

CITY OF SALMON ARM
NOTICE OF PUBLIC HEARING

Notice is hereby given that the Council of the City of Salmon Arm will hold a Public Hearing virtually and in the **Council Chambers at City Hall**, 500 – 2 Avenue NE, Salmon Arm, British Columbia, on **Monday, October 27, 2025 at 7:00 p.m.**

Proposed Amendment to Zoning Bylaw No 2303:

- Rezoning of Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 from A-2 (Rural Holding Zone) to M-1 (General Industrial Zone)

Civic Address: 5561 Auto Road SE

Location: South of 54 Street SE and North of 48 Avenue SE on the East side of Auto Road SE

Present Use: Single Family Dwelling

Proposed Use: Light Industrial

Owner / Agent: D. Webb Developments Ltd./D. Webb

Reference: ZON-1198/ Bylaw No. 4438



The staff report for the proposal is available for viewing on the City of Salmon Arm website at <https://www.salmonarm.ca/431/Public-Hearing-Notices>, from October 16 to October 27, 2025 inclusive. If you are interested or affected by the proposed bylaw and wish to review the additional information, contact the Planning Department at 250.803.4010 or planning@salmonarm.ca prior to the hearing.

Meetings are being held in person and virtually. If you wish to attend virtually, a link to the virtual meeting is available in the Agenda section on our website at www.salmonarm.ca.

The City encourages the continued use of the city's website to stay informed on current Development applications and Council Agendas.

Rhonda West, Corporate Officer

SA Observer Oct 16 and 23



October 16, 2025

NOTICE TO PROPERTY OWNERS/OCCUPIERS

Proposed Amendment to Zoning Bylaw No. 2303:

Rezone from A-2 (Rural Holding Zone) to M-1 (General Industrial Zone), attached as Schedule "A".

Civic Address:	5561 Auto Road SE
Legal Description:	Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843
Location:	South of 54 Street SE and North of 48 Avenue SE on the East side of Auto Road SE
Present Use:	Single Family Dwelling
Proposed Use:	Light Industrial
Owner/Agent:	D. Webb Developments Ltd./D. Webb
Reference:	ZON-1198/ Bylaw No. 4438

A Public Hearing has been scheduled for **Monday, October 27, 2025, at 7:00 p.m.** to consider a rezoning application for the above property.

Meetings are being held in person and virtually.

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

The staff report for the proposed rezoning is available for viewing on the City of Salmon Arm website at <https://www.salmonarm.ca/431/Public-Hearing-Notices> from October 16 to October 27, 2025 inclusive. If you are interested or affected by the proposed bylaws and wish to review additional information, contact the Planning Department at 250.803.4010 or planning@salmonarm.ca prior to the hearing.

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

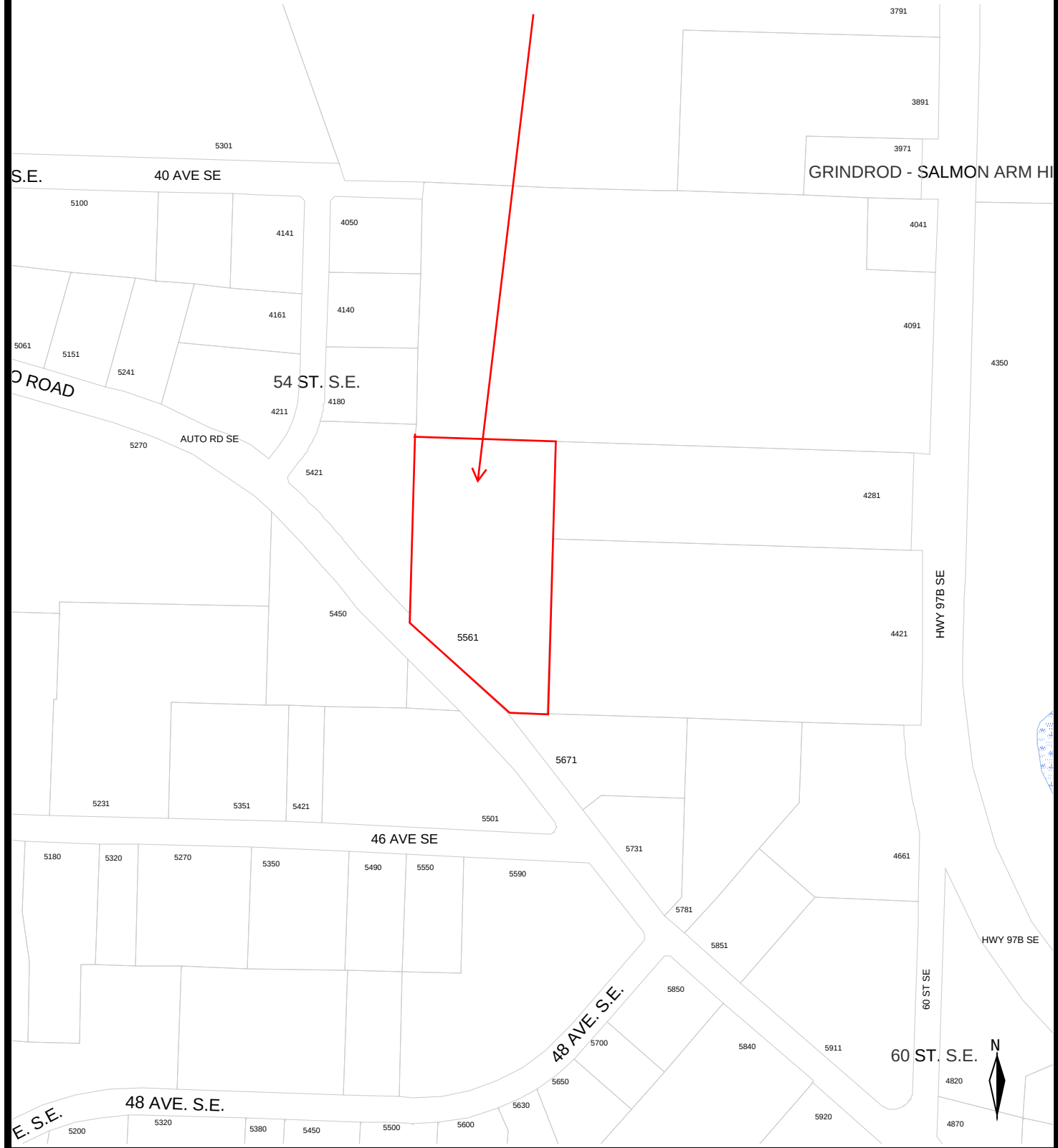
- a) Written submission, that may be dropped off at City Hall in the drop box to the left of the main entrance;
- b) Email submission to cityhall@salmonarm.ca;
- c) Appearing in person or electronically, or being represented by an agent, at the Public Hearing on October 27, 2025.

