



Request for Expression of Interest (EOI)

Aeronautical Land For Lease Aircraft Hanger Development Shuswap Regional Airport (CZAM)

Issue date: February 25, 2026

CLOSING DATE & TIME

Expression of Interest must be received before: **March 26, 2026 at 2:00pm**

CITY CONTACT

All enquiries related to this Request for Expression of Interest (RFEOI), including any requests for information and clarification, are to be directed, in writing, to the following person. Enquiries will be recorded, and as needed, responses will be distributed at the City's discretion on BC Bid and the City's Website. Information obtained from any other source is not official and should not be relied upon.

Darin Gerow, Director of Operations

PO Box 40, 100 – 30 Street SE, Salmon Arm, B.C., V1E 4N2; e-mail: dgerow@salmonarm.ca

DELIVERY OF EOIS

Please submit one (1) digital copy of the EOI.

Digital copy will be accepted by email to dgerow@salmonarm.ca

Emails shall be titled **"RFEOI – Aeronautical Land for Lease & Aircraft Hanger Development
Shuswap Regional Airport (CZAM)"**

PROPOSERS' MEETING

A Proposers' meeting WILL NOT be held.

Proponent Declaration

Aeronautical Land for Lease Aircraft Hanger Development Shuswap Regional Airport (CZAM)

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The enclosed EOI is submitted in response to the above-referenced Request for Expression of Interest, including any addenda. Through submission of this EOI, we agree to all of the terms and conditions of the Request for Expression of Interest and agree that any inconsistent provisions in our EOI will be as if not written and do not exist. We have carefully read and examined the Request for Expression of Interest, including the Definitions and Administrative Requirements, and have conducted such other investigations as were prudent and reasonable in preparing the EOI. We agree to be bound by statements and representations made in our EOI.

A person authorized to sign on behalf of the Proponent must complete and sign the Proponent Section (below), leaving the rest of this page otherwise unaltered, and include the signed and completed page with the EOI.

Signature of Authorized Representative:	Legal Name of Proponent (and Doing Business As Name, if applicable):
Printed Name of Authorized Representative:	Address of Proponent:
Title:	
Date:	Authorized Representative phone, fax or email address (if available):

PLEASE NOTE THAT EOIS MISSING THIS SIGN-OFF WILL NOT BE CONSIDERED.

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- Appendix D – Development Permit Guidelines (OCP 2025)**
- Appendix E – EPP132596 Plan**
- Appendix F – Proposed Subdivision Layout (Off Airside)**

1. Introduction

The City of Salmon Arm (City) is inviting Request for Expressions of Interest (EOI) from qualified individuals, corporations, or organizations (Proponents) interested in developing aircraft hangars on newly serviced lease lots at the Shuswap Regional Airport (Airport).

The intent of this RFEOI is to identify interested and capable proponent who wish to lease and develop one or more of the available lots for aviation-related purposes consistent with the Airport's long-term development plan and the City's zoning regulations.

This EOI is **not a tender or a request for Proposal**, and there is **no obligation** on the part of the City to enter into lease negotiations with any respondent. Submissions will be reviewed to determine interest, feasibility, and alignment with airport planning objectives.

The City will utilize this EOI to shortlist proponents for further stages of Proposals with a maximum shortlist of three (3) proponents per lease lot.

2. Airport Overview

The Airport is a general aviation aerodrome located in the City of Salmon Arm, British Columbia. The Airport is owned and operated by the City of Salmon Arm. Airport operations are jointly funded by the City and the Columbia Shuswap Regional District, while all capital improvements are funded solely by the City of Salmon Arm.

The Airport was de-certified in 2022; however, it continues to be maintained to high aviation standards, including a comprehensive Safety Management System and oversight by the Airport Operations and Safety Committees.

The airport features a single runway, 14-32, which was newly paved in 2023 and measures 1,299 m (4,260 ft) in length and 23 m (75 ft) in width. It supports both day and night operations for VFR and IFR traffic. RNAV approaches are also maintained for both Runway 14 and Runway 32.

The official published geodetic location of the Shuswap Regional Airport as indicated in the **Canadian Flight Supplement** is latitude N 50° 40' 57", longitude W 119° 13' 43" UTC-8(7), Elevation 1751'. The Airport identifier code for the Shuswap Regional Airport is **CZAM**.

The Airport includes winter operations where snow removal is prioritized by: runway, tarmac & fuel pump, taxiway, PAPI, strobes, commercial hangars and then private hangars.

