



# **AGENDA**

## **Regular Council Meeting**

**Monday, February 27, 2017**

**1:30 p.m.**

***[Public Session Begins at 2:30 p.m.]***

**Council Chamber of City Hall**

**500 – 2 Avenue NE**

Page #	Item #	Description
	1.	CALL TO ORDER
1 - 2	2.	IN-CAMERA SESSION
	3.	ADOPTION OF AGENDA
	4.	DISCLOSURE OF INTEREST
	5.	PRESENTATIONS / DELEGATIONS
3 - 4	1.	C. Flatman, President Elect, Rotary Club of Salmon Arm - Shuswap and B. Ayott - Syrian Bus Pass Program
5 - 6	2.	C. Grayston, General Manager, Chamber of Commerce - Visitors Centre Annual Report/Update
	6.	CONFIRMATION OF MINUTES
7 - 18	1.	Regular Council Meeting Minutes of February 14, 2017
	7.	COMMITTEE REPORTS
19 - 22	1.	Development and Planning Services Committee Meeting Minutes of February 20, 2017
23 - 26	2.	Environmental Advisory Committee Meeting Minutes of February 2, 2017
	8.	INTRODUCTION OF BYLAWS
	9.	RECONSIDERATION OF BYLAWS
27 - 32	1.	Traffic Amendment Bylaw No. 4188 - Final Reading
	10.	CORRESPONDENCE
33 - 34	1.	Informational Correspondence

- |         |     |   |
|---------|-----|---|
| 35 – 40 | 11. | <b>STAFF REPORTS</b>  |
|         | 1.  | Chief Administrative Officer – Salmon Arm Tennis Club – Request for Donation of Sand and Gravel |
|         | 12. | <b>NEW BUSINESS</b>   |
|         | 13. | <b>COUNCIL STATEMENTS</b>   |
|         | 14. | <b>NOTICE OF MOTION</b>   |
|         | 15. | <b>UNFINISHED BUSINESS AND DEFERRED / TABLED ITEMS</b>  |
| 41 – 94 | 16. | <b>OTHER BUSINESS</b>   |
|         | 1.  | ICBC TCH Corridor Safety Study – January 2013   |
|         | 17. | <b>QUESTION AND ANSWER PERIOD</b>   |

**7:00 p.m.**

Page #	Item #	Description
	18.	<b>DISCLOSURE OF INTEREST</b>
	19.	<b>HEARINGS</b>
95 – 112	1.	Development Variance Permit No. VP-450 [Olsen, M.; 361 – 10 Street SE; Exterior Parcel Line]
113 – 140	2.	Development Variance Permit No. VP-446 [McLaws, M./ Lawson Engineering and Development Services Ltd.; 2130 – 6 Avenue NE; Servicing Variance]
	20.	<b>STATUTORY PUBLIC HEARINGS</b>
141 – 158	1.	Zoning Amendment Application No. ZON-1082; Olsen, M.; 361 – 10 Street SE; R-5 to R-4
159 – 170	2.	Zoning Amendment Application No. ZON-1083; Fisher, E. & H.; 1061 – 19 Avenue SE; R-1 to R-8
171 – 192	3.	Official Community Plan Amendment OCP4000-28; Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 – 20 Avenue NE & 1830 – 17 Street NE

**21. RECONSIDERATION OF BYLAWS**

- 193 - 196 1. Zoning Amendment Bylaw No. 4185 [ZON-1082; Olsen, M.; 361 - 10 Street SE; R-5 to R-4] - Third Reading
- 197 - 200 2. Zoning Amendment Bylaw No. 4186 [ZON-1083; Fisher, E. & H.; 1061 - 19 Avenue SE; R-1 to R-8] - Third and Final Readings
- 201 - 204 3. Official Community Plan Amendment Bylaw No. 4187 [OCP4000-28; Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 - 20 Avenue NE & 1830 - 17 Street NE] - Third Reading

**22. QUESTION AND ANSWER PERIOD**

- 205 - 206 23. **ADJOURNMENT**

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Item 2.

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Lavery

Seconded: Councillor Flynn

THAT: pursuant to Section 90(1) of the Community Charter, Council move In-Camera.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

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Item 5.1

## CITY OF SALMON ARM

Date: February 27, 2017

### PRESENTATION

**NAME:** C. Flatman, President Elect, Rotary Club of Salmon Arm – Shuswap and B. Ayott

**TOPIC:** Syrian Bus Pass Program

#### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



**Rotary Club of Salmon Arm - Shuswap**  
**P.O. Box 454 Salmon Arm, B.C. Canada V1E 4N6**



January 6, 2016

Honorable Mayor Cooper and Council  
City of Salmon Arm  
500-2nd Ave NE  
Salmon Arm, BC

Dear Mayor Cooper and Council;

Thank you for the \$4,950 in funds that you have allocated to the Syrian Bus Pass program for 2017. Since my request of Oct 13/2016 we have had 3 new large Syrian families come to Salmon Arm in December. I have exhausted the funds for the existing families and need further funds to cover all families for a full year of passes. There are no new families projected for 2017 but the current amount I am short is as follows \$4140. The families are all large families compared to Canadian standards. This would full fund all families equally with no addition asking for funds in 2017. Thank you for you consideration with this request

Yours very truly,

**Rotary Club of Salmon Arm - Shuswap**  
**Carl Flatman**  
**President Elect**

P.O. Box 454  
Salmon Arm, BC, V1E 4N6 CANADA  
Home: # 250 832 1362  
Email: [carlflatman@gmail.com](mailto:carlflatman@gmail.com)  
Web: [www.shuswaprotary.org](http://www.shuswaprotary.org)

*Service Above Self*

Item 5.2

## CITY OF SALMON ARM

Date: February 27, 2017

### PRESENTATION

**NAME:** C. Grayston, General Manager, Chamber of Commerce

**TOPIC:** Visitors Centre Annual Report/Update

#### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

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Item 6.1

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Harrison

Seconded: Councillor Flynn

THAT: the Regular Council Meeting Minutes of February 14, 2017 be adopted as circulated.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

## REGULAR COUNCIL

Minutes of a Regular Meeting of Council of the City of Salmon Arm held in the Council Chamber of the City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia, on **Tuesday, February 14, 2017.**

### PRESENT:

Mayor N. Cooper  
Councillor C. Eliason  
Councillor K. Flynn  
Councillor A. Harrison  
Councillor T. Lavery  
Councillor L. Wallace Richmond

Chief Administrative Officer C. Bannister  
Corporate Officer E. Jackson  
Director of Development Services K. Pearson  
Manager of Financial Services T. Tulak  
Recorder C. Simmons

### ABSENT:

Councillor K. Jamieson

### 1. CALL TO ORDER

Mayor Cooper called the meeting to order at 1:30 p.m.

### 2. IN-CAMERA SESSION

0053-2017

Moved: Councillor Flynn  
Seconded: Councillor Eliason  
THAT: Pursuant to Section 90 (1) of the Community Charter, Council move In-Camera.

CARRIED UNANIMOUSLY

Council moved In-Camera at 1:30 p.m.  
Council returned to Regular Session at 2:22 p.m.  
Council recessed until 2:32 p.m.

### 3. REVIEW OF AGENDA

### 4. DISCLOSURE OF INTEREST

Councillor Lavery declared a conflict of interest with item 19.1 as the applicants are both neighbors and family friends.

Councillor Wallace Richmond declared a conflict of interest with item 10.1.16 as she hosts a show on the Community Radio Station, CKVS 93.7 FM.



**5. PRESENTATIONS / DELEGATIONS****1. Staff Sergeant West, Salmon Arm RCMP Detachment – Quarterly Policing Report – October 1 – December 31, 2016**

Staff Sergeant West of the Salmon Arm RCMP detachment provided a quarterly report and was available to answer questions from Council.

**2. L. Fitt, Manager, Salmon Arm Economic Development Society – Annual Report**

Lana Fitt, Manager of the Salmon Arm Economic Development Society provided a report regarding the activities of SAEDS and was available to answer questions from Council.

**3. B. Savoie – Friendship Day 2017**

Brody Savoie provided an overview of his proposed 2017 Friendship Day on June 24, 2017 and the request to include Soapbox Racing. He was available to answer questions from Council.