Please note that written and/or email submissions must be presented to the Administration Department no later than **10:00 am on Monday, October 27, 2025.**

Yours truly,

Rhonda West
Corporate Officer

5561 AUTO ROAD SE



CITY OF SALMON ARM

BYLAW NO. 4438

A bylaw to amend "District of Salmon Arm Zoning Bylaw No. 2303"

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chambers at City Hall, 500 – 2 Avenue NE, Salmon Arm, British Columbia and by electronic means, on October 27, 2025 at the hour of 7:00 p.m. was published in the _____, 2025 and _____, 2025 issues of the Salmon Arm Observer;

AND WHEREAS the said Public Hearing was duly held at the time and place above mentioned;

NOW THEREFORE the Council of the City of Salmon Arm in open meeting assembled enacts as follows:

1. "District of Salmon Arm Zoning Bylaw No. 2303" is hereby amended by rezoning Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 from A- 2 (Rural Holding Zone) to M-1 (General Industrial Zone) attached as Schedule "A".

SEVERABILITY

2. If any part, section, sub-section, clause of this bylaw for any reason is held to be invalid by the decisions of a Court of competent jurisdiction, the invalid portion shall be severed and the decisions that it is invalid shall not affect the validity of the remaining portions of this bylaw.

ENACTMENT

3. Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

EFFECTIVE DATE

4. This bylaw shall come into full force and effect upon adoption of same.

CITATION

5. This bylaw may be cited as “**City of Salmon Arm Zoning Amendment Bylaw No. 4438**”

READ A FIRST TIME THIS DAY OF 2025

READ A SECOND TIME THIS DAY OF 2025

READ A THIRD TIME THIS DAY OF 2025

APPROVED PURSUANT TO SECTION 52 (3) (a) OF THE TRANSPORTATION ACT
ON THE DAY OF , 2025

For Minister of Transportation & Transit

ADOPTED BY COUNCIL THIS DAY OF , 2025.

MAYOR

CORPORATE OFFICER

[illegible]



REQUEST FOR DECISION

To: Development & Planning Services Committee

Title: Zoning Amendment Application No. 1198

Legal: Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843
Civic: 5561 Auto Road SE
Owner: D. Webb Developments Ltd. & 1522882 BC Ltd. INC.
Agent: D. Webb

Date: October 6, 2025

Executive Summary/Purpose:

The proposal is to rezone the subject parcel from A-2 (Rural Holding) to M-1 (General Industrial) to facilitate future subdivision and industrial development.

Motion for Consideration:

THAT: the Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 from A-2 (Rural Holding Zone) to M-1 (General Industrial Zone);

AND FURTHER THAT: final reading of the bylaw be withheld subject to:

- 1) Registration of a Section 219 covenant and survey plan to secure road reserve aligned with a road network preplan approved by the Engineering Department; and
- 2) Approval by the Ministry of Transportation and Transit.

Staff Recommendation:

That the Motion for Consideration be adopted.

Proposal:

The proposal is to rezone the subject parcel from A-2 (Rural Holding) to M-1 (General Industrial) to facilitate future subdivision and industrial development in alignment with the Official Community Plan (OCP).

Background:

The subject parcel is located at 5561 Auto Road SE, at the eastern edge of the Industrial Park adjacent to Auto Road (Appendix 1 and 2). The parcel is approximately 5 acres, is designated

Industrial General in the City's OCP and zoned A-2 (Rural Holding) in the Zoning Bylaw (Appendix 3 & 4). This area is generally comprised of M-1 and A-2 zoned parcels designated for industrial use.

