMON ARM, BC
ZONING	C8 TOURIST RECREATION COMMERCIAL ZONE
BUILDING HEIGHT	MAXIMUM 18.0m PROPOSED 22.8m TO TOP OF ROOF CONSTRUCTION (8 STOREYS) LEVEL 1 = 1' 11" CEILING A.F.F. @ RETAIL, 10' 0" CEILING A.F.F. @ RESIDENTIAL SPACE LEVEL 2-8 = 1' 0" CEILING A.F.F.
SETBACK REQUIREMENT	1. Minimum setback of 3.0m shall be required where a site abuts a residential zone 2. No parking, loading, storage, trash collection, outdoor storage or display area shall be permitted within the setback.
BUILDING AREA	TOTAL MAIN FLOOR AREA: 12,346.3 SF (1138 m²) TYPICAL FLOOR AREA LEVEL 2-8: 12,379 SF (1139 m²) TOTAL BUILDING AREA: 74,164.3 SF (6886 m²)
SITE COVERAGE	F.A.R.: 1.28 PROPOSED SITE COVERAGE: 24.2%

AREA - SITE		
AREA - SF	AREA - SF	AREA - MINS
5864.87 SF	54018.67 SF	1.24 acres

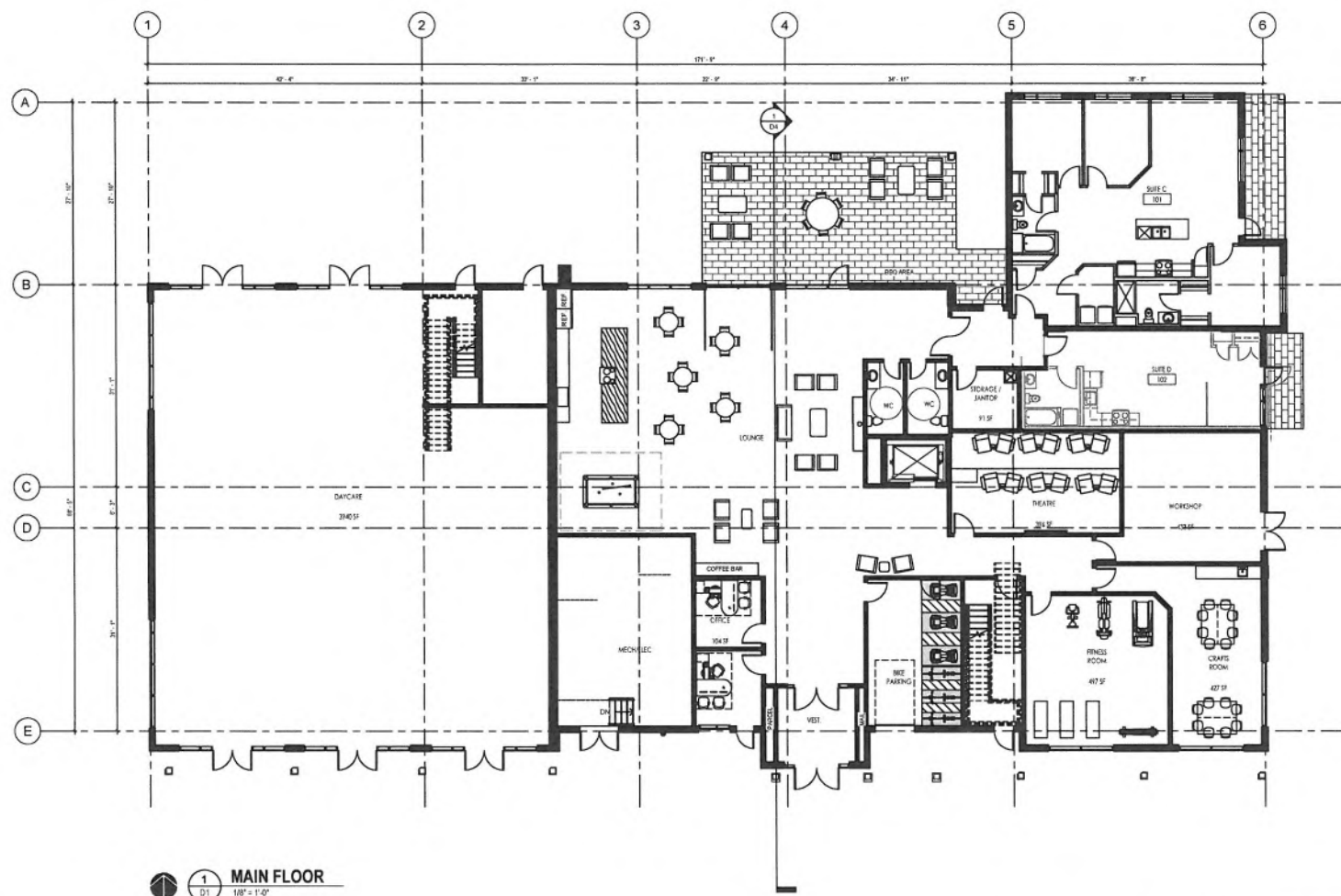
PARKING STALLS REQUIRED			
	AREA (SF)	AREA (M²)	PARKING CALCULATION
MAIN FLOOR (DAYCARE)	42600	3957	11
RESIDENTIAL (61 UNITS)	18	18	1 STALL PER 6.1 UNITS = 10% VEHICLE
TOTAL			