0054-2017

Moved: Councillor Wallace Richmond

Seconded: Councillor Flynn

THAT: Council approve Friendship Day on June 24, 2017 with soap box racing on Hudson Avenue subject to the provision of adequate liability insurance.

CARRIED UNANIMOUSLY

**6. CONFIRMATION OF MINUTES****1. Regular Council Meeting Minutes of January 30, 2017**

0055-2017

Moved: Councillor Lavery

Seconded: Councillor Wallace Richmond

THAT: the Regular Council Meeting Minutes of January 30, 2017 be adopted as circulated.

CARRIED UNANIMOUSLY

**16. OTHER BUSINESS**

0056-2017

Moved: Councillor Flynn

Seconded: Councillor Lavery

WHEREAS: there has been recently been significant input, communication and proactivity by individuals and business groups in our community with regards to Trans Canada corridor safety;

AND WHEREAS: the Trans Canada Highway has economic, social, geographic and safety impacts in our community;

AND WHEREAS: City Council requests and supports our Staff Sergeant and RCMP detachment to make corridor traffic enforcement a major priority;

**16. OTHER BUSINESS - Continued**

THEREFORE BE IT RESOLVED THAT: Salmon Arm City Council revisit and review the 2013 Ministry of Transportation and Infrastructure and ICBC Traffic and Safety study to consider engaging the community in looking at the potential implementation of more of the safety recommendations from this study.

CARRIED UNANIMOUSLY

**7. COMMITTEE REPORTS****1. Development and Planning Services Committee Meeting Minutes of February 6, 2017**

0057-2017

Moved: Councillor Eliason

Seconded: Councillor Harrison

THAT: the Development and Planning Services Committee Meeting Minutes of February 6, 2017, be received as information.

CARRIED UNANIMOUSLY

**8. INTRODUCTION OF BYLAWS****1. Zoning Amendment Bylaw No. 4185 [ZON-1082; Olsen, M.; 361 - 10 Street SE; R-5 to R-4] - First and Second Readings**

0058-2017

Moved: Councillor Flynn

Seconded: Councillor Harrison

THAT: the bylaw entitled Zoning Amendment Bylaw No. 4185 be read a first and second time;

AND THAT: final reading be withheld subject to approval by the Ministry of Transportation and Infrastructure.

CARRIED UNANIMOUSLY

**2. Zoning Amendment Bylaw No. 4186 [ZON-1083; Fisher, E. & H.; 1061 - 19 Avenue SE; R-1 to R-8] - First and Second Readings**

0059-2017

Moved: Councillor Flynn

Seconded: Councillor Eliason

THAT: the bylaw entitled Zoning Amendment Bylaw No. 4186 be read a first and second time.

CARRIED UNANIMOUSLY

**3. Parkland Disposal and Exchange Bylaw No. 4175 [Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 - 20 Avenue NE & 1830 - 17 Street NE] - First, Second and Third Readings**

0060-2017

Moved: Councillor Harrison

Seconded: Councillor Eliason

THAT: Council agree to proceed with an exchange of Part of Lot 1, Plan 2927, except Plan 16170 for Part of Lot 3, Plan KAP81689, Sec. 24, Tp. 20, R. 10, W6M,

8. INTRODUCTION OF BYLAWS - Continued

3. Parkland Disposal and Exchange Bylaw No. 4175 [Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 - 20 Avenue NE & 1830 - 17 Street NE] - First, Second and Third Readings - Continued

KDYD, as shown Appendix 3 attached to the staff report dated January 27, 2017, subject to the following:

- i) Compliance with Section 27 of the Community Charter; and
- ii) the applicant being responsible for all associated costs.

AND THAT: the bylaw entitled Parkland Disposal and Exchange Bylaw No. 4175 be read a first, second and third time;

AND THAT: Final reading of Bylaw No. 4175 be withheld pending approval of the electors being obtained through the Alternative Approval Process in accordance with Section 86 of the Community Charter;

AND THAT: The fair determination of the total number of elector responses required is 1,336 (10% of electors);

AND THAT: the deadline for elector responses be April 3, 2017 on the Elector Response Form, as shown on Appendix 10 attached to the staff report dated January 27, 2017.

CARRIED UNANIMOUSLY

4. Official Community Plan Amendment Bylaw No. 4187 [OCP4000-28; Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 - 20 Avenue NE & 1830 - 17 Street NE] - First and Second Readings

0061-2017

Moved: Councillor Harrison

Seconded: Councillor Eliason

THAT: the bylaw entitled Official Community Plan Amendment Bylaw No. 4187 be read a first and second time;

AND THAT: Pursuant to Section 882(3)(a) of the Local Government Act, Council has considered the proposed Official Community Plan amendments in conjunction with:

- 1) The Financial Plans of the City of Salmon Arm; and
- 2) The Liquid Waste Management Plan of the City of Salmon Arm.

AND THAT: Final reading of the Official Community Plan amendment bylaw be withheld pending:

- 1) Adoption of Parkland Disposal and Exchange Bylaw No. 4175.

CARRIED UNANIMOUSLY

8. INTRODUCTION OF BYLAWS – Continued

5. Traffic Amendment Bylaw No. 4188 – First, Second and Third Readings

0062-2017

Moved: Councillor Flynn

Seconded: Councillor Eliason

THAT: the bylaw entitled Traffic Amendment Bylaw No. 4188 be read a first, second and third time.

CARRIED UNANIMOUSLY

9. RECONSIDERATION OF BYLAWS

1. Zoning Amendment Bylaw No. 4164 [ZON-1061; ABC Operations Ltd.; 6151 - 50 Avenue SE; A-2 to M-1] – Final Reading

0063-2017

Moved: Councillor Flynn

Seconded: Councillor Lavery

THAT: the bylaw entitled Zoning Amendment Bylaw No. 4164 be read a final time.

Councillor Wallace Richmond left the meeting at 3:48 p.m.

CARRIED UNANIMOUSLY

10. CORRESPONDENCE

1. Informational Correspondence

For information.

Councillor Wallace Richmond returned at 3:50 p.m.

4. L. Molberg – letter dated January 21, 2017 – Orchard House

0064-2017

Moved: Councillor Wallace Richmond

Seconded: Councillor Harrison

THAT: Council work with staff to host a public Open House at the "Orchard House" property from 10:00 a.m. to 12:00 p.m. on a Saturday prior to Council making a decision regarding the future of the building.

CARRIED UNANIMOUSLY

13. L. Wong, Run Organizer – letter dated January 23, 2017 – 37<sup>th</sup> Annual Terry Fox Run, now proclaimed to be 'Terry Fox Day', Sunday, September 17, 2017

0065-2017

Moved: Councillor Lavery

Seconded: Councillor Harrison

THAT: Council approve the use of the gazebo and washroom facilities at Blackburn Park and use of the marked routes outlined in the letter dated January 23, 2017 for the 37<sup>th</sup> Annual Terry Fox Run on September 17, 2017, subject to the provision of adequate liability insurance.

CARRIED UNANIMOUSLY

**10. CORRESPONDENCE - Continued****1. Informational Correspondence - Continued**

Councillor Harrison left the meeting at 4:04 p.m. and returned at 4:05 p.m.

19. C. Moore, Salmon Arm Event Director, Coldest Night of the Year - letter dated January 25, 2017 - The Coldest Night of the Year February 25, 2017

0066-2017

Moved: Councillor Lavery

Seconded: Councillor Eliason

THAT: Council authorize the Coldest Night of the Year to use the routes outlined in the letter dated January 25, 2017 for the fund raising walk and City Hall promenade for the Opening Ceremonies on February 25, 2017.

CARRIED UNANIMOUSLY

Councillor Wallace Richmond declared a conflict of interest and left the meeting at 4:06 p.m.

16. W. Bell, President, CKVS-FM 93.7 Voice of the Shuswap - letter received January 30, 2017 - Request for CKVS Sign

Councillor Wallace Richmond returned to the meeting at 4:08 p.m.

2. L. Wong, Manager, Downtown Salmon Arm - Community Garden Downtown Location

Councillor Eliason left the meeting at 4:14 p.m. and returned at 4:15 p.m.