M-1 Zoning regulations are attached (Appendix 5). The Zoning Map attached shows the mix of zones in the immediate area. Land uses adjacent to the subject parcel include the following:

North:	Rural Holding (A-2) parcels with residential development;
South:	General Industrial (M-1) parcels with industrial development;
East:	Highway 97 with Rural Holding (A-2) residential development beyond; and
West:	General Industrial (M-1) and Auto Road with M-1 industrial development beyond.

Given the large size of the subject parcel and the 465 square metre minimum parcel size permitted in the M-1 zone, the land under application has development potential, subject to developed road access and servicing.

MOTT has jurisdiction over provincial Highway 97B to the east. MOTT has noted that they will not permit industrial access to the highway and that access must be from a developed municipal road. The applicant has considered this and has included new road dedication from the municipal road network at Auto Road.

The proposal is part of a larger concept to rezone the subject parcel and the neighbouring parcel to the east from A-2 (Rural Holding) to M-1 (General Industrial) to facilitate future subdivision and development. It is expected that a second bylaw will advance the rezoning of the parcel to the east (4421 Highway 97B SE) in the near future aligned with municipal road development. Staff note that a parcel directly north of the subject parcel has also been under application to be similarly rezoned to M-1. Coordination between the adjacent parcels is necessary to secure municipal road access due to MOTT's restrictions on access and egress to Highway 97B for industrial traffic.

Relevant Policy(ies):

The subject parcel is designated as General Industrial in the OCP. The proposed M-1 zone is in alignment with this land use designation. The proposal aligns with OCP Objective 10.2.3, which supports industrial land uses in specific locations, and OCP Policy 10.3.8 which suggests access to appropriate roads, servicing and potential for buffering.

Referral Comments:

Fire Department

No Fire Department concerns.

Building Department

No concerns.

Engineering Department

While not conditions of rezoning, full municipal services are required at time of development. Access to lands beyond the subject parcels is vitally important here for the industrial development to advance as supported by the OCP. Attached comments have been provided to the applicant (Appendix 6).

Ministry of Transportation and Transit

A copy of the MOTT comments is attached as Appendix 7. The referral to MOTT includes both the subject parcel and the adjacent 4421 Highway 97B SE. The rezoning of the adjacent parcel (4421 Highway 97B SE) to the east is expected to advance separately.

MOTT has granted preliminary approval for 5561 Auto Road SE. This signals that MOTT will approve the zoning amendment bylaw after third reading. This report addresses 5561 Auto Road SE only.

The rezoning of 4421 Highway 97B SE adjacent to a Controlled Access Highway is of concern to MOTT at this time as it would potentially allow for land uses which would generate impactful traffic and potential safety concerns relative to direct access on to Highway 97B. As such, MOTT has withheld preliminary approval for the rezoning of 4421 Highway 97B SE. The MOTT response notes that they would re-evaluate subject to access being provided from a municipal street. A future report will address 4421 Highway 97B SE, which is similarly designated for future industrial use.

Planning Department

While the subject parcel has been historically used for rural-residential land use, the OCP Industrial General land use designation envisions parcels in this area as components of the City's primary industrial park. The subject parcel is in an area well-suited for industrial development, within close proximity to similar industrial lands.

The proposed M-1 zoning (Appendix 5) is generally aligned with the neighbouring land uses. It is important to note that the OCP also envisions all the neighbouring A-2 zoned parcels as industrial.

General Industrial designated lands fronting Highway 97B are subject to a Development Permit application at time of development. Should development of the eastern parcel proceed in the future, a Development Permit application will be required, including a detailed landscape plan.

Road Reserve

Rezoning was initially discussed for the subject parcel in 2021, in conjunction with a similar rezoning application to the north of the subject parcel. To address MOTT concerns restricting highway access, as well as to support industrial development and provide access to the lands beyond those under application (which would face similar access restrictions), staff commissioned a conceptual advanced road plan for the area (Appendix 8). Such a future road network would support the future development and expansion of the Industrial Park and the lands around the subject parcel by enabling efficient subdivision of the lands under application, provide access aligned with MOTT concerns, and allow road access to the lands beyond the subject parcel. Given that full road construction may be premature at this time but recognizing the importance of the future road plan for coordinated development in this area, staff have recommended the registration of a Section 219 road reserve covenant be made a condition of issuance of rezoning to secure the future road alignment.

A future subdivision application is expected, subject to the zoning amendment. The proposed subdivision concept (Appendix 9) demonstrates a layout over the subject parcel and the parcel to the east that substantially aligns with the road reserve concept. Staff note the importance of the future road network for the development of this area. Considering the proposed industrial use and noting the development potential of the site and adjacent lands, while also noting MOTT concerns,

staff recommend support of the proposal subject to the registration of a Section 219 road reserve covenant which would secure an area for road should the subdivision not proceed.

The proposed M-1 zoning of the subject property is supported by OCP policy and, subject to provisions for a future road network, is therefore supported by staff.

Financial Considerations:

Development Cost Charges are applicable at the Subdivision or Building Permit stages for industrial development.

Committee Recommendations:

N/A

Public Consultation:

Pursuant to the *Local Government Act* bylaw amendment notices are mailed and hand delivered to occupiers and land owners within a 30m radius of the application. Newspaper ads are placed in two editions of the local paper. The notices outline the proposal and advise those with an interest in the proposal to provide written submission prior to the Statutory Public Hearing and information regarding attending the Hearing.