The existing on-site developments mostly consist of private hangars where hangars are constructed on long-term leased and land rentals. The hangars range from small single hangars to long multiple aircraft storage hangars. There are also a number of aircraft tie-down areas on-site.

The City's goal is to operate and maintain a vibrant, functional, and sustainable airport that supports both general and commercial aviation and services the region.

3. Site Description and Development Opportunities

The Shuswap Regional Airport is a publicly owned general aviation facility serving Salmon Arm and the surrounding region. The City has recently completed the development of several new airport lease lots, all available lots are show in site map show in **Appendix A**. The City’s intention is to see the lease lots developed to their maximum allowable build-out in accordance with applicable zoning and development regulations.

With the completion of Taxiway Charlie, there is now additional space for airside hanger development shown on the proposed Hanger Layout Map (Appendix A). The survey of Six (6) lease lots were completed last fall, shown on Plan EPP132596 (Appendix C). The lots range in size as shown in the table below:

Lease Lots	Approx. Area		Comment Special Conditions
	(m ²)	(ft ²)	
C & D	460.1	4,952.5	Construction in accordance with Policy No.5.13
E	859.8	9,144.0	No construction restrictions, services available: hydro & gas (no sewer)
F	592.1	6,373.3	“
G	602.6	6,486.3	“
H	874.0	9,407.7	“
Parcel C	2,680.0	28,847.0	No construction restrictions, services available: water , hydro, natural gas (no sewer)

Lots C & D fall under the provisions of Policy No. 5.13 (**Appendix B**), which limits construction to a portable building such as coverall structure with no concrete floor, no hydro or heating being permitted. These construction restrictions are a result of the Phase II environmental study (SLR 2017) which identified this specific area as a potential environmental concern.

Important development considerations pertaining to lease lots:

- Lots will require the installation of a paved approach apron to connect to the taxiway area
- Lots suitable for private, commercial, or corporate aircraft hangar development
- Parcel C’s preferred development is for commercial or corporate

4. Proponent Development Responsibilities

Successful proponents will be responsible for all aspects of hangar development on the leased lot(s), including but not limited to the following:

1) Planning, Design, and Approvals

- a) Preparation of all architectural, structural, and engineering designs for the proposed hangar.
- b) Acquisition of all required **City permits**, including **Development Permit** and **Building Permit**.
- c) Compliance with **City Zoning Bylaw**, OCP Development Permit Area Guidelines, Airport Development Plan, B.C. Building Code, and applicable aviation standards.
- d) Coordination with the City and other regulatory authorities throughout the design and approval process.

2) Site Preparation and Civil Works

- a) Completion of all lot preparation activities, including grading, excavation, fill placement, or the removal and disposal of unsuitable materials.
- b) Installation of required drainage systems, stormwater management features, and erosion controls.
- c) Ensuring the lot is prepared to support the proposed building footprint and associated infrastructure.

3) Construction and Development

- a) Construction of the hangar, including building foundations, structure, exterior finishes, and interior improvements.
- b) Installation of hangar doors, fire suppression (if required), and all associated building systems.
- c) Ensuring all construction work meets applicable codes, professional standards, and airport safety requirements.

4) Utility and Service Connections

- a) Request, installation and cost of all utility connections to the hangar, including:
 - i. **Electrical (hydro)**
 - ii. **Natural gas**
 - iii. **Communications/data**
 - iv. **Water (if applicable)**

Any on-site utility extensions, trenching, conduit work, meter installations, and related inspections. The city has ensured that Hydro and Gas is available.

5) Safety, Environmental, and Operational Requirements

- a) Adherence to all airport operational safety protocols during construction.
- b) Management and disposal of materials in accordance with environmental regulations.
- c) Implementation of dust control, noise mitigation, and construction site safety measures.
- d) Obtaining any environmental clearances or assessments required for the project.

6) Ongoing Obligations

- a) Maintaining the lot and building in good condition throughout the lease term.
- b) Ensuring compliance with the conditions of the lease, development permit, and airport operating requirements.
- c) Covering all operating costs associated with the hangar, including utilities, insurance, and maintenance.
- d) Council approves all leases, however, the City will not unreasonably withhold future lease renewals
- e) The lease holder may sell their hanger and apply to assign their lease, however, if the lease holder fails to renew their lease and/or abandons the lease at any time, all site improvements and leasehold improvements made by the lease holder shall automatically become the property of the City, with no right of removal or compensation.