**11. STAFF REPORTS****1. Chief Financial Officer - Court of Revision**

0067-2017

Moved: Councillor Eliason

Seconded: Councillor Wallace Richmond

THAT: Council be appointed as members of the Water and Sewer Frontage Tax, Transportation Parcel Tax and the 73<sup>rd</sup> Avenue Water Main Extension Parcel Tax Roll Review Panel;

AND THAT: the Court of Revision for the Water and Sewer Frontage Tax, Transportation Parcel Tax and the 73<sup>rd</sup> Avenue Water Main Extension Parcel Tax Roll be held in the Council Chambers of City Hall on Monday, March 13, 2017 at 7:00 p.m.

CARRIED UNANIMOUSLY

2. Corporate Officer - Licence agreements for airplane hazard beacon site and powerline purposes

0068-2017

Moved: Councillor Harrison

Seconded: Councillor Flynn

THAT: the Mayor and Corporate Officer be authorized to execute the Replacement Tenure application for the renewal of the licence agreement for airplane hazard beacon site and powerline purposes (file #3404014) with the Ministry of Forests, Lands and Natural Resource Operations for a period of ten (10) years, at a cost of \$200.00 plus GST;

**11. STAFF REPORTS - Continued****2. Corporate Officer - Licence agreements for airplane hazard beacon site and powerline purposes - Continued**

AND THAT: the Mayor and Corporate Officer be authorized to execute the Replacement Tenure application for the renewal of the licence agreement for airplane hazard beacon site purposes (file #3404015) with the Ministry of Forests, Lands and Natural Resource Operations for a period of ten (10) years, at a cost of \$200.00 plus GST.

CARRIED UNANIMOUSLY

**3. Director of Engineering and Public Works - Downtown Parking Commission Appointments**

0069-2017

Moved: Councillor Eliason

Seconded: Councillor Wallace Richmond

THAT: Council appoint the following four (4) representatives "Cathy Ingerbrigton, Vic Hamilton, Regan Ready, and Bill Laird" to serve on the Downtown Parking Commission for the two (2) year term from February 27, 2017 to February 27, 2019.

CARRIED UNANIMOUSLY

**12. NEW BUSINESS****13. COUNCIL STATEMENTS****1. Committees of Council/Agency Representatives**

Members of Council reported on the Committees and Agencies they represent.

**14. NOTICE OF MOTION****15. UNFINISHED BUSINESS AND DEFERRED / TABLED ITEMS****1. Dogs on the Foreshore Trail**

0070-2017

Moved: Councillor Harrison

Seconded: Councillor Wallace Richmond

THAT: the Shuswap Trail Alliance be invited to:

- continue the trial for one (1) year to facilitate a longer term consensus between stakeholders on Dogs on the Foreshore Trail and Nature's Trust lands; and
- at the end of 2017, summarize the data monitoring.

AND THAT: Council authorize \$3,450.00 from Council Initiatives (2017) to cover (1) Summer Student survey support and (2) administration of the monitoring program.

CARRIED UNANIMOUSLY

**15. UNFINISHED BUSINESS AND DEFERRED / TABLED ITEMS - Continued****2. Revised SILGA Motion - Four Year Election Cycle Review**

0071-2017

Moved: Councillor Wallace Richmond

Seconded: Councillor Eliason

WHEREAS it is recognized that in an effort to increase accessibility, the Local Government Elections Task Force recommended extending the term of office for local elected officials from three years to four years;

AND WHEREAS UBCM endorsed a resolution in support of a four year election cycle;

AND WHEREAS the Province of British Columbia enacted changes to the Local Government Act Section 52(1) to specify that a general local election must be held in the year 2014 and in every 4<sup>th</sup> year after that;

AND WHEREAS there have been concerns raised regarding the efficacy of a four year term, with particular concern for smaller local governments and the commitment level required of prospective elected officials who come from varied walks of life;

THEREFORE BE IT RESOLVED that SILGA encourage the Province to initiate a review of the impact of a four year term versus a three year term to better understand the effect this change is having on local governments in British Columbia.

**DEFEATED**

Mayor Cooper, Councillors Harrison and Lavery Opposed

**16. OTHER BUSINESS****1. SEP Executive Committee Appointment of Councillor**

0072-2017

Moved: Councillor Eliason

Seconded: Councillor Wallace Richmond

THAT: Councillor Lavery be appointed as the City of Salmon Arm representative on the Shuswap Emergency Program (SEP) Executive Committee for February 2017 - November 2018.

**CARRIED UNANIMOUSLY****17. QUESTION AND ANSWER PERIOD**

Council held a Question and Answer session with the members of the public present.

The Meeting recessed at 4:37 p.m.

The Meeting reconvened at 7:00 p.m.

**PRESENT:**

Mayor N. Cooper  
Councillor K. Flynn  
Councillor C. Eliason  
Councillor A. Harrison  
Councillor K. Jamieson  
Councillor L. Wallace Richmond

Chief Administrative Officer C. Bannister  
Corporate Officer E. Jackson  
Director of Development Services K. Pearson  
Recorder C. Simmons

**ABSENT:**

Councillor T. Lavery

19. **HEARINGS**

1. **Development Permit Application No. DP-409 [0977142 BC Ltd./Shaw, L. & Genn, S., 1481 - 10 Avenue SW - Commercial Building]**

0073-2017

Moved: Councillor Flynn

Seconded: Councillor Wallace Richmond

THAT: Development Permit No. 409 be authorized for issuance for Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 3757 Except Plan 10183 in accordance with the elevations, site and landscaping plan attached in Appendix 3 of the staff report dated January 24, 2017;

AND FURTHER THAT: Issuance of Development Permit No. DP-409 be withheld subject to the following:

- 1) Receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of the landscaping plan.

The Director of Development Services explained the proposed Development Variance Permit Application.

Submissions were called for at this time.

Following three calls for submissions and questions from Council, the Hearing was closed at 7:04 p.m.

**CARRIED UNANIMOUSLY**

20. **STATUTORY PUBLIC HEARINGS**

21. **RECONSIDERATION OF BYLAWS**



22. QUESTION AND ANSWER PERIOD

Council held a Question and Answer session with the members of the public present.

23. ADJOURNMENT

0074-2017

Moved: Councillor Eliason

Seconded: Councillor Jamieson

THAT: the Regular Council Meeting of February 14, 2017, be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 7:04 p.m.

CERTIFIED CORRECT:

\_\_\_\_\_  
CORPORATE OFFICER

Adopted by Council the day of 2017.

\_\_\_\_\_  
MAYOR

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Item 7.1

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Wallace Richmond

Seconded: Councillor Eliason

THAT: the Development and Planning Services Committee Meeting Minutes of February 20, 2017, be received as information.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

## **DEVELOPMENT AND PLANNING SERVICES COMMITTEE**

Minutes of a Meeting of the Development and Planning Services Committee of the City of Salmon Arm held in the Council Chamber of the City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia, on Monday, February 20, 2017.

### **PRESENT:**

Mayor N. Cooper  
Councillor C. Eliason  
Councillor K. Flynn  
Councillor A. Harrison  
Councillor L. Wallace Richmond

Chief Administrative Officer C. Bannister  
Corporate Officer E. Jackson  
Director of Development Services K. Pearson  
Director of Engineering & Public Works R. Niewenhuizen  
Recorder C. Simmons

### **ABSENT:**

Councillor K. Jamieson  
Councillor T. Lavery

#### **1. CALL TO ORDER**

Mayor Cooper called the meeting to order at 8:00 a.m.

#### **2. REVIEW OF THE AGENDA**

#### **3. DECLARATION OF INTEREST**

#### **4. PRESENTATION**

#### **5. REPORTS**

1. **Development Variance Permit No. VP-446 [M. McLaws/ Lawson Engineering and Development Services Ltd.; 2130 - 6 Avenue NE; Servicing Variance]**

Moved: Councillor Flynn

Seconded: Councillor Eliason

THAT: the Development and Planning Services Committee recommends to Council that Development Variance Permit No. VP-446 be authorized for issuance for Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789 which will vary Section 4.2 of the Subdivision and Development Servicing Bylaw No. 3596 as follows:

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway access standard;
2. Waive the requirement to extend storm sewer main along the 5 Avenue NE and 6 Avenue NE frontages;

5. REPORTS - Continued1. Development Variance Permit No. VP-446 [M. McLaws/ Lawson Engineering and Development Services Ltd.; 2130 - 6 Avenue NE; Servicing Variance] - Continued

3. Reduce the requirement to upgrade 6 Avenue NE frontage from the Urban Local Road Standard (RD-2) to an Interim Local Road Standard;
4. Waive the requirement to provide underground Electrical and Telecommunication Services.