It is anticipated that the Hearing for 5561 Auto Road SE will be held on October 27, 2025.

An additional staff report and associated Hearing for 4421 Highway 97B SE is anticipated to be held at a later date following confirmation with MOTT and any conditions (including municipal road access) being met.

Alternatives & Implications:

N/A

Prepared by: Senior Planner

Reviewed by: Manager of Planning and Building

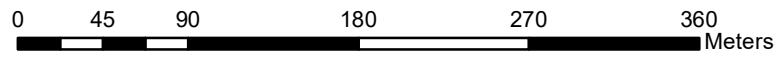
Reviewed by: Director of Planning & Community Services

Approved by: Chief Administrative Officer

Attachments:

- Appendix 1 – Subject Property Map
- Appendix 2 – Ortho Maps
- Appendix 3 – OCP Map
- Appendix 4 – Zoning Map
- Appendix 5 – M1 Zone regulations
- Appendix 6 – Engineering Report
- Appendix 7 – MOTT Response
- Appendix 8 – Road Reserve Concept
- Appendix 9 – Subdivision Proposal

Location Map



Legend

-  Subject Property
-  Parcels

Ortho Map





0 30 60 120 180 240



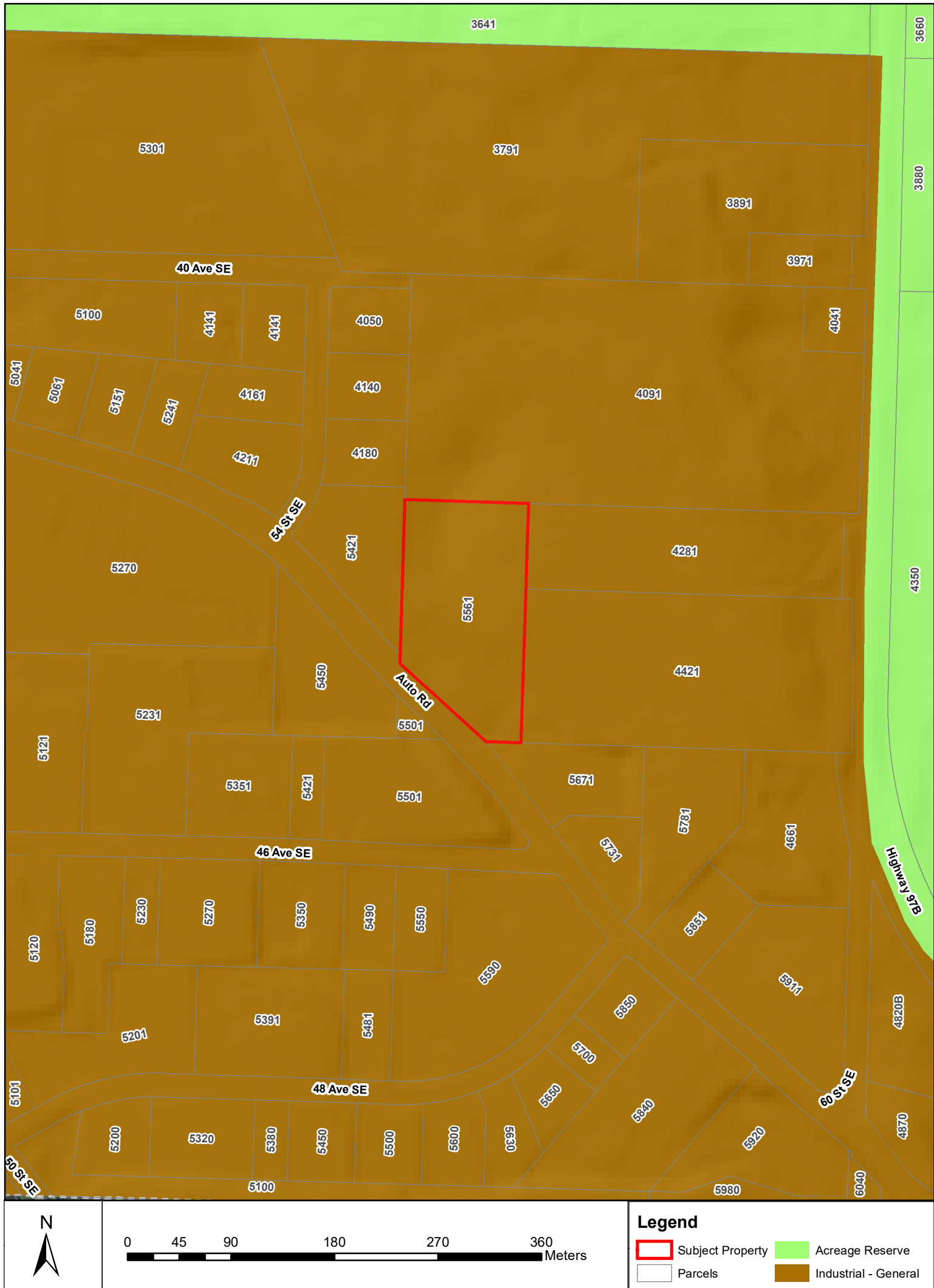
Meters

Legend

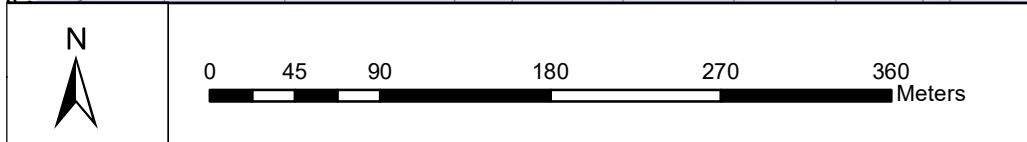
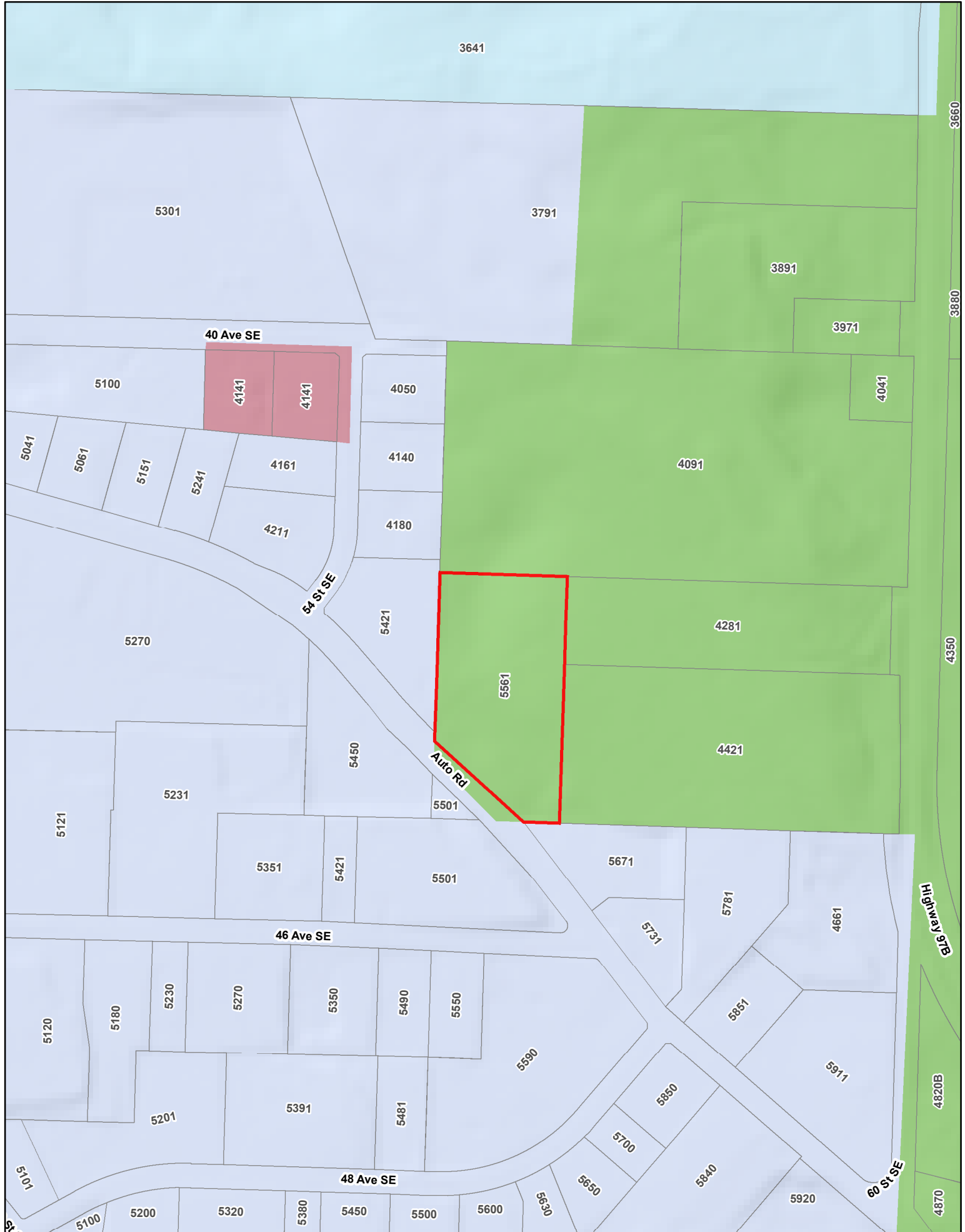
 Subject Property

 Parcels

OCP Map



Zoning Map



Legend	
	Subject Property
	Parcels
	A-2
	M-5
	M-1
	M-4
	P-1

Purpose

- 28.1 The M-1 Zone provides for the location of general industrial and manufacturing uses to be located in areas where conflict with other uses is unlikely to occur.