5. Lease Terms and Conditions

- 1) **Lease Term:** Up to **10 years** (maximum).
- 2) **Lease Rates:** Based on the City's current Fees for Service Bylaw and may be subject to change based on CPI increased and updated appraisals.
- 3) Applicable Insurance requirements.
- 4) **Development Standards:** All construction is subject to the **City's Zoning Bylaw** and requires an approved **Development Permit** prior to building permit issuance.
 - **Appendix C** – Zoning Bylaw, Section 25 - P2 - Airport Zone
 - **Appendix D** – Development Permit Area Guidelines information
- 4) **Maximum Build-Out:** Hangar construction shall conform to the lot boundaries and approved setbacks as defined by the City's zoning and airport development guidelines.

The City advises that proponents will be required to obtain a building permit within two years of entering into a lease agreement. Should this requirement not be met, the City may, at its sole discretion, terminate the lease, repossess the lot(s), and solicit new development Proposals.

6. Expression of Interest Submission Requirements

Interested parties are invited to submit an EOI containing the following information:

- 1) **Proponent Information**
 - a) Name of individual, company, or organization
 - b) Contact person, address, phone number, and email
- 2) **Proposed Use and Development Concept**
 - a) Type of hangar(s) proposed (private, commercial, maintenance, storage, etc.)
 - b) Preliminary size, layout, and design concept
 - c) Anticipated timeline for development
- 3) **Experience and Qualifications**
 - a) Brief summary of any relevant aviation and construction experience
 - b) Any past or current aviation-related projects or airport developments
- 4) **Preferred Lot(s)** (if applicable)
 - a) Indicate preferred parcel(s) or general area of interest

7. Evaluation and Next Steps

This EOI is **not a tender or a request for Proposal**, and there is **no obligation** on the part of the City to enter into lease negotiations with any respondent. Submissions will be reviewed to determine interest, feasibility, and alignment with airport planning objectives.

The City will utilize this EOI to shortlist proponents for further stages of Proposals with a maximum shortlist of three (3) proponents per lease lot.

This section details all of the mandatory and desirable criteria against which EOI's will be evaluated. Proponents should ensure that they fully respond to all criteria in order to receive full consideration during evaluation.

Mandatory Criteria

EOI's not clearly demonstrating that they meet the following mandatory criteria will be excluded from further consideration during the evaluation process.

Criteria	
a)	The EOI must be received at the closing location before the specified closing time.
b)	The EOI must be in English and delivered in accordance with the Delivery of EOIs information provided on page 1.

Evaluated Criteria

EOI's meeting all of the mandatory criteria will be further assessed against evaluation criteria.

Criteria	Weight
A. Proposed Use & Alignment with Airport	40
A brief description of intended use and why it aligns with the airport High-level fit with airport use, zoning, and strategic direction	
B. Proponent Experience & Capability	20
A short summary of relevant experience and an indication of financial and organizational capability General capability to develop/operate similar projects	
C. Concept Quality & Development Vision	20
A short concept outline or vision statement Clarity and potential value of the proposed concept	
D. Safety, Security & Regulatory Compliance	20
A brief summary statement acknowledging these requirements General understanding of airport regulatory	
D. GRAND TOTAL = (A + B + C+D)	100

The City of Salmon Arm reserves the right to reject any or all EOIs. The City of Salmon Arm shall not be obligated in any manner to any proponent whatsoever until a written agreement has been duly executed relating to an approved Proposal.

8. Submission Details

Submission Deadline: 2:00pm, March 26, 2026

Submissions may be sent via email or hard copy to:

City of Salmon Arm

Attention: Darin Gerow, Director of Operations

City of Salmon Arm

500 – 2 Avenue NE

Salmon Arm, BC V1E 4N2

Email: dgerow@salmonarm.ca

9. Inquires

All inquiries regarding this RFEOI should be directed to:

Darin Gerow, Director of Operations

City of Salmon Arm

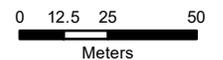
Email: dgerow@salmonarm.ca

Phone: 250-803-4088



SHUSWAP REGIONAL AIRPORT
CZAM
HANGER LAYOUT

-  Proposed Hanger lease lots
-  Proposed Hanger lease lots w/ Building Restrictions