M. McLaws, the applicant, spoke regarding the application and was available to answer questions from the Committee.

Amendment:

Moved: Councillor Harrison

Seconded: Councillor Flynn

THAT: items 1 - 3 be deleted in their entirety and replaced as follows with the balance renumbered accordingly;

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway standard in accordance with City of Salmon Arm Policy 3.1 and \$10,000.00 cash in lieu contribution for trail improvements;
2. Waive the requirement to extend storm sewer main along 5 Avenue NE;
3. Reduce the requirement to extend storm sewer main along 6 Avenue NE from the entire frontage to the required length to tie into existing catch basins;
4. Reduce the requirement to upgrade 6 Avenue NE frontage to the Urban Local Road Standard (RD-2) to only require concrete sidewalk and curb & gutter with road drainage.

CARRIED UNANIMOUSLY

Motion as Amended:

CARRIED UNANIMOUSLY

6. CORRESPONDENCE7. IN-CAMERA

No items.

8. LATE ITEMS

No items.

9. ADJOURNMENT

Moved: Councillor Harrison

Seconded: Councillor Flynn

THAT: the Development and Planning Services Committee meeting of February 20, 2017, be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:31 a.m.

Minutes received as information by Council  
at their Regular Meeting of , 2017.

---

Mayor Nancy Cooper  
Chair

Item 7.2

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Lavery

Seconded: Councillor Jamieson

THAT: the Environmental Advisory Committee Meeting Minutes of February 2, 2017, be received as information.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

## CITY OF SALMON ARM

Minutes of the Environmental Advisory Committee Meeting held in Meeting Room 100 of City Hall, 500 – 2 Avenue NE on **Thursday, February 2, 2017** at 9:00 a.m.

### PRESENT:

Councillor Tim Lavery  
Barry Wilson  
Warren Bell  
Sherry Bowlby  
Gary Kalloch  
Janet Pattinson  
Hugh Tyson  
Gary Arsenault  
Richard Wale  
John McLeod  
Caylee Simmons

City of Salmon Arm, Chair  
Citizen at Large  
WA:TER  
Citizen at Large  
Salmon Arm Greenways  
Shuswap Naturalist Club  
Shuswap Environmental Action Society (SEAS)  
Shuswap Pro Development Association  
Salmon Arm Fish & Game  
Salmon Arm Farmers Institute (SAFI)  
City of Salmon Arm, Recorder

### ABSENT:

Louis Thomas  
Tim Durne  
Jeff Lipsett  
Iva Jules  
Jo McDermott

Neskonlith Indian Band  
Shuswap Construction Industry Professionals (SCIP)  
Canoe Forest Products  
Adams Lake Indian Band  
Citizen at Large

### GUESTS:

Neil Caves

Citizen

The meeting was called to order at 9:02 a.m.

1. **Introductions**
2. **Presentations**
3. **Approval of Agenda and Additional Items**

Moved: Richard Wale

Seconded: John McLeod

THAT: the Environmental Advisory Committee Meeting Agenda of February 2, 2017 be approved with the addition of item 6(b) Dogs on the Foreshore Trail.

**CARRIED UNANIMOUSLY**

4. **Approval of Minutes of January 5, 2017 Environmental Advisory Committee Meeting**

Moved: Barry Wilson

Seconded: Warren Bell

THAT: the minutes of the Environmental Advisory Committee Meeting of January 5, 2017 be approved as circulated.

**CARRIED UNANIMOUSLY**



**5. Old Business /Arising from minutes****a) Solar workshop at the March EAC Meeting**

Councillor Lavery advised that the various groups and organizations have been invited to present at the March 2, 2017 EAC Meeting. Hugh Tyson advised he has been in contact with organizations and have confirmed their attendance. It was agreed that the media be invited to the workshop and that an outline of the goals of the Committee be available at the meeting.

The Committee agreed to suspend the Regular EAC Meeting on March 2, 2017 in lieu of the workshop and that the workshop would be titled "Alternative Energy Workshop".

**b) Committee appointments 2017/18**

Councillor Lavery advised that Council reviewed the Committee appointments at the January 30, 2017 Meeting and he will remain as the Chair of the EAC Committee for the remainder of the term.

**c) Overall Pesticide bylaw as well as City utilization of exception**

Councillor Lavery advised that Council reviewed the Pesticide Bylaw at the January 14, 2017 Council Meeting and provided an overview of the motion Council passed. Warren Bell reviewed a new form of foam vegetable oil weed application in replacement of pesticides; he was encouraged to provide the information to Council in the form of a letter. Warren Bell provided an overview of the process to become an Online Certified Pesticide Applicator. To enforce the bylaw, City staff must witness the use of pesticides.

**6. New Business****a) Natural Disaster Mitigation Program Application**

Councillor Lavery reported that the City applied for Phase I of funding for the Natural Disaster Mitigation Program. Notification was received that the application has been denied and that the program was oversubscribed. The application is ready for the next round of submissions which opens in August 2017. The Committee agreed that the Highway project is both an infrastructure and watershed project and MOTI should be approached to prepare a study. The old bridge may be considered a flood hazard.

**6. New Business - Continued****b) Dogs on the Foreshore Trail**

Councillor Lavery reported that Phil McIntyre-Paul, Executive Director, Shuswap Trail Alliance provided an update on Dogs on the Foreshore Trail monitoring at the January 30, 2017 meeting. He outlined recommendations including continued monitoring for 2017 and a Bay Symposium. Barry Wilson raised concerns with untreated sewage from dogs along the foreshore trail regardless if they are on a leash or not. Warren Bell suggested that a Bay Symposium may encourage the CSRD to hold a similar meeting for Blind Bay.

**7. Other Business &/or Roundtable Updates****8. Next meeting - Thursday, March 2, 2017**

Moved: Janet Pattinson

Seconded: Gary Arsenault

THAT: the Environmental Advisory Committee Meeting of February 2, 2017 be adjourned.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 10:31 a.m.

\_\_\_\_\_  
Councillor Tim Lavery, Chair

Received for information by Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2017

Item 9.1

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Jamieson

Seconded: Councillor Eliason

THAT: the bylaw entitled Traffic Amendment Bylaw No. 4188 be read a final time.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



*City of Salmon Arm*  
*Memorandum from the Manager of Permits and Licensing*

TO: Her Worship Mayor Cooper and Council

DATE: January 23, 2017

SUBJECT: Amendment to Traffic Bylaw 1971 to include provisions for the use of a vehicle immobilization device.

**MOTION FOR CONSIDERATION:**

**THAT:** a bylaw be prepared for Council's consideration, adoption of which would amend Traffic Bylaw 1971 to include the following definition:

**"Vehicle Immobilization Device"** means a wheel clamp device that is designed to prevent vehicles from being moved.

**AND THAT:** the following sentence be inserted into the body of the referenced bylaw:

**202. (1) (d)** seize or caused to be seized by applying a *vehicle immobilization device* to any vehicle, trailer or cycle that is in violation of this bylaw;

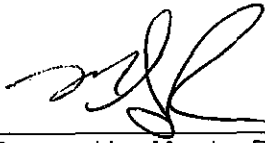
**AND FURTHER THAT:** the balance of section 202 (1) be renumbered accordingly.

The Bylaw officer must on occasion have vehicles towed which are in violation of the traffic bylaw. There are situations where offending vehicles are parked in locations where a tow truck is unable to approach the front or rear of the vehicle to effect a tow. The City is proposing to purchase a "Vehicle Immobilization Device" (VID) which the Bylaw Officer would clamp to the wheel of an offending vehicle thereby immobilizing the vehicle. The above amendment proposed to the Traffic Bylaw would establish and clarify the VID as an optional tool available for the City's parking enforcement. A purchase quotation and illustration of the device are attached as Appendix 1.