Regulations

- 28.2 On a *parcel zoned* M-1, no *building or structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the M-1 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 28.3 The following uses and no others are permitted in the M-1 Zone:

- .1 auction yards; #2736
- .2 automotive and truck repair shop, including body repair and painting;
- .3 building supply establishment; #2736
- .4 bulk petroleum products sales and limited retail fuel sales, maximum two [2] pumps;
- .5 *cafe*; #2736
- .6 *commercial daycare facility*; #3724
- .7 concrete products and readi-mix concrete;
- .8 distillery and brewery;
- .9 farm equipment sales and rentals; #2736
- .10 greenhouses, nurseries, including retail sales; #2736
- .11 *high technology research and development*; #4368
- .12 *home occupation*; #2782
- .13 *key lock fuel installation*;
- .14 laboratory, scientific and research; #2736
- .15 *light industry*;
- .16 machinery sales, rental; #2736
- .17 *mini warehouse* to a maximum *parcel area* of 20%; #4471
- .18 *mobile food vending*; #4240
- .19 *mobile home* manufacturing and sales;
- .20 moving and storage establishment; #2736
- .21 *office, storage building, workshop and yard* for general contractor and trade contractor;
- .22 *outside vending*; #2837
- .23 *private utility*;
- .24 radiator repair shop; #2736
- .25 *recreation facility - indoor*; #2736
- .26 recreation vehicle sales and rental lots, and showroom (new and used); #2736
- .27 *recycling depot*;
- .28 rental and repair of tools, small equipment; #2736
- .29 sale and repair of machinery, farm implements, and heavy equipment;
- .30 *storage building, warehousing and wholesale establishment, packing and crating, cold storage*;
- .31 storage yard;
- .32 *transportation use*;
- .33 truck and truck-tractor sale or rental lot;
- .34 veterinary hospital; #2736
- .35 welding, machine or metal fabrication;
- .36 wood products manufacturing;
- .37 *ancillary retail sales*; #2736
- .38 *accessory use*, including one *dwelling unit*, or one *single family dwelling*, or one *upper floor dwelling unit*. #2761

Maximum Height of Principal and Accessory Buildings

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

Maximum Parcel or Site Coverage

28.5 The maximum *parcel* or *site* coverage for all *buildings* and *structures* shall be 60% of the *parcel* or *site* area.

Minimum Parcel Size or Site Area

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

Minimum Parcel or Site Width

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

Minimum Setback of Principal and Accessory Buildings

28.8 The minimum *setback* of the *principal* and *accessory buildings* from the:

- | | | |
|----|---|------------------------|
| .1 | <i>Front parcel line</i> shall be | 6.0 metres (19.7 feet) |
| .2 | <i>Rear parcel line</i> shall be | 6.0 metres (19.7 feet) |
| .3 | <i>Interior side parcel line</i> | |
| | - adjacent to a <i>parcel</i> not zoned | |
| | industrial shall be | 6.0 metres (19.7 feet) |
| | - all other cases shall be | 4.0 metres (13.1 feet) |
| .4 | <i>Exterior side parcel line</i> shall be | 6.0 metres (19.7 feet) |

Accessory Retail Use

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

Outside Storage

28.10

- .1 Outside storage shall be screened from any adjacent *parcel* not zoned Industrial as per Appendix III.
- .2 An outside storage business is limited to a maximum *parcel area* of 20%. This limitation does not apply to a contractor's storage yard or other *accessory use* purposes.

Parking and Loading

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



*Memorandum from the
Engineering and Public
Works Department*

TO: Gary Buxton, Director of Planning
 DATE: 25 July 2025
 PREPARED BY: Nate Johnson, Engineering Assistant
 OWNER: **D. Webb Developments Ltd. & 1535559 BC Ltd, INC.**
 APPLICANT: **D. Webb**
 SUBJECT: **Rezoning Application No. 1198**
 LEGAL: Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 (009-256-733) &
 Lot B, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 (009-256-784)
 CIVIC: **4421 Hwy 97B & 5561 Auto Road SE**

Further to your referral dated June 10 2025, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

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

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4293. 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 overhead electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement and relocated outside of the proposed building envelope. Owner / Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.

REZONING APPLICATION FILE NO. 1198

25 July 2025

Page 2

8. At the time of subdivision / building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.
9. For the on-site development, prior to commencement the applicant will be required to submit to the City for review and approval detailed engineering plans in accordance with the requirements of the Subdivision and Development Servicing bylaw 4163. These plans must be prepared by a qualified professional engineer. As a condition of final subdivision approval, the applicant will be required to deposit with the City for a period of 1 year, funds equaling 10% of the estimated cost for all works that are to be transferred to the City.
10. For the off-site improvements at the time of subdivision / building permit the applicant will be required to submit for City review and approval detailed engineered plans for all off-site construction work. These plans must be prepared by a qualified engineer. As a condition of subdivision / building permit approval, the applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. Auto Road SE, on the subject properties southern boundary, is designated as a Rural Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at this time, all building setbacks will be required to conform to the ultimate 25.0m cross section. Statutory Right of Way may be required to protect infrastructure outside 20.0m dedicated Right of Way. Available records indicate that no additional road dedication is required (to be confirmed by BCLS).
2. Auto Road SE is not currently constructed to a Rural Arterial Road standard. Upgrading to the current Rural Arterial Road standard is required, in accordance with Specification Drawing No. RD-09. Required upgrading includes, but is not limited to, widening to provide a 2.5 m paved shoulder and associated ditching or drainage improvements. The Owner / Developer is responsible for all associated costs.
3. Highway 97B, on the subject property's eastern boundary, is a provincial controlled access highway. Additional dedication, improvements, and access locations will be determined by Ministry of Transportation and Transit (MoTT). It is the responsibility of the Owner / Developer to ensure all MoTT requirements have been met.
4. Provisions are to be made at the southeast corner of the property to accommodate future emergency and/or driveway access to 4661 60 Street SE. This includes providing sufficient space for a statutory right-of-way and meeting any applicable setback requirements to allow for future construction in accordance with Policy 3.11 (Emergency Accesses).
5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.