TOPIC: Construction of hangars at the airport

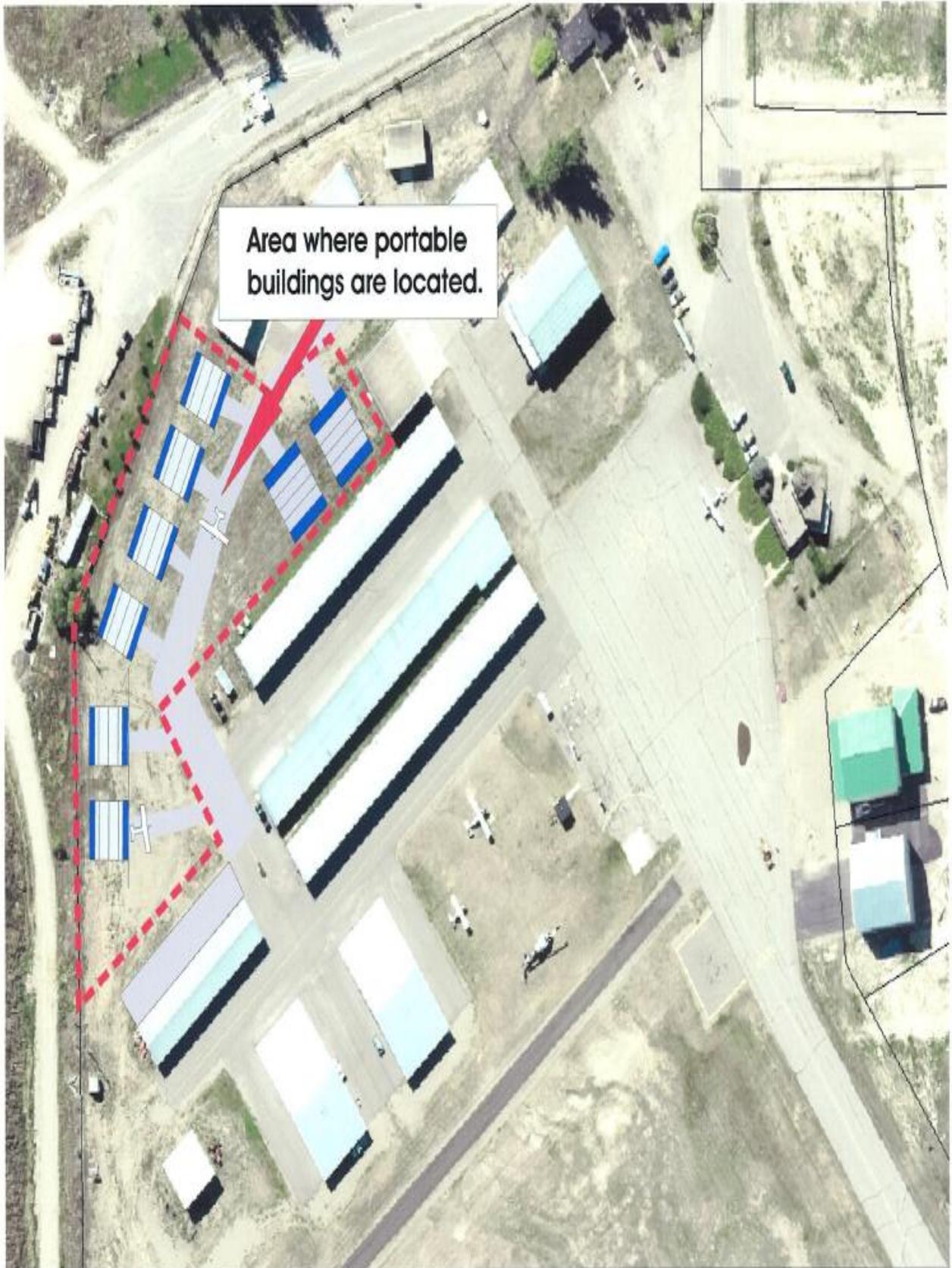
PURPOSE: To address the limiting distance factor between buildings pursuant to the BC Building Code.

POLICY:

1. That all new hangars at the Airport be constructed with endwalls of non-combustible construction having a two hour fire resistance rating to address the limiting distance factor between buildings pursuant to the BC Building Code to allow a maximum distance between hangars of 1.5 meters.

2. Fabric covered buildings will be permitted at the Airport in locations shown on Appendix "A". The building sites are located above as determined. Construction of the fabric covered buildings shall conform to the following conditions:
 - a) Maximum size of building 20 meters x 20 meters
 - b) Maximum height 10 meters
 - c) Fire rating of walls to conform to the requirements of the BC Building Code or the minimum distance between buildings shall be 6.0m.
 - d) Connection of the portable building to BC Hydro service will not be permitted
 - e) Heating systems shall not be permitted
 - f) Foundations to be designed and approved by a Geotechnical Engineer and structure to be designed by a Structural Engineer
 - g) Methane gas mitigation to be designed and approved by a Geotechnical Engineer, and
 - h) Final siting and colour (blue and white) of the building shall be approved by the Airport Manager.