PARKING STALLS PROVIDED	
BARRIER FREE	4
PARKING	14
TOTAL	18

SITE SUMMARY	
TYPE	AREA (SF)
1 BEDROOM + DEN (B)	967 SF
2 BEDROOM (B1)	740 SF
2 BEDROOM + DEN (C)	1375 SF
2 BEDROOM (C1)	869 SF
1 BEDROOM (C2)	1047 SF
2 BEDROOM (C3)	1448 SF
1 BEDROOM (A)	842 SF
1 BEDROOM (A1)	581 SF
1 BEDROOM (A2)	888 SF
1 BEDROOM (A3)	737 SF
FULLMO (B)	580 SF
TOTAL (AREA TYP. FLOOR)	10
TOTAL BUILDING	61
(2 UNITS ON MAIN FLOOR & LESS 1 UNIT ON EACH FLOOR)	

BUILDING FLOOR AREA			
FLOOR	CIRCULATION, SERVICE & SANITARY	RESIDENTIAL UNITS	TOTAL
LEVEL 1	11,396.7 SF	981.0 SF	12,377.7 SF
LEVEL 2	1,837 SF	10,603 SF	12,440 SF
LEVEL 3	1,837 SF	10,603 SF	12,440 SF
LEVEL 4	1,837 SF	10,603 SF	12,440 SF
LEVEL 5	1,837 SF	10,603 SF	12,440 SF
LEVEL 6	1,837 SF	10,603 SF	12,440 SF
TOTAL	10,435.7 SF	52,818.0 SF	74,164.3 SF

SITE LEGEND	
	PATIO PATIERS
	LANDSCAPE AREA
	ASPHALT PAVING
	CONCRETE SIDEWALK
	DEDICATED DOG PARK
	DEDICATED PLAY YARD (DAYCARE SPACE)
	DEDICATED DAYCARE PARKING