REZONING APPLICATION FILE NO. 1198

25 July 2025

Page 3

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6. As Auto Road SE is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only 1 - 8.0m wide driveway access will be permitted onto Auto Road SE with the current parcel alignment; should the parcels be further subdivided in the future, all accesses should be designed to come off the future internal road network where possible. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.
 7. Should the Ministry of Transportation and Transit not permit access onto Highway 97B for the fronting parcel, a driveway must be provided and be protected by easement.
 8. As per Greenway Strategy and Official Community Plan, a pathway is required to be dedicated and constructed within the frontage of Auto Road SE. Upgrading the road cross section to RD-9 cross section will satisfy this requirement. Owner / Developer responsible for all associated costs.
 9. Any future subdivision or development shall conform to the road network preplan completed for the area, or if amendments are required, show how the new layout meets the intent of future servicing of the areas included in the preplan.

Water:

1. The subject property fronts a 300mm diameter Zone 5 watermain on Auto Road SE. No upgrades will be required at this time.

The subject property does not front a water main on Highway 97B or have legal frontage on a municipally serviced road. In the absence of a subdivision layout or internal road network, water servicing must be provided to 4421 Highway 97B and be protected by easement. Owner / Developer is responsible for all associated costs.

2. Owner / Developer's engineer will be required to prove that sufficient fire flows and pressures exist for any proposed development. Where the existing system is found to have insufficient capacity, the Owner / Developer will be responsible for the construction of any required upgrades.
3. Records indicate that 5561 Auto Road SE is serviced by a 25mm service from the 300mm diameter watermain on Auto Road SE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
4. The proposed parcels are each to be serviced by a single metered water service connection (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use (minimum 25mm, 50mm recommended). 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. If the parcels remain in this configuration without a formal subdivision and internal servicing layout, installation of meter pits at or near the property line may be required. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.

REZONING APPLICATION FILE NO. 1198

25 July 2025

Page 4

7. Existing Fire Hydrants within frontage of Auto Road SE are sufficiently spaced to meet current industrial density spacing. No additional fire hydrants are required along Auto Road SE.
8. Any future subdivision or development shall allow for looping of the watermain to 'upstream' properties.

Sanitary:

1. The subject properties do not front a City sanitary sewer system. Subject to the required approvals from Interior Health Authority, private on-site disposal systems will be required for each lot.

Drainage:

1. 5561 Auto Road SE partially fronts a 600mm diameter storm sewer on Auto Road SE. Stormwater discharge for both parcels is anticipated to be via overland dispersal. Further to the outcome of Item 5, no upgrades or extensions to the storm main are required at this time.
2. 4421 HWY 97B does not front an enclosed storm sewer system.
3. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4293, Schedule B, Part 1, Section 7 shall be provided for each parcel.
4. Where onsite disposal of stormwater is recommended by the ISMP for 5561 Auto Road SE, 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. 5561 Auto Road SE shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
6. A natural depression exists in the northwest corner of 5561 Auto Road SE that is acting as a natural soak away basin for the stormwater in the area. Through the development plans, combined with the ISMP and geotechnical study for the sites, it shall be determined whether the basin will remain. If the basin is filled in, it will be necessary to mimic the storage and infiltration through engineered infrastructure. Should the depression remain as stormwater storage and infiltration an overland flow route will be required to allow a safe emergency route to City property. The natural overland flow route is through the undeveloped property of 4180 54 Street SE which will allow the City to secure right-of way upon site development relieving the developer of this requirement.

REZONING APPLICATION FILE NO. 1198

25 July 2025

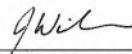
Page 5

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.



Nate Johnson
Engineering Assistant



Jenn Wilson P.Eng.
Manager of Engineering



BRITISH
COLUMBIA

Ministry of Transportation
and Transit

**DEVELOPMENT SERVICES
BYLAW COMMUNICATION**

City of Salmon Arm
500 2nd Avenue NE
PO Box 40
Salmon Arm, BC V1E 4N2

Your File #: ZON-1198 BYLAW
4438

eDAS File #: 2025-03035

Date: Jul/10/2025

Attention: Kathy Frese

Re: Proposed Bylaw 4438 for:
PID: 009-256-784, LOT B SECTION 5 TOWNSHIP 20 RANGE 9 WEST OF THE 6TH
MERIDIAN KAMLOOPS DIVISION YALE DISTRICT PLAN 12843 EXCEPT PLANS 17915 AND
H10964 - 4421 97B Highway, Salmon Arm
AND
PID: 009-256-733, LOT A SECTION 5 TOWNSHIP 20 RANGE 9 WEST OF THE 6TH
MERIDIAN KAMLOOPS DIVISION YALE DISTRICT PLAN 12843 -
5561 Auto Road SE, Salmon Arm

Pursuant to section 52(3)(a) of the *Transportation Act*, approval is granted for the following rezoning from A2(Rural Holdings) to M1(General Industrial) for the following property **ONLY**: 5561 Auto Road SE, Salmon Arm legally described as: PID: 009-256-733, Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843.