Prepared by: Operations Manager	Date: July 24, 1995
Approved by Council:	Date: July 31, 1995
Amended or Replaced:	Date:



Area where portable buildings are located.

SALMON ARM AIRPORT
PORTABLE BUILDING LAYOUT
40 FOOT BY 40 FOOT HANGERS & 50 FOOT BY 60 FOOT HANGERS

Appendix "A"

DRAWN BY: TIM THOMPSON
JANUARY 2008

SECTION 25 - P-2 - AIRPORT ZONE

Purpose

25.1 The P-2 Zone is intended to accommodate airports, *heliports*, float plane bases and related uses.

Regulations

25.2 On a *parcel zoned* P-2, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the P-2 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

25.3 The following uses and no others are permitted in the P-2 Zone:

- .1 airport;
- .2 *airport industrial/commercial*; #3042
- .3 *flying club*;
- .4 float plane base;
- .5 *heliport*;
- .6 *skydiving club*;
- .7 *accessory use*.

Maximum Height of Principal Buildings

25.4 The maximum *height* of the *principal buildings* shall be 10.0 metres (32.8 feet).

Maximum Height of Accessory Buildings

25.5 The maximum *height* of *accessory buildings* shall be 6.0 metres (19.7 feet).

Maximum Parcel or Site Coverage

25.6 The maximum *parcel* or *site* coverage for all *buildings* and *structures* shall be 40% of the *parcel* or *site* area.

Minimum Parcel Size or Site Area

25.7 The minimum *parcel* size or *site* area shall be 0.1 hectare (0.24 acre).

Minimum Parcel or Site Width

25.8 The minimum *parcel* or *site* width shall be 20.0 metres (65.6 feet).

Minimum Setback of Principal and Accessory Buildings

25.9.1 The minimum *setback* of the *principal* and *accessory buildings* from all *parcel* lines shall be 10.0 metres (32.8 feet).

25.9.2 On parcels less than 0.4 hectare (0.98 acre) in size, the minimum setback for principal and accessory buildings from all parcel lines shall be 5.0 metres (16.4 feet). #3042

Transport Canada

25.10 Notwithstanding any provisions of this Bylaw, the location of all *buildings*, *structures*, facilities or any other use shall conform to the requirements of Transport Canada.

Flammable Fuels

25.11 Where flammable fuels are to be stored or offered for sale on a *parcel zoned* P-2, a permit for the storage or sale shall be obtained from the *Municipality's* Fire Department.

Parking and Loading

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

- c. a subdivision application.

F. Industrial Development Permit Area Designation

Pursuant to Section 488(1)(f) of the Local Government Act, all lands designated for Industrial Light, Industrial General, or Industrial Airside use as shown on Map A - Land Use, and fronting the Trans Canada Highway, Highway 97B, 10 Avenue SE, or the north side of 20 Avenue SE are designated “Industrial Development Permit Area”.

Objectives

To promote quality building, site and landscape design.

To ensure that industrial developments provide a positive impression of Salmon Arm along provincial highways and city streets.

To promote environmentally sensitive building and landscape approaches.

Submission Requirements

Drawings submitted for a Development Permit application must meet the following minimum requirements:

- a. The site plan must include lot dimensions and setback dimensions taken from the building to all property lines; non-vehicular and vehicular access and parking layout, with dimensions for parking stalls and traffic aisles; refuse and recycling container areas, mechanical equipment at grade, and all surface materials such as paving and landscape areas;
- b. A grading and drainage plan must indicate existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and onsite infiltration areas and storm drainage;
- c. Drawings illustrating the building appearance shall indicate the materials, finish and colour of the buildings; and
- d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces; steps and retaining walls; mowed and rough grass areas; planting areas; and a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features.

Development permit application drawings should be prepared by a registered architect or a draftsman with experience in urban design.

Landscape plans should be prepared by a registered landscape architect or a landscape designer.

Prior to formal site planning, applicants are encouraged to consult with the City’s Planning Department to determine which natural features should remain on the development site.