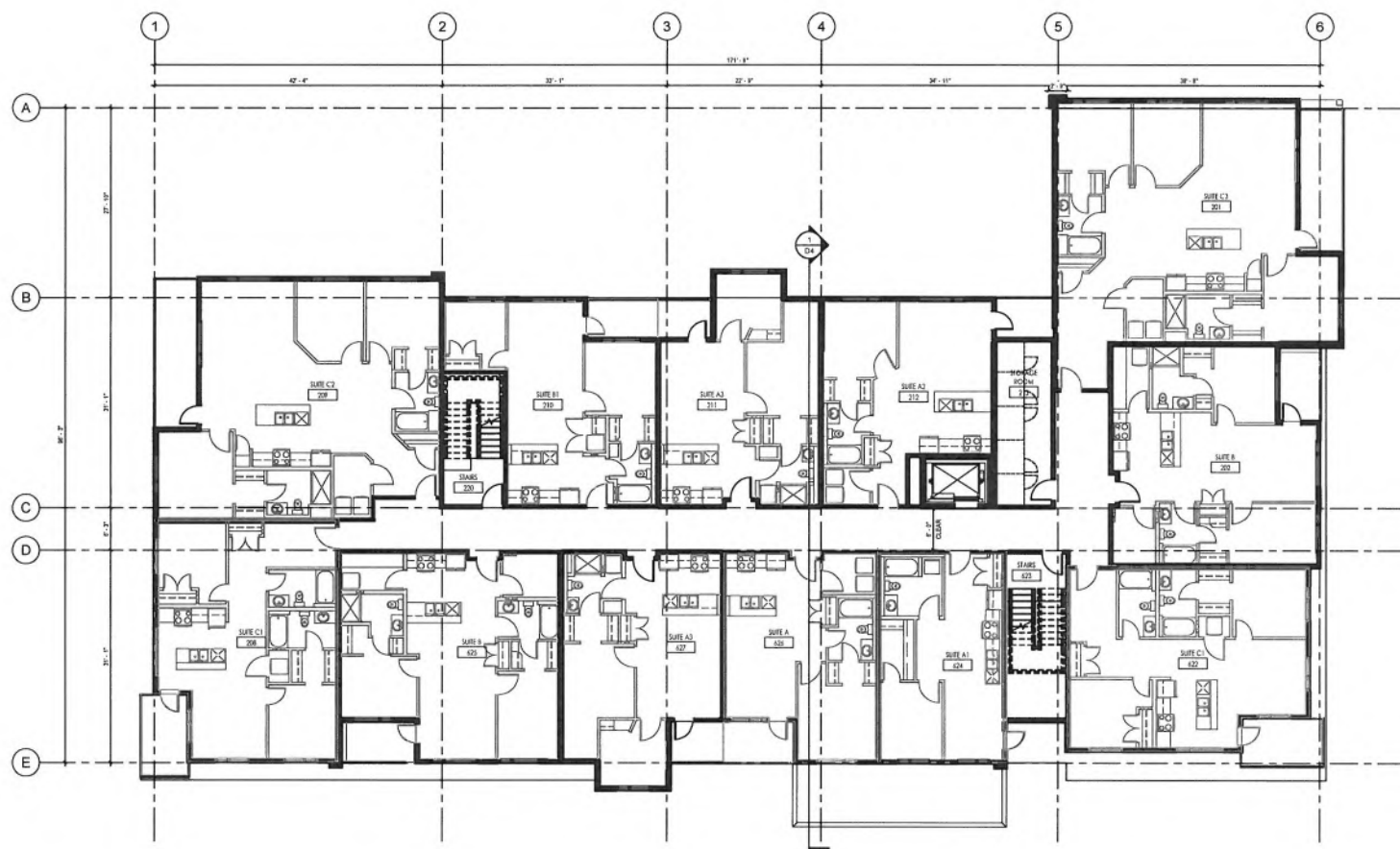


MAIN FLOOR PLAN

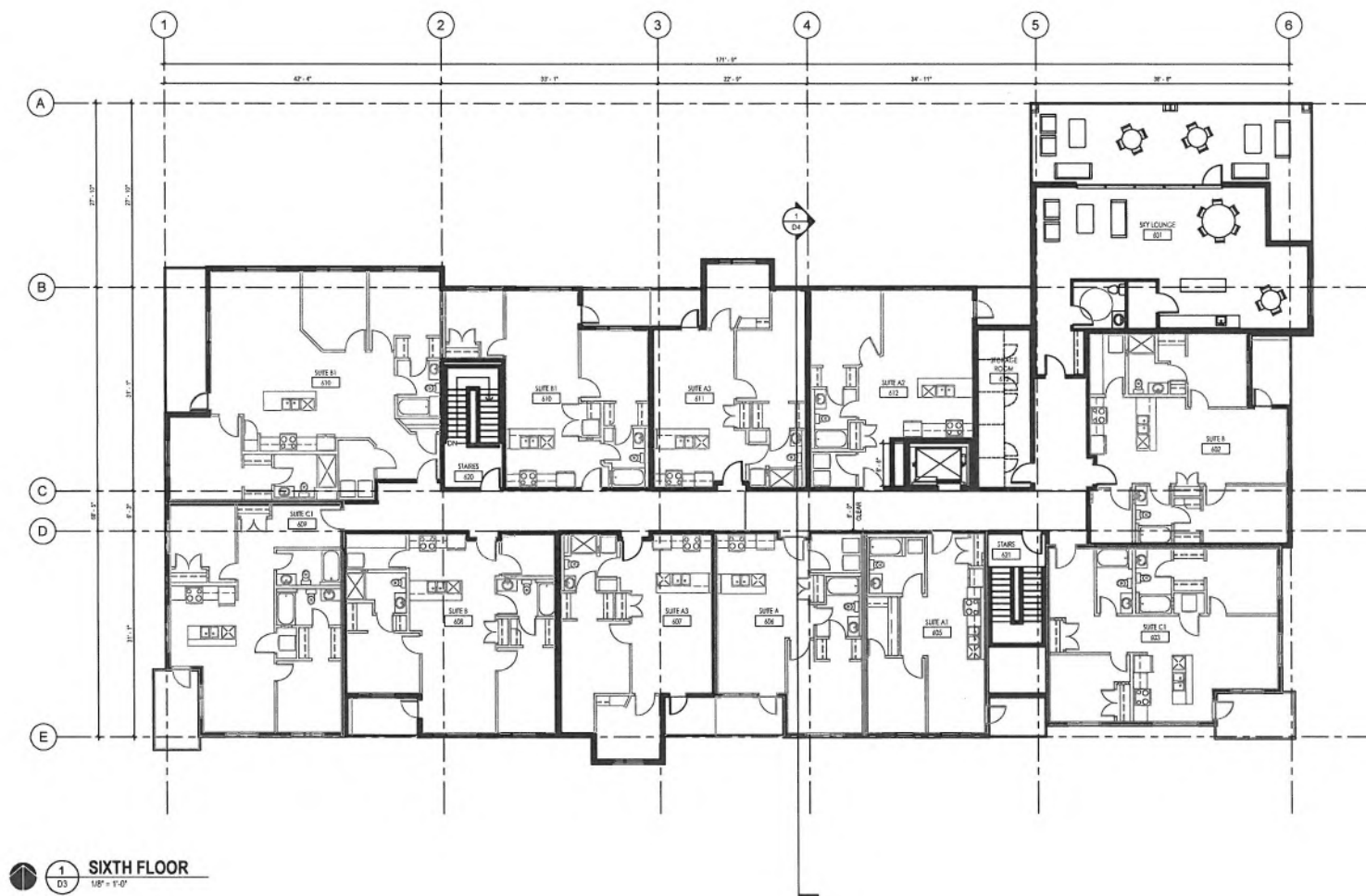
2024.12.06
 23.05168

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawings. Advise the Architect in writing of any discrepancies. Fixtures to be installed shall not be ground for cost. This drawing is not to be used for construction until either sealed or reviewed in writing by the Architect. These drawings are documents of the Architect, prepared to his client. Design and drawings at all times remain the exclusive property of Reid Architecture Ltd. and shall not be used without written consent.