Pursuant to section 52(3)(a) of the *Transportation Act*, approval is **NOT granted** for the following rezoning from A2 (Rural Holding) to M1 (General Industrial) for the property located at: 4421 Hwy 97 B SE, Salmon Arm, legally described as, PID: 009-256-784, Lot B, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 for the following reasons:

- Highway 97 B is classified as a Controlled Access Highway under the *Transportation Act* Section 48.
- The increased use of industrial traffic from this parcel may negatively impact the safety of the travelling public along this arterial route.
- The increased use of industrial traffic merging from and onto this property will slow down the movement along the Highway, negatively impacting use of the highway for transporting goods.
- Should access for this parcel be taken from a municipal street rather than the controlled access highway 97B, the ministry would reevaluate the non-approval.

If you have any questions, please feel free to call Elizabeth KEAM at (778) 824-0112.

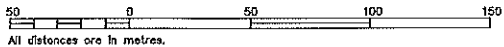
Yours truly,

Elizabeth KEAM
Senior Development Officer

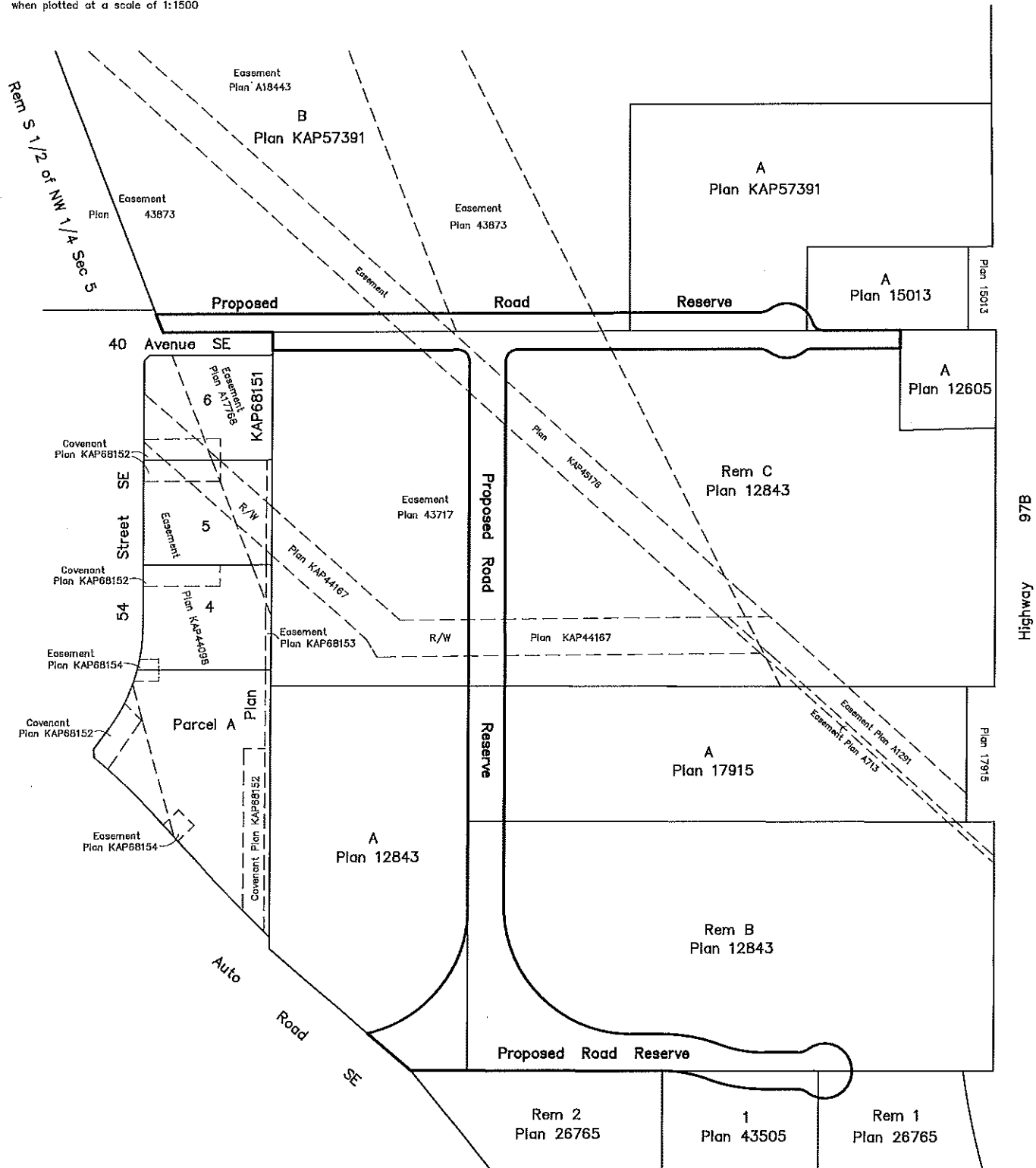
Local District Address
Salmon Arm Area Office Bag 100 Stn Main Salmon Arm, BC V1E 4S4 Canada Phone: (250) 712-3660 Fax: () -

Sketch Plan of Proposed Road Reserve Covenants
in Region of Auto Road SE and Highway 97B,
Sec 5, Tp 20, Rge 9, W6M, KDYD

BCGS 82L.064



The intended plot size of this plan is 432mm in width by 560mm in height (C size) when plotted at a scale of 1:1500



BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. 250-832-9701
File: 319-21