Siting and Building Guidelines

1. Design the site layout and building locations to:
 - 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. work with the existing topography, minimizing the need for cut and fill or tall retaining walls; and
 - c. provide a buffer for surrounding residential developments.
2. Orient main entrances to the dominant street frontage, with well-defined entries.
3. Design entrances and portions of buildings visible from a provincial highway or city street with some architectural interest.
4. Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on the following Crime Prevention Through Environmental Design (CPTED) principles:

- **Natural Surveillance:** a design strategy that is directed at keeping people under observation. It is based on a simple premise that a person will be less likely to act improperly if he or she can be seen. Natural surveillance is commonly associated with the establishment of clear sightlines. Natural surveillance can be complemented by mechanical forms of surveillance (closed circuit television) and/or organized forms such as security and police patrols.
- **Natural Control Access:** is based on the simple premise that a person who is confronted with a clearly defined and/or strategically developed boundary, will typically show it some deference by respecting the way it guides and influences their movement as they transition from public through private space. Natural forms of access control includes fences, low walls, landscaping, gates and any barrier that is natural for the environment including topographical features, sales counters and even distance.
- **Territorial Reinforcement:** is a design concept that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship that is noticeable to the offender. It creates clear “public,” “semi-public,” and “private” spaces.

5. 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.
6. Consider the use of alternative technologies for on-site energy production, e.g. geothermal, photovoltaic and fuel cells, heat pumps.

Landscape and Screening Guidelines

1. 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.
2. Select trees and other plants that will be readily established and provide significant visual impact upon planting.
3. In the landscape plan, consider finished site grades, location and heights of retaining walls, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, avoiding shade on areas for food growing, and all other typical site planning criteria.
4. Developments are encouraged to include space for food garden spaces and spaces for food production.
5. Consider energy efficiency and conservation in landscape design, e.g. moderate wind, provide shade in summer, allow sunlight and daylight into buildings.

6. Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
7. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City’s “Landscape Standards and Recommended Species Guide” (as amended from time to time) as a reference.
8. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.
9. Plant a uniform alignment of street trees planted along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, 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.
10. For street tree selection along public boulevards, use the City’s “Landscape Standards and Recommended Species Guide” (as amended from time to time) as a reference.
11. Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site’s perimeter, particularly adjacent to residential development.

12. Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as solid fencing not less than 2 metres in height may be considered instead of or in combination with planting.
13. 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.

Access, Circulation and Parking Area Guidelines

1. Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to building entrances.
2. Encourage permeable materials for parking areas where possible, including gravel for areas that are used less frequently.
3. Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.

4. Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
5. Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.
6. Encourage shared parking lot accesses to adjacent developments.

Lighting Guidelines

1. All exterior lights should emit the minimum illumination level required for safety and should not exceed 3000K light colour temperatures to reduce light pollution and nuisance.
2. Exterior lighting should be directed or shielded to illuminate the ground so as to not create unnecessary glare or light trespass on adjacent properties.

3. All light fixtures shall be full cut-off fixtures mounted such that no light projects above the horizontal plane.
4. Non-full cutoff fixtures may be used where the architecture of the building restricts light above the horizontal plane or the luminaire is mounted less than 1.0m above grade for the purpose of pedestrian lighting.



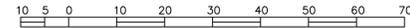
Non-cutoff	Semi-cutoff	Cutoff	Full Cutoff
Not recommended	Not recommended	Possible	Preferred/best

Reference Plan to Accompany Leases in Parts of Lot A, Sec 5, 7 and 8, Tp 20, Rge 9, W6M, KDYD, Plan KAP63580