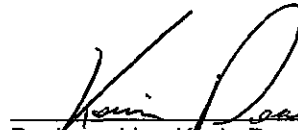
In order to have a VID removed, the owner or operator of the offending vehicle would need to contact the tow company. The charge for removal of the device would be equivalent to a tow charge and would be paid directly to the towing company. The use of a VID may not result in the payment of outstanding parking tickets, however, a cost equivalent to a tow is a significant deterrent to future parking infractions. One potential risk the City could face with this device is incurring liability of damages to a vehicle during the time it is immobilized by the VID. It is proposed to minimize liability by photographing the vehicle at the time of the VID installation and by posting a prominent sign on the driver's side window indicating that the vehicle has been immobilized. The window sign will also have the tow company contact information to get the device removed.

There are six or seven chronic offenders who knowingly park where it is difficult to effect a tow or who move their vehicles before the tow truck can get to the scene. Once these few realize that the City has an alternative enforcement option it is anticipated the immobilization device will not be used as frequently. It is to be noted that the Bylaw Officer, under his sole discretion, typically only tows six to seven vehicles from the downtown area per year. The parking enforcement summer student will not be authorized to install the VID.

VIDs are not widely used in other municipalities in BC, however the City of Trail has been using the device successfully since 2013. The Downtown Parking Commission supports the Bylaw Officer's enforcement efforts and the use of VID on chronic, repeat, parking violators in the downtown core.



Prepared by: Maurice Roy, RBO CRBO  
Manager of Permits & Licensing



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

:mr

## Appendix

1. VID quote and illustration

## Appendix 1

**From:** Craig Young [<mailto:CraigY@atstraffic.ca>]  
**Sent:** December 6, 2016 11:04 AM  
**To:** Marcel Bedard  
**Subject:** RE: the Boot

Hi Marcel,

My apologies, we recently switched our computer systems and finding info from the old system was proving to be difficult. I'm awaiting current pricing from the vendor, **should be around \$1000 for the kit**

What I found was they purchased the following items:

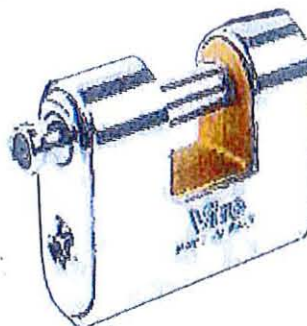
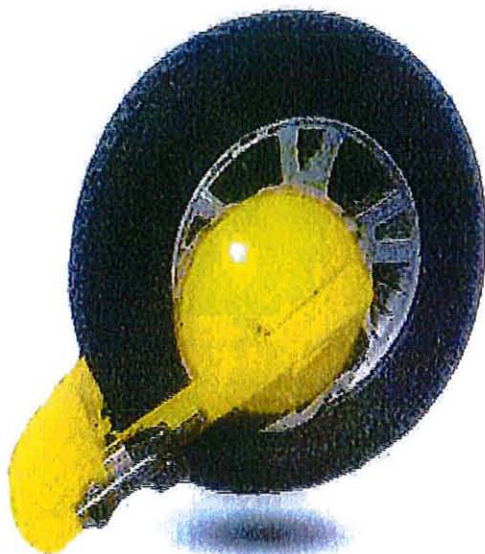
Universal Boot #1 with felt pad

Series 5000 Keys and an armored padlock

The Universal Boot #1 Fat Boy is for wheels 235mm/9.25" and wider. It will fit anything from a regular pick-up to a full-sized SUV.

**No Lock:** Supply your own lock! (*Slide-bolt highly recommended*)

**5000 Series:** A thoroughly proven, more armored version, can also be ordered keyed alike (KA)



## City OF SALMON ARM

### BYLAW NO. 4188

#### A bylaw to amend Traffic Bylaw No. 1971

WHEREAS it is deemed advisable to amend "City of Salmon Arm Traffic Bylaw No. 1971";

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

1. "City of Salmon Arm Traffic Bylaw No. 1971" is hereby amended by the addition of the following:

#### PART I - DEFINITIONS:

"VEHICLE IMMOBILIZATION DEVICE" means a wheel clamp device that is designed to prevent vehicles from being moved.

202. 1) (d) seize or caused to be seized by applying a *vehicle immobilization device* to any vehicle, trailer or cycle that is in violation of this bylaw;

#### 2. SEVERABILITY

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

#### 3. ENACTMENT

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.

#### 4. EFFECTIVE DATE

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

5. This bylaw may be cited for all purposes as "City of Salmon Arm Traffic Amendment Bylaw No. 4188 ".

READ A FIRST TIME THIS 14th DAY OF February 2017

READ A SECOND TIME THIS 14th DAY OF February 2017

READ A THIRD TIME THIS 14th DAY OF February 2017

ADOPTED BY COUNCIL THIS                      DAY OF                      2017

MAYOR

CORPORATE OFFICER



## INFORMATIONAL CORRESPONDENCE - FEBRUARY 27, 2017

1. L. Hooper - email dated February 9, 2017 - Marijuana Dispensaries Input Session
2. D. MacAulay - email dated February 9, 2017 - Are Red Light Cameras a Possible Solution to Trucks Running Red Lights
3. K. & C. Taylor - email dated February 9, 2017 - Concerned citizen
4. R. Malischewski - letter received February 14, 2017 - Dilkusha House
5. M. Shaffer, Preserving Dilkusha Group - letter dated February 14, 2017 - Dilkusha, aka Orchard House, 720 22<sup>nd</sup> Street NE, Salmon Arm
6. B. Duplisse - email dated February 15, 2017 - Dilkusha/Orchard House
7. R. W. Reddecliff, Treasurer, Salmon Arm Elks Recreation Society - letter dated February 8, 2017 - Support for Application under the PAD Program
8. H. Armstrong, Executive Director, NONA Child Development Centre - letter dated February 10, 2017 - Invitation to Bollywood Bang 2017
9. School District #83 - newsletter dated February 6, 2017 - Staying Connected
10. L. Yako, President and CEO, BC Trucking Association - letter dated February 10, 2017 - Trans-Canada Highway Traffic through the City of Salmon Arm
11. Interior Health Association - newsletter dated Winter 2017 - Drinking Water Newsletter
12. Okanagan Mainline Real Estate Board - media release dated February 6, 2017 - January Residential Sales Activity Consistent with Last Year
13. Interior Health Authority - newsletter dated February 2017 - Population Health, Healthy Communities Update
14. University of Victoria - bulletin dated August 2016 - Legalization of Cannabis in Canada: Implementation strategies and public health

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Item 11.1

## CITY OF SALMON ARM

Date: February 27, 2017

### Salmon Arm Tennis Club Request for Donation of Sand and Gravel

#### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



## City of Salmon Arm

### Memorandum from the Chief Administrative Officer

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TO: Her Worship Mayor Cooper and Council

DATE: February 15, 2017

PERPARED BY: Caylee Simmons, Administrative Assistant/Executive Secretary

SUBJECT: Salmon Arm Tennis Club – Request for Donation of Sand and Gravel

---

#### HISTORY:

Council adopted the City of Salmon Arm Indoor Tennis Facility Loan Guarantee Authorization Bylaw No. 4160 on November 14, 2016. The bylaw approved the City of Salmon Arm to act as Guarantor of a \$750,000.00 loan to the Salmon Arm Tennis Club, repayable over twenty-five (25) years.

#### BACKGROUND:

The Salmon Arm Tennis Club has approached the City for donation of sand and gravel for the underside of the building envelope of the proposed indoor tennis facility. The required amounts of material are as follows:

Material	Quantity	Estimated Value
3" Minus	1,300m <sup>3</sup>	19,500.00
¾" Crush	300m <sup>3</sup>	6,500.00
Bedding Sand	40m <sup>3</sup>	280.00
		<u>\$26,280.00</u>

The Salmon Arm Tennis Club will be responsible for the trucking services of these materials, which are estimated to be available from the City owned pit in South Canoe in the summer of 2017.

#### RECOMMENDATION:

As the facility will ultimately be on City property and recreation opportunities will be available to club members, the public and School District 83 (see attached agreement), staff recommends that the materials, as outlined above, be donated to the Salmon Arm Tennis Club for the site preparation of the proposed indoor tennis facility.