D1



 TYPICAL FLOOR PLAN
1/8" = 1'-0"



SIXTH FLOOR PLAN

2024.12.06
23-05168

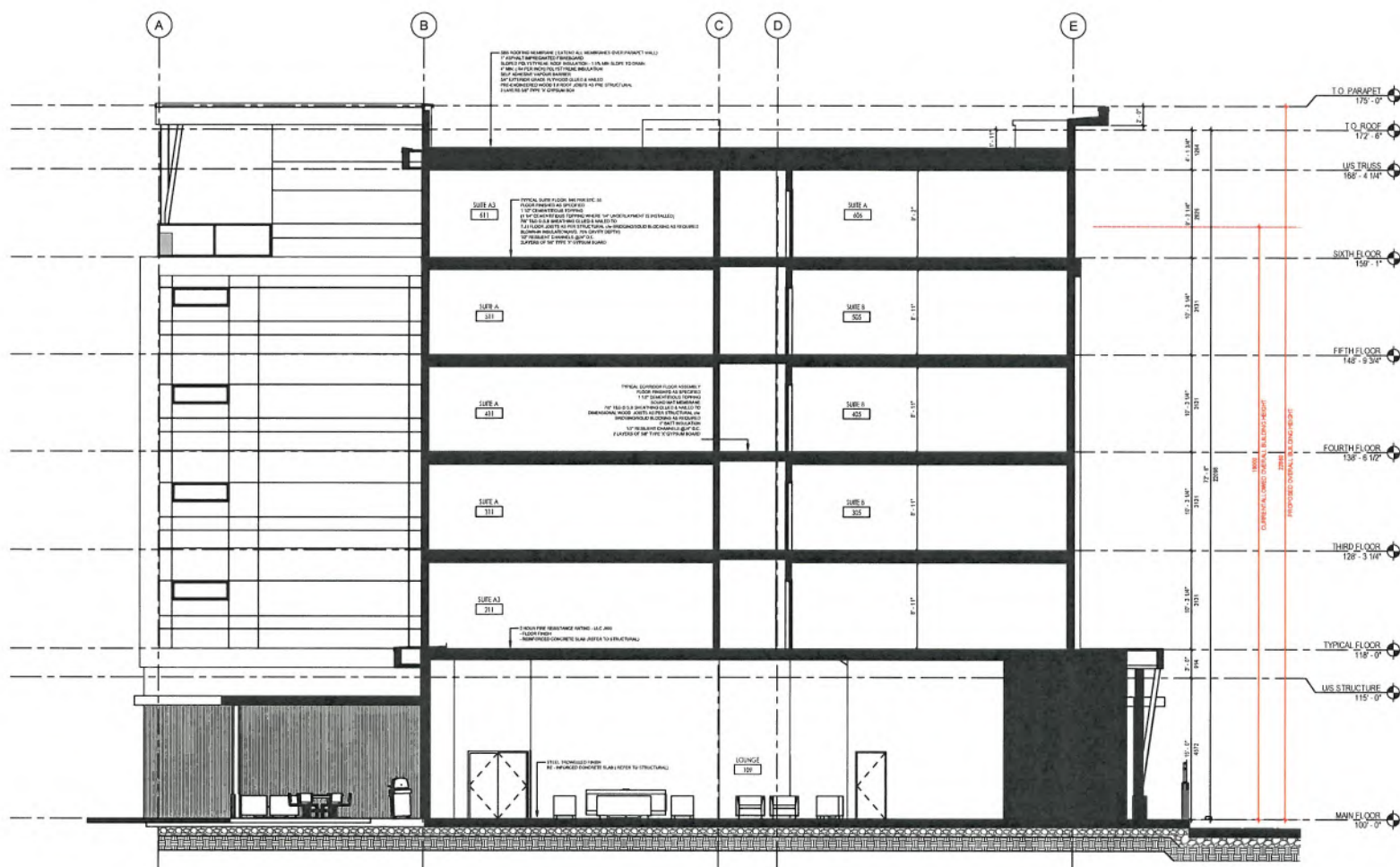
The Client shall verify and be responsible for all dimensions (DO NOT) scale the drawings. The Architect or its staff shall not be responsible for any errors or omissions in the drawings. The drawings are not to be used for construction until they are sealed or signed in writing by the Architect. The drawings are the property of the Architect and shall not be used without written consent.

D3

BUILDING SECTION

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawings. Advise the Architect in writing of any discrepancies. Failure to do so shall not be grounds for extra costs. This drawing is not to be used for construction until either sealed or advised in writing by the Architect. These drawings are instruments of the Architect's services to the client. Design and drawings at all times remains the exclusive property of Reid Architecture Ltd and shall not be used without a written consent.

D4





1 SOUTH ELEVATION
D5 1/8" = 1'-0"



2 WEST ELEVATION
D5 1/8" = 1'-0"

SALMON ARM MIXED-USE 6-STOREY BUILDING

10TH AVENUE, SALMON ARM, BC

ELEVATIONS

2024.12.06

23-05168

The Contractor shall verify and be responsible for all dimensions (DONO) on the drawings. Advise the Architect in writing of any discrepancies. Failure to do so shall not be grounds for extra costs. This drawing is not to be used for construction until either sealed or used in writing by the Architect. These drawings are instruments of the Architect's services to the client. Design and drawings at all times remain the exclusive property of Reid Architecture Ltd and shall not be used without written consent.