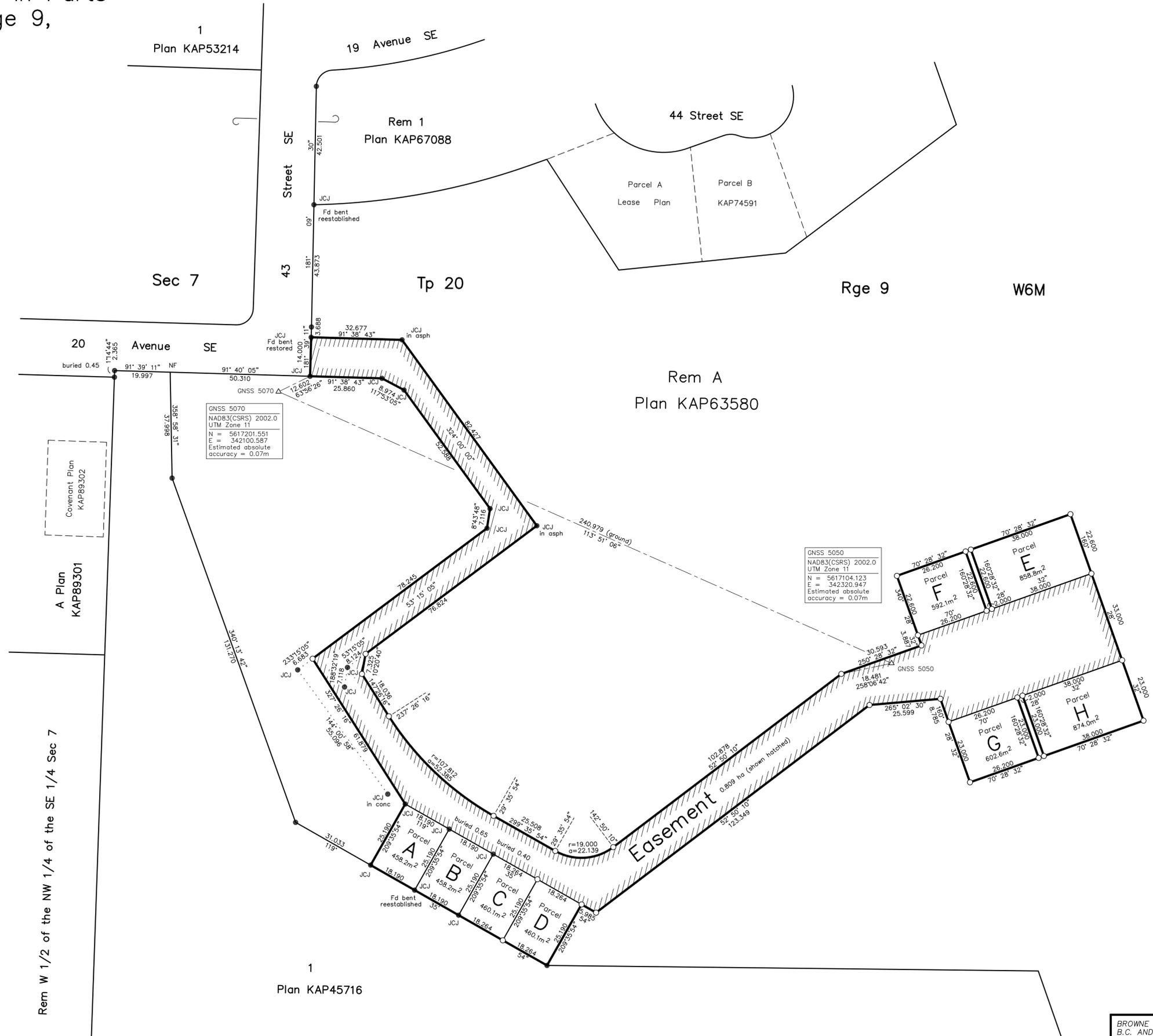
Except Plans KAP63581 and KAP67088

Pursuant to Section 99(1)(k) of the Land Title Act

BCGS 82L.064



All distances are in metres.
The intended plot size of this plan is 864mm in width by 560mm in height (D size) when plotted at a scale of 1:750



GNSS 5070
NAD83(CSRS) 2002.0
UTM Zone 11
N = 5617201.551
E = 342100.587
Estimated absolute accuracy = 0.07m

GNSS 5050
NAD83(CSRS) 2002.0
UTM Zone 11
N = 5617104.123
E = 342320.947
Estimated absolute accuracy = 0.07m

LEGEND

Grid bearings are derived from differential dual frequency GNSS observations and are referred to the central meridian of UTM Zone 11.

This plan shows horizontal ground level distances, unless otherwise specified. To compute grid distances, multiply ground level distances by the average combined factor of 0.9998258. The average combined factor has been determined based on an ellipsoidal elevation of 510.2 metres.

The UTM coordinates and estimated absolute accuracy achieved are derived from differential dual frequency GNSS observations post processed using the Natural Resources Canada Precise Point Positioning Service.

- Standard Iron Post Found (OIP)
- Standard Iron Post Placed (IP)
- △ Traverse Hub Placed
- JCU Denotes Set By JC Johnson, BCLS (604) Unregistered Plan EPP2236 (2009)

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

This plan lies within the Columbia Shuswap Regional District

The field survey represented by this plan was completed on the 14th day of September, 2023
Mark R. Mason, BCLS (929)

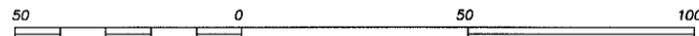


Sketch Plan of Proposed Lease Lots in Part of Lot 1, Plan KAP67088, Sec.7, Tp.20, R.9, W6M, K.D.Y.D.