Carl Bannister, MCIP  
Chief Administrative Officer

THIS AGREEMENT made the 6 day of December, 2016

BETWEEN: CITY OF SALMON ARM  
Box 40  
Salmon Arm, BC V1E 4N2

(hereinafter called the "Guarantor")

AND: SALMON ARM TENNIS CLUB  
Box 1036  
Salmon Arm, BC V1E 4P2

(hereinafter called the "Borrower")

---

WHEREAS, the Guarantor is the owner of the Lands located at 3440 Okanagan Avenue SE, Salmon Arm, B.C., as shown on the Sketch Plan attached as SCHEDULE "A".

AND WHEREAS, the Borrower is or will become indebted to Salmon Arm Savings and Credit Union ("SASCU") in the principal amount of up to \$750,000.00 (the "SASCU Loan Agreement") in respect of a loan obtained or to be obtained by the Borrower pursuant to SASCU Loan Agreement dated \_\_\_\_\_, 2017 between the Borrower and SASCU for the purposes of constructing an Indoor Tennis Facility on lands owned by the Guarantor.

AND WHEREAS, as a condition of the Borrower obtaining the SASCU Loan Agreement, the Guarantor has adopted "City of Salmon Arm Indoor Tennis Facility Loan Guarantee Bylaw No. 4160", authorizing the City to act as Guarantor for the above referenced SASCU Loan Agreement;

NOW THEREFORE this Agreement witnesses that in consideration of the SASCU Loan Agreement, covenants, and agreements to be paid, observed, and performed by the Borrower, the parties agree as follows:

**1. BORROWER COVENANTS:**

The Borrower covenants with the Guarantor as follows:

- a) To pay all loan repayments required under the SASCU Loan Agreement.
- b) To ensure that the SACU Loan Agreement loan repayments are made a priority over all other expenses that the Borrower has or may incur during the life of the loan.
- c) To keep and maintain detailed records of all expenditures related to the construction of the Indoor Tennis Facility and provide copies of same on a quarterly basis, or sooner, if requested by the Guarantor. If the project is anticipated to go over-budget, the Borrower will immediately notify the Guarantor, however, it is

understood and agreed that all cost over-runs are the sole responsibility of the Borrower.

- d) To apply for all such permits and undertake all such works as may be required for the construction of the Indoor Tennis Facility.
- e) To comply with all Federal, Provincial and Municipal legislation, regulations, bylaws and orders related to the use, occupation of the premises or any activity carried out on the premises and immediately comply with any lawful demands made in that regard.
- f) To obtain, maintain and keep in good standing at its own cost during the construction of the Indoor Tennis Facility a Course of Construction insurance policy. Confirmation of Insurance must be provided to the Guarantor as soon as the policy is bound.
- g) Following completion of the Indoor Tennis Facility, to obtain, maintain and keep in good standing at its own cost: a) property insurance coverage and b) general liability coverage in an amount not less than \$2,000,000.00 for any one occurrence with the Guarantor named as an additional insured party. Confirmation of insurance must clearly show that the policy(s) may not be cancelled without first giving to the Guarantor thirty (30) days notice.
- h) To indemnify and save harmless the Guarantor from and against all claims, demands, suits and actions, expenses and liability whatsoever that may be brought or made against the Guarantor by any person or persons for or by reason of any damage to persons or their property that may result from or be caused by or arise out of the use or occupation of the premises by the Borrower or arising in any way related to the construction of the Indoor Tennis Facility.
- i) To operate the premises as a Tennis Club and should the Borrower fail to operate the facility on the premises for a period in excess of sixty (60) days in any year or should the Tennis Club be dissolved or discontinued in any way except an inadvertent failure to file annual reports, then and in that event at the option of the Guarantor, the Borrower shall within 60 days surrender up the premises to the Guarantor and all right of the Borrower hereunder shall be extinguished, any covenant herein contained notwithstanding.
- j) To ensure that the Indoor Tennis Club Facility is open and inclusive to the public through a nominal user fee and available for School District #83 programming.

**2. GUARANTOR COVENANTS:**

The Guarantor covenants with the Borrower as follows:

- a) Subject to the terms herein and the due performance by the Borrower of the covenants herein, to act as Guarantor for the SASCU Loan Agreement and permit the construction of an Indoor Tennis Facility within the licensed area at 3440 Okanagan Ave SE.

### 3. PROVISOS:

Provided always, and it is agreed between the Parties as follows:

- a) The Guarantor shall be entitled at its option to re-enter for breach or non-performance of any of the covenants herein, provided thirty (30) days written notice has been given to the Borrower, and such breach or non-performance has not been remedied within that time.
- b) If the Guarantor should incur any expenses or liability arising out of a breach or non-performance by the Borrower of any of the provisions of this Agreement, the amount of the same, together with all reasonable legal expenses on a solicitor-client basis shall forthwith become due and owing by the Borrower to the Guarantor.
- c) If the Borrower should default on repayment required by the SASCU Loan Agreement, become insolvent or bankrupt or make an assignment for the benefit of creditors or take the benefit of any Act that may be in force for bankrupt or insolvent debtors or the goods and chattels of the Borrower shall at any time be seized or taken in execution or attachment by any creditor of the Borrower, then it shall be lawful for the Guarantor at any time thereafter, to re-enter and repossess the said lands and premises.
- d) Any notice or delivery to be given or made hereunder shall be sufficiently given or made if given in person or mailed to the parties at their respective addresses shown above and in the case of prepaid mail shall be deemed to have been received the day following the posting of same.
- e) Time shall be of the essence herein.

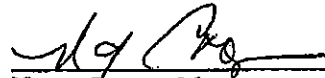
### 4. MISCELLANEOUS:


- a) The parties hereto agree to do such further acts and execute such further documents or agreements as may be reasonably required from time to time to give full effect and meaning to this Agreement and to carry out the intent and purpose of this Agreement.
- b) This Agreement shall enure to the benefit of and be binding upon each of the parties hereto and their respective successors and assigns, except that the Borrower may not assign its rights and obligations hereunder without the Guarantor's prior written consent.

- c) Any provision of this Agreement which is or becomes prohibited or unenforceable in any jurisdiction does not invalidate, affect or impair the remaining provisions hereof in such jurisdiction and any such prohibition or unenforceability in any jurisdiction does not invalidate or render unenforceable such provision in any other jurisdiction.
- d) No failure, omission or delay on the part of either party in exercising any right, power or privilege hereunder shall impair such right, power or privilege or operate as a waiver thereof, nor shall any single or partial exercise of any right, power or privilege preclude any further exercise thereof or the exercise of any other right, power or privilege.

IN WITNESS WHEREOF the parties have hereunto set their respective hands and seals.

THE CORPORATE SEAL OF THE CITY OF SALMON ARM was hereunto affixed in the presence of its duly authorized signatories:

  
Nancy Cooper, Mayor

  
Erin Jackson, Corporate Officer

SIGNED, SEALED AND DELIVERED on behalf of the SALMON ARM TENNIS CLUB by duly authorized representatives in the presence of:

  
Witness

  
Witness

  
President

  
Secretary



Item 16.1

## CITY OF SALMON ARM

Date: February 27, 2017

### ICBC TCH Corridor Safety Study January 2013

#### **Vote Record**

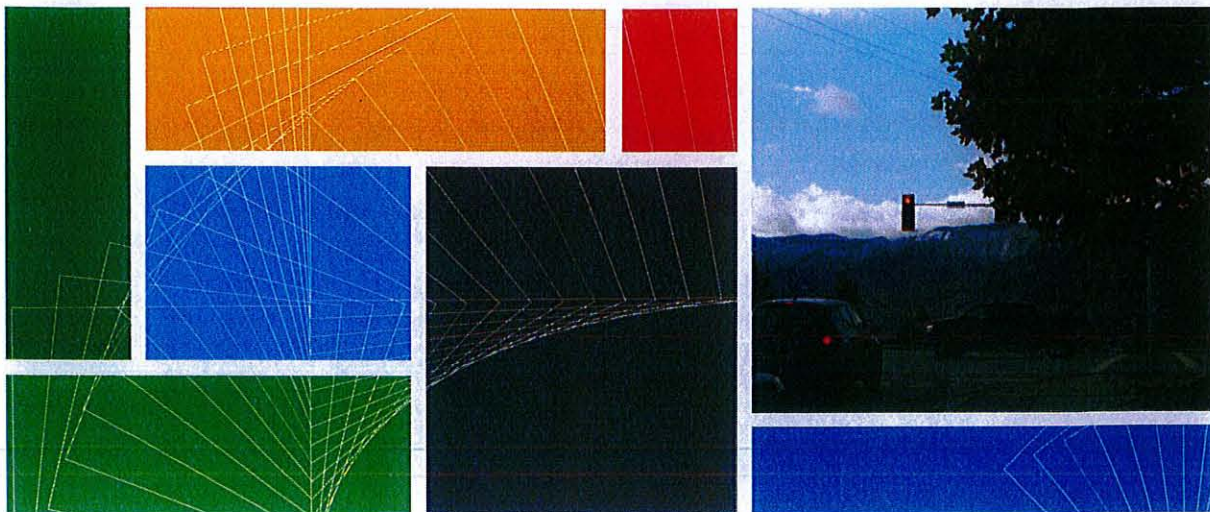
- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