D5



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



2 EAST ELEVATION
1/8" = 1'-0"

EXTERIOR FINISH LEGEND	
E1	ADD STUCCO BLACK STAINLESS STEEL WINDOW FRAMES LAMBERT FINISH
E2	ADD STUCCO BLACK STAINLESS STEEL WINDOW FRAMES LAMBERT FINISH
E3	CONCRETE WITH POLYURETHANE COATING POLYURETHANE
E4	ADD STUCCO BLACK STAINLESS STEEL WINDOW FRAMES LAMBERT FINISH
E5	ADD STUCCO BLACK STAINLESS STEEL WINDOW FRAMES LAMBERT FINISH
E6	ADD STUCCO BLACK STAINLESS STEEL WINDOW FRAMES LAMBERT FINISH
E7	POLAR GUARDIAN POLYURETHANE COATING POLYURETHANE

THIS DRAWING IS A PRELIMINARY DESIGN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND MATERIALS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN.

ELEVATIONS

2024.12.06

23.05168

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawings. Address the Architect in writing of any discrepancies. It shall be the Contractor's responsibility to provide for extra costs. This drawing is not to be used for construction until after review and approval in writing by the Architect. These drawings are instruments of the Architect's services to the client. Design and drawings at all times remain the exclusive property of Reid Architecture Ltd. and shall not be used without written consent.