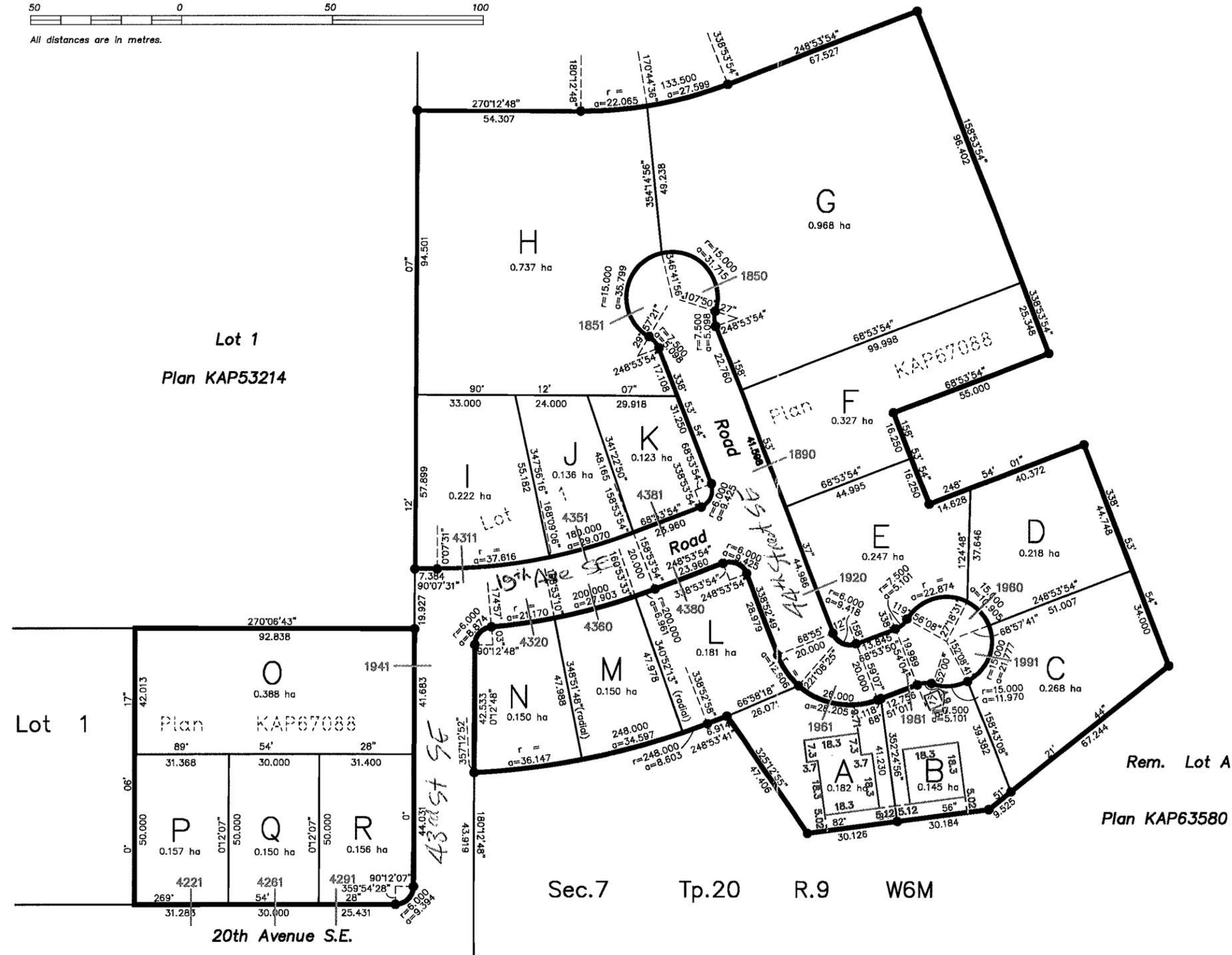
Except Plan KAP69073.

Scale 1:1000

B.C.G.S. 82L.064



All distances are in metres.



LEGEND

Bearings are astronomic and are derived from Plan KAP67088.

● Standard Iron Post Found

This plan lies within Columbia-Shuswap Regional District.



November 28, 2003.

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. Ph.832-9701
File: 531-03 Fb.456 p.2-3
Fb.457 p.3-5