Inspiring sustainable thinking



## Insurance Corporation of British Columbia City of Salmon Arm

Report

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### TCH Corridor Safety Study

January 2013





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## Executive Summary

From the results of the 2009 *City of Salmon Arm City Centre Transportation Plan*, improvement strategies for various timeframes were recommended. It was expected that some recommended improvement measures may impact the future traffic operations and safety conditions along the Trans-Canada Highway (TCH) Corridor.

The TCH is one of the major routes connecting Vancouver and the Lower Mainland to Alberta and the rest of Canada, and is also part of many popular routes between major cities in BC. As a result, TCH traffic through the City of Salmon Arm (City) is used as a major goods movement route. In addition, this roadway also acts as an arterial road for the City of Salmon Arm. It is one of the major east-west roads in the City, separating primarily residential areas south of the highway from the central business district north of the highway. As a result, the highway also accommodates significant high local north-south vehicular movements as well as crossing pedestrians.

The Insurance Corporation of British Columbia (ICBC) and the City, with the consultation with BC Ministry of Transportation and Infrastructures (MOTI), have retained ISL Engineering and Land Services to perform a safety and operations corridor study for the TCH between Shuswap Street and 6 Street, as shown in **Figure ES.1**.



**Figure ES.1: TCH Study Corridor**

In addition to a corridor-wide safety review, six TCH intersections were identified to have traffic operations and safety reviews would be conducted at three signalized intersections (Shuswap Street, Alexander Street and Ross Street) and three stop-controlled intersections (McLeod Street, 4 Street NE and 6 Street NE). To provide better traffic operation and improve corridor-wide safety, the 2009 *Transportation Plan* suggested that the existing TCH signal at Ross Street be relocated further east to 4 Street NE. Relocation of the existing traffic signal at Ross Street should be reviewed with a possible change in traffic pattern. In addition, pedestrian movements crossing the TCH and side streets may require change due to proposed modification to traffic control devices at the TCH intersections.



During the beginning of this study, ISL staff reviewed feedback received from City, RCMP, and MOTI through meeting discussions, telephone conversations, and emails:

- City staff expressed that some members of the community are concerned about pedestrian and vehicular safety along this stretch of the TCH. In particular, the positive/negative impacts of installing a red light camera along the corridor to reduce speeding and increase signal compliance had been discussed during council meetings. Potential concerns were raised regarding emergency vehicle routing if the existing signal at Ross Street is to be relocated to 4 Street.
- RCMP officers expressed that they had received feedback that vehicles would run red lights along the study corridor. A police officer is assigned to monitor signal compliance at the TCH intersection at Alexander Street. The results of the site observation indicated that few vehicles run red lights; however, some vehicles were observed to clear the intersection late (through a yellow light). It was also indicated that heavy vehicles and long trucks proceed slowly through this section of the TCH but are not able to stop in time once the signal lens turns yellow, and are required to use the inter-green time when passing through the intersection. This is particularly an issue between the Alexander Street and Ross Street intersections, due to the short intersection spacing between them. Few collisions and near-miss collisions with pedestrians have been recorded. It was noted that any recommended safety improvements along the corridor would make pedestrians feel safer and encourage walking within the community.
- MOTI staff expressed concerns regarding the inadequate spacing between Alexander Street and Ross Street along the TCH, creating confusion among drivers as to which signal lights correspond to the downstream intersection. Eastbound drivers may travel with the green light at Ross Street and miss the red light at Alexander Street. Similar conditions exist for westbound drivers.

The TCH corridor is an approximately 600-metre four-lane roadway serving highway through traffic as well as providing local traffic access to nearby retail developments such as gas stations, restaurants, car dealerships, and office buildings. A horizontal curve is found between 4 Street and 6 Street and a skewed intersection approach is noted on McLeod Street northbound. Left-turn lanes are always provided on TCH approaches but designated left-turn phases are not provided at signalized intersections, with the exception of the eastbound and westbound left-turn movements at Shuswap Street. A one-way northbound lane is located on the north leg at the Alexander Street intersection.

Sidewalks are provided along both sides of the TCH, generally directly adjacent to the roadway without grassed boulevards, although utility strips are provided along some sections of the highway. Marked crosswalks are located on all of the legs of the TCH signalized intersections. Relative to the community size, a high volume of pedestrians were observed walking along and crossing the TCH during the site visits and traffic surveys in November and December of 2012. It was observed that many pedestrians were senior citizens and secondary school students.

Although the signal timing plans for this corridor show signal coordination, it was observed that many vehicles travelling eastbound were required to stop at Ross Street after passing through Shuswap Street and Alexander Street. When this signal light turned green, vehicles were required to accelerate quickly to gain momentum for the upcoming eastbound uphill grade, in particularly heavy vehicles. Similarly, vehicles travelling westbound were often required to stop at the Alexander Street signal.



The Annual Average Daily Traffic Volume (AADT) on the study corridor was recorded as 21,660 vehicles in 2010. This highway traffic data indicated traffic volumes begin increasing around 0700 hour, flattening out mid-morning (1000 hour), and remaining constant until approximately 1700 hour when traffic starts decreasing. 2011 October traffic detector loop lane count data was collected for the TCH signalized intersections. Short counts were conducted to supplement the intersection traffic volumes such as turning proportion of the lanes and percentages of heavy vehicles. Crossing pedestrian volumes at signalized intersections were also collected during the site visit. Traffic surveys to collect vehicle and pedestrian counts were also undertaken at the three stop-controlled intersections along the study corridor.

Intersection performance analysis results indicated that overall and all individual movements at the signalized intersections are currently operating at an acceptable Level of Service (LOS). Some side street movements at stop-controlled intersections are operating at poor performance. High through and turning traffic volumes at 4 St accessed the convenience store and coffee shop north of the TCH, as well as the rest of the downtown commercial core.

To determine if full traffic signalization is warranted for the TCH intersection at 4 Street, the *Transportation Association of Canada* (TAC) signal warrant calculation procedure was used. Based on 2012 turning volumes and existing laning configurations, the cumulative warrant points were determined as 270, well higher than the requirement of 100 point; therefore, a traffic signal is warranted at the 4 Street intersection based on existing traffic and geometric conditions.

ICBC claim data for the TCH corridor was collected and reviewed. A total of 78 collisions were identified along the study corridor for a 5-year period (2007 to 2011). About 41% (32 of 78) of the reported collisions involved an injury while the remaining 59% were property damage only. There were no fatal collisions reported on the corridor between 2007 and 2011. The average number of collisions in the study corridor was 15.6 collisions per annum and the collision rate for this 600 m corridor was estimated at 2.58 collisions per million vehicles kilometres travelled.

The Ross Street intersection had the highest number of collisions (20), followed by the Shuswap Street and 4 Street intersections (18 each). No collisions were reported at the McLeod Street intersection between 2007 and 2011. The intersection with the highest proportion of collisions involving injury was Alexander Street (56%), followed by Shuswap Street (50%). All collisions reported at 6 Street were property damage only.