D6



BACK ELEVATION - SKY LOUNGE



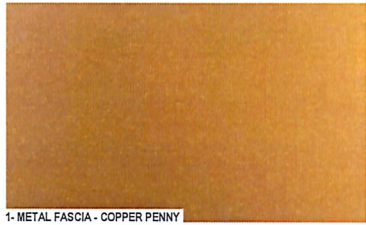
FRONT ELEVATION - SIDEWALK VIEW



FRONT ELEVATION



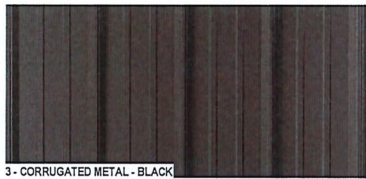
FRONT ELEVATION



1- METAL FASCIA - COPPER PENNY



2- ALL SOFFITS - LIGHT PINE



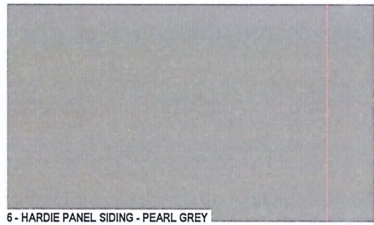
3- CORRUGATED METAL - BLACK



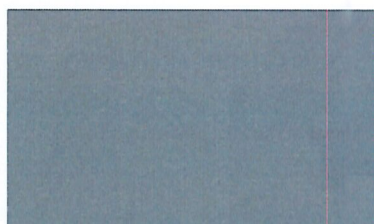
4- ADEX STUCCO - WHITE



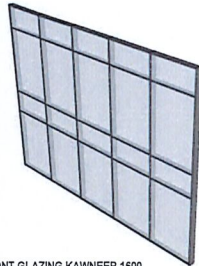
5- ADEX STUCCO - CHARCOAL



6- HARDIE PANEL SIDING - PEARL GREY



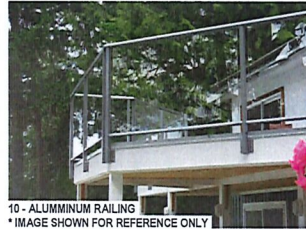
7- HARDIE PANEL SIDING - BOOTHBAY BLUE



8- STOREFRONT GLAZING KAWNEER 1600 WALL SYSTEM



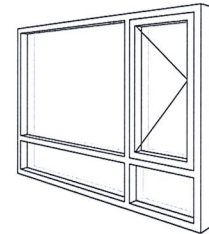
9- HEAVY TIMBER ACCENTS
* IMAGE SHOWN FOR REFERENCE ONLY



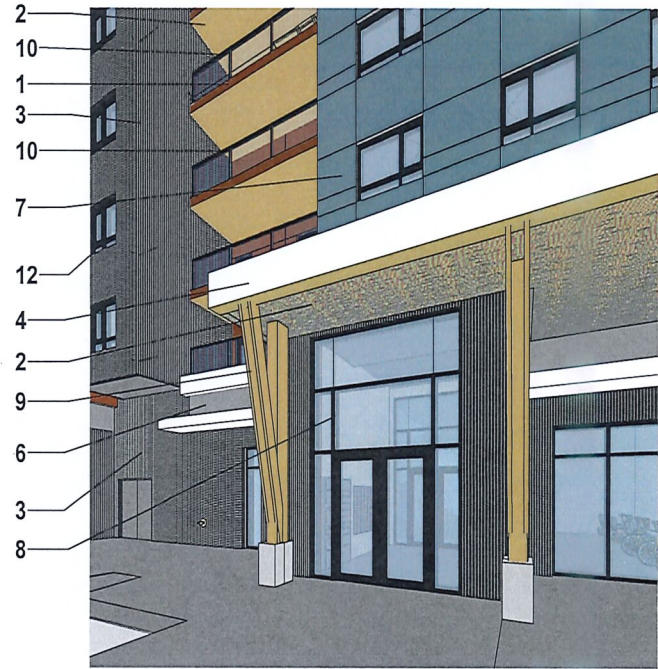
10- ALUMINUM RAILING
* IMAGE SHOWN FOR REFERENCE ONLY



11- APARTMENT PATIO DOORS PLYGEM DESIGN SERIES, ALUMINUM CLAD VINYL OUTSWING PATIO DOORS w/ SCREEN, BLACK



12- APARTMENT WINDOWS PLYGEM DESIGN SERIES, ALUMINUM CLAD VINYL CASEMENT WINDOWS c/w SCREENS, BLACK



FRONT ENTRANCE









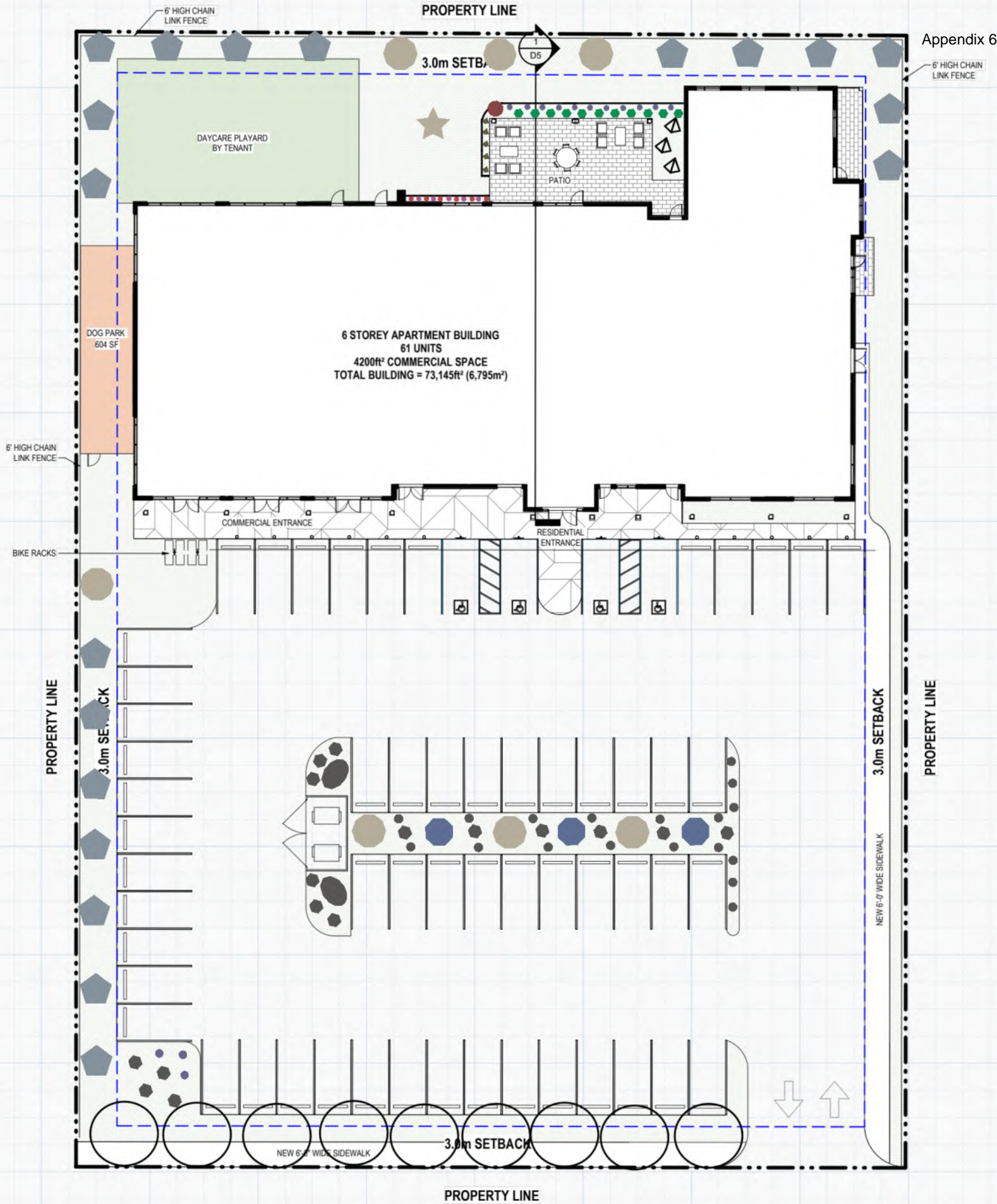


Three Robins Planting Plan
10 ave SW Salmon Arm BC
June 25, 2025

Grow & Change Horticultural Services
Jazmyn Evans 778-215-1159 growchange@hotmail.com
7894 Hwy 97A Mara BC V0E2K0

LANDSCAPE DESIGN LEGEND				
SYMBOL	PLANT NAME	COMMON NAME	QUANTITY	SIZE
TREES				
	SYRINGA RET. 'IVORY SILK'	IVORY SILK LILAC	9	#15
	ACER GIN. 'CRIMSON SENTRY'	CRIMSON SENTRY MAPLE	7	#20
	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	COLUMNAR SWEET GUM	3	#10
	QUERCUS ROBUR 'FASTIGIATA'	COLUMNAR OAK	19	#7
	MAGNOLIA STELLATA 'ROYAL STAR'	ROYAL STAR MAGNOLIA	1	#10
	MALUS 'ROYAL BEAUTY'	WEeping CRABAPPLE	1	#10
SHRUBS				
	HYDRANGEA PAN. 'PINK DIAMOND'	PINK DIAMOND HYDRANGEA	3	#5
	BUXUS SEMP. 'GREEN VELVET'	GREEN VELVET BOXWOOD	11	#2
	HYDRANGEA PAN. 'LITTLE LIME'	LITTLE LIME HYDRANGEA	5	#2
PERRENIALS				
	LAVENDULA ANG. 'MUNSTEAD'	MUNSTEAD LAVENDER	14	#1
	ASTILBE CHIN 'MIGHTY PIP'	PINK ASTILBE	6	#2
	LAMPROCAPNOS SPEC.	BLEEDING HEART	5	#2
GRASSES				
	MISCANTHUS SIN. 'GIGANTIUS'	GIANT SILVER GRASS	2	#5
	PANICUM VERG. 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	15	#2
	FESTUCA GLAUCA 'BOULDERS BLUE'	BLUE FESCUE	18	#1

FOR SUBSTITUTIONS PLEASE CONTACT GROW & CHANGE HORTICULTURAL SERVICES



10th AVENUE SW



**Memorandum from the
Engineering and Public
Works Department**

TO:	Gary Buxton, Director of Planning
DATE:	March 6, 2025
PREPARED BY:	Chris Moore, Engineering Assistant
OWNER:	Green Emerald Investments Inc. / Gary Arsenault, 1306085 Alberta Ltd. / Valerie Gifford Fowler
APPLICANT:	Reid Architecture Ltd. Thalisa McGregor
SUBJECT:	DP-465
LEGAL:	Lot 3 section 15 Township 20 Range 10 W6M, KDYD, Plan 4309 Except Plan EPP124351 Lot 1 Section 15 Township 20 Range 10 W6M KDYD Plan 10420 Except Plan EPP124351
CIVIC:	1511 & 1561 10 Avenue SW

Further to your referral dated 6 February, 2025, we provide the following servicing information.

Comments are based on the 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. 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.
8. 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

Development Permit: DP-465

March 6, 2025

Page 2

applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. 10 Avenue SW, on the subject property's southern boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at the development time, all building setbacks will be required to conform to the ultimate 25.0m cross section and a right-of-way will be required to accommodate frontage improvements as discussed below. Available records indicate that 2.44m right-of-way will be required at the development stage (to be confirmed by BCLS).
2. 10 Avenue SW is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Interim Arterial Road standard will be required, in accordance with Specification Drawing No. RD-4. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, multi-use path, boulevard construction, street lighting, fire hydrants, and street drainage. The hydro is three-phase along the subject frontage and therefore exempt from the requirement to place underground; however, the relocation of the poles may be necessary to accommodate the required infrastructure. Owner / Developer will be responsible for all associated costs. Owner / Developer will be responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
3. As 10 Avenue SW is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only one driveway access (maximum 8 metres wide) will be permitted onto 10 Avenue SW. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.

Water:

1. The subject property fronts a 200 mm diameter Zone 1 watermain on 10 Avenue SW. No upgrades will be required.
2. The proposed development is to be serviced by a single metered water service connection (as per Specification Drawing No. W-11) adequately sized to satisfy the proposed use at the development stage. A Radio Frequency (RF) Water meter will be supplied by the City at the time of development, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
3. Records indicate that 1511 10 Avenue SW is serviced by a service of unknown size from the 200mm diameter watermain on 10 Avenue SW. Due to the size and / or age of the existing service, upgrading to a new metered service (minimum 25mm) will be required at the development stage. In addition, records indicate that 1561 10 Avenue SW had a 15mm water service, and it was disconnected in 2016. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Development Permit: DP-465

March 6, 2025

Page 3

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4. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
 5. Fire protection requirements to be confirmed with the Building Department and Fire Department at the time of development.
 6. Owners / consulting Engineer shall review the site to ensure placement of fire hydrants meet the appropriate density spacing requirements at the time of development.

Sanitary:

1. The subject property fronts a 300 mm diameter sanitary sewer on 10 Avenue SW. No upgrades will be required at this time.
2. The proposed development is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).
4. Records indicate that the existing properties are each serviced by a 100mm size service from the sanitary sewer on 10 Ave SW. Upon consolidating the two lots, only one service will be permitted. 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 1730mm diameter storm sewer on 10 Avenue SW. No upgrades will be required at this time. However the City is aware of limited capacity within the existing storm sewer.
2. Records indicate that the existing property is not serviced with City storm.
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. Geotechnical reports in this area recommend against rock pits. Site should connect into the municipal system; however storm drainage should be designed such that in the event of capacity issues in the main line, stormwater will daylight on site and have a safe flow route off the site and onto 10 Avenue SW.
5. Discharge into the Municipal Stormwater Collection System shall be in accordance with Section 7.3. Each lot be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of future development. Storm infrastructure in this area is known to have capacity issues; Owner's engineering to review optimal discharge options and rates to avoid discharging at peak storm flows. If discharge at

Development Permit: DP-465

March 6, 2025

Page 4

peak flows is unavoidable, controlling to 2 year pre-development storm flows is required at time of 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.



Chris Moore
Engineering Assistant



Jenn Wilson P.Eng.
City Engineer

Present: Aiden Poehnell (Panel Member)
Al Waters (Panel Member)
Bill Laird (Panel Member - Chair)
Dennis Lowe (Panel Member)
Trent Sismey (Panel Member)
Morgan Paiement (staff)
Chris Larson (staff)

Application No. DP-465**1511 and 1561 10 Avenue SW – Reid Architecture (Green Emerald/1306085 Alberta Ltd.)**

The application was reviewed by the DRP. Staff and the applicants presented. Staff noted they were not in support due to misalignment with OCP (9.6.42 - parking at the street front). The DRP noted that this appeared to be a needed form of housing for the market but noted concern with the logistics of parking, including pick-up and drop-off for the daycare. The quality of the building design was noted.

The DRP is supportive:

Panel Recommendation

THAT the DRP supports application DP-465 as presented with the following conditions:
That the daycare parking and loading spaces be clearly defined.

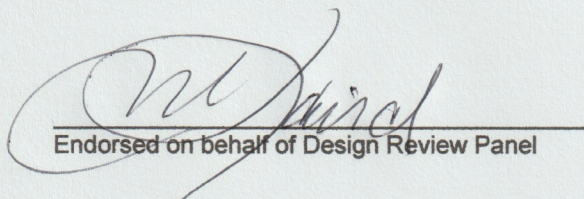
Application No. DP-449**1150 12 Avenue SE – Flat Architecture (Sunnyhill Town Homes Ltd.)**

The application was reviewed by the DRP. Staff and the applicant presented. The DRP noted the quality of the building design, but noted concern with the logistics of parking, including pick-up and drop-off for the daycare, and circulation around the development site.

The DRP is supportive:

Panel Recommendation

THAT the DRP supports application DP-449 as presented with the following consideration:
That the applicant consider providing additional parking and points of access.



Endorsed on behalf of Design Review Panel

FILE #: **DP-465**

Address: **1511 and 1561 10 Avenue SW**

Highway Service/Tourist Commercial and Neighbourhood Commercial

Development Permit Areas - Planning Check: DP-465

Y- Yes

P- Partially Addressed

N-No

N/a – Not Applicable

Objectives

	Y	P	N	N/A
To promote quality building, site and landscape design with high level architectural standards.		X		
To ensure that commercial developments provide a positive impression of Salmon Arm along provincial highways, city roads and in residential neighbourhoods.			X	
To encourage new commercial developments to promote safe non-vehicular access.		X		
To promote environmentally sensitive building and landscape approaches.		X		

Siting and Building Guidelines

	Y	P	N	N/A
Design the site layout and building locations to: <ul style="list-style-type: none"> a) retain and protect important natural vegetation, rocks, and unique site features, including unique tree species, mature trees that are not a hazard, other significant vegetation, nesting areas, and other wildlife habitat; b) encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles; c) retain distant views of landscape features; d) work with the existing topography, minimizing the need for cut and fill or tall retaining walls; and e) respect the form and character of surrounding developments. 		X		
Orient building frontages and main entrances to the dominant street frontage, with well defined entries with walkways and bicycle access to the street.		X		
Design portions of buildings visible from a provincial highway or city street with architectural interest, with design features such as varying roof lines, extensive glazing, well defined entrances, business specific signage, and high quality exterior elements.	X			

FILE #: **DP-465**
 Address: _____

Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on Crime Prevention through Environmental Design (CPTED) principles.		X		
Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.	X			
Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.				X
Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photovoltaic and fuel cells, heat pumps.			X	

Landscape Design Guidelines

	Y	P	N	N/A
Maximize the amount of landscaped areas on site to increase the natural infiltration of rain water, with landscaping along adjacent streets and adjoining residential sites.			X	
Design the landscape to define the edges of the site, minimize the view of parking lots from the streets and adjacent residential sites, and to provide year-round interest.	X			
Consider hard surface paving other than asphalt adjacent to streets to create more interest and reduce the visual impact of the asphalt.			X	
Select trees and other plants that will be readily established and provide significant visual impact upon planting.	X			
Use quality materials for hard landscape construction to.	X			
Incorporate pedestrian scale lighting in outdoor use areas.	X			
Select trees and other plants that will be readily established and provide significant visual impact upon planting, without adversely affecting daylight or sunlight penetration into buildings or open spaces when fully grown.	X			
In the landscape plan, consider finished site grades, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.	X			
Plant a uniform alignment of street trees along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector streets, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.	X			

FILE #: **DP-465**
 Address: _____

For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" as a reference.	X			
Perimeter landscaping to reduce the visual impact of parking may be required in some situations. This will typically be a combination of grass, low shrubs and deciduous trees to retain visibility.	X			
Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.	X			

Access, Circulation and Parking Area Guidelines

	Y	P	N	N/A
Minimize potential pedestrian and vehicular conflicts through well defined streets and parking lot accesses that respect pedestrian corridors. Develop shared vehicular access points and parking lots where possible.	X			
Locate parking lots at the rear of lots, or to the sides of buildings where required and no parking is available in the rear.			X	
Design parking lots for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to sidewalks and building entrances	X			
Parking areas shall be hard surfaced in accordance with the City's Zoning Bylaw.	X			
Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.			X	
Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to sidewalks and buildings.	X			
In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to define parking clusters, increase human comfort, provide visual relief, and increase infiltration of rain water.		X		
Encourage underground or below grade parking that is well-lit and secured				X
Include low intensity lighting in parking areas, designed and constructed for convenient pedestrian and vehicular access.	X			
Design on-site lighting to minimize glare and overspill into the development, to adjacent properties, and into the sky. Submission of a detailed lighting plan may be required.	X			

FILE #: DP-465

Address: _____

*Reviewed by: _____ **SR Planner***

Date: July 10, 2025

*Reviewed by: **Manager of Planning and Building***

Date: July 11 2025