For the corridor-wide collisions, it was determined that the highest proportion of total reported collisions were rear-end collisions (38%), followed by crossing collisions (24%) and left-turn opposing collisions (16%). For the intersection collisions, the highest proportion of reported collisions were left-turn opposing (39%) for Shuswap Street, rear-end (62%) for Alexander Street, rear-end (40) for Ross, crossing (56%) for 4 Street and rear-end (67%) for 6 Street. The collision diagrams for all study intersections were developed and shown in **Figure ES.2**. Based on traffic operations, collision analysis, and observations during the site visits, potential corridor-wide and intersection-specific safety issues were identified and summarized in **Figure ES.3**.

Traffic control scenarios have been developed based on feedback received from the City and MOTI, recommendations in the *2009 Town Centre Transportation Plan*, the existing and future traffic operations, and identified safety issues along the study corridor and intersections. These traffic control scenarios include:



- Maintain Status Quo
- Extend TCH Raised Median at McLeod Street
- Re-locate Signal from Ross Street to 4 Street
- Extend TCH Raised Median at Ross Street
- Restrict Left Turn from 6 Street Southbound

To determine long-term traffic conditions with these traffic control scenarios, future traffic conditions were modelled for the 2022 horizon year. It was assumed that each additional scenario builds on the previous scenario improvements. For clear understanding of the proposed Traffic Control Scenarios 1-5, **Table ES.1** provide the summary of traffic operation modification for each study intersection when compared to the existing intersection configurations.

**Table ES.1: Summary of Traffic Control Scenario**

Traffic Control Scenario		Modifications to Highway 1 Intersection (Compared to the Existing Intersection Configurations)					
		Shuswap St	McLeod St	Alexander St	Ross St	4 St	6 St
		Signal	Stop-controlled	Signal	Signal	Stop-controlled	Stop-controlled
Scenario 1	Maintain Status Quo	No Change	No Change	No Change	No Change	No Change	No Change
Scenario 2	Extend TCH Median at McLeod Street	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	No Change	No Change	No Change
Scenario 3	Relocate Signal from Ross St to 4 St	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out and left-in	Signal	No Change
Scenario 4	Extend TCH Median at 4 Street	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out	Signal	No Change
Scenario 5	Restrict Left-turn from 6 St Southbound	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out	Signal	Restrict SB LT

The intersection performances for 2012 Existing Condition, 2022 Scenario 1 (Future Base Conditions) and 2022 Scenario 5 (Future Conditions with recommended traffic control improvements) were determined. The analysis results indicated the overall intersection performance for signalized intersection and the controlled approaches for stop-controlled intersections are expected to operate at LOS D or better for 2022 Scenario 5.

From both traffic operation and road safety perspective, Traffic Control Scenario 5 (including the proposed traffic operation modifications in Scenario 2 to 4) provides the satisfactory performance for overall and individual movements for all study intersections. It is recommended that Traffic Control Scenario 5 be considered for the future traffic operations along the TCH study corridor in Salmon Arm.

To further improve the highway section and intersection safety, corridor-wide and intersection specific safety improvements have been developed to support the recommended traffic control scenario and to improve traffic and pedestrian safety along the corridor. Corridor-wide and site-specific improvement measures are summarized as follows and shown in **Figure ES.4** (details of each improvement measures can be found in the main report):

**Corridor-wide Improvements**

- Revisit Signal Coordination Plan
- Enhance Awareness of Gateway to Town Centre

**Shuswap Street Intersection Improvements**

- Add advance left-turn phase for southbound direction
- Increase visibility of eastbound and westbound secondary signal heads
- Extend the westbound left-turn storage
- Other minor improvements

**McLeod Street Intersection Improvements**

- Implement access management
- Reduce alley approach width
- Repaint crosswalk and stop line pavement markings

**Alexander Street Intersection Improvements**

- Repaint northbound laning pavement markings
- Provide parking restriction and loading area
- Extend the eastbound left-turn storage
- Install on-street northbound bike lane

**Ross Street Intersection Improvements**

- Convert traffic signal to right-in-right-out operation
- Other minor improvements

**4 Street Intersection Improvements**

- Convert from stop-controlled to full signal
- Repaint the northbound and southbound pavement markings
- Add advance left-turn phase for all directions
- Provide advance warning flasher

**6 Street Intersection Improvements**

- Restrict southbound left-turn movements
- Increase intersection visibility

The study also covered the following three traffic operations and road safety items along the TCH corridor:

- Pedestrian Facilities Improvements
- Consideration of Emergency Vehicle Rerouting
- Appropriateness of Red Light Camera Installation

**Table ES.2** shows the economic evaluation of the recommended improvement measures along the TCH corridor (corridor-wide and intersection). The estimated cost of the recommended improvements is \$274,000 of which ICBC may contribute up to 32,000, with a total two-year collision cost savings of \$103,000.



**Table ES.2: Economic Evaluation Summary for Recommended Improvements along the TCH Corridor**

Recommended Improvement Measures	Location	2-Year Collision Cost Savings	Estimated Cost of Improvement	Potential ICBC Contribution	2-Year IRR
Revist Signal Coordination	All Signals	\$ 54,600.00	\$ 5,000.00	\$ 5,000.00	533%
Add Advanced Southbound Left-turn Phase	Shuswap Street	\$ 110.00	\$ 7,000.00	\$ 100.00	50%
Increase Signal Visibility	Shuswap Street	\$ 1,470.00	\$ 15,000.00	\$ 800.00	50%
Extend Westbound Left-turn Bay	Shuswap Street	\$ 380.00	\$ 20,000.00	\$ 200.00	50%
Repaint Sidestreet Pavement Markings	Alexander Street	\$ 580.00	\$ 5,000.00	\$ 300.00	50%
Extend Eastbound Left-turn Bay	Alexander Street	\$ 1,100.00	\$ 20,000.00	\$ 600.00	50%
Convert Signal to Stop Control and Restrict turns	Ross Street	\$ 25,200.00	\$ 60,000.00	\$ 14,000.00	50%
Install Traffic Signal	4 Street	\$ 11,400.00	\$ 100,000.00	\$ 6,300.00	50%
Repaint Sidestreet Pavement Markings	4 Street	\$ 7,500.00	\$ 5,000.00	\$ 4,200.00	50%
Provide Advanced Left-turn Phases for all Dir	4 Street	\$ 320.00	\$ 7,000.00	\$ 200.00	50%
Restrict Southbound Left-turn Movement	6 Street	\$ 340.00	\$ 30,000.00	\$ 200.00	50%
Total		\$ 103,000.00	\$ 274,000.00	\$ 31,900.00	-

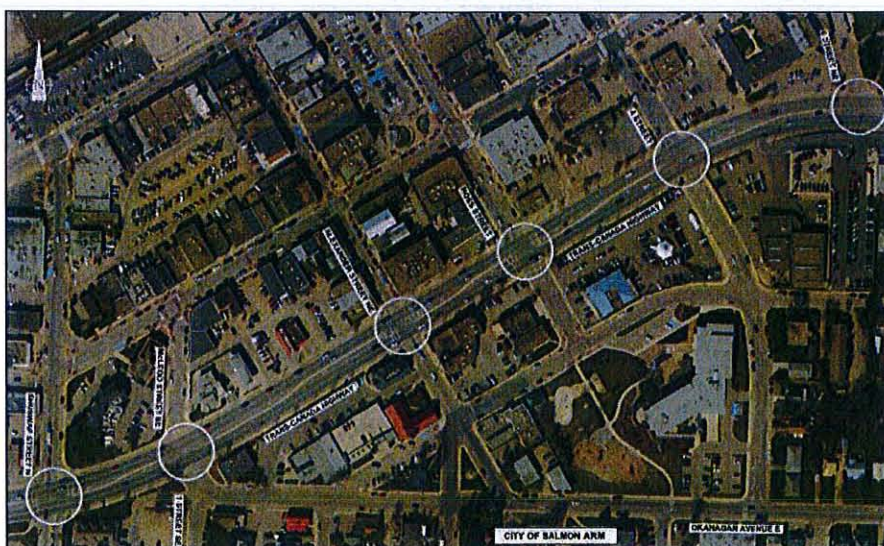
# 1 Background and Study Methodology

## 1.1 Background

In 2009, a *Town Centre Transportation Plan* was undertaken for the City of Salmon Arm (the City). From the results of the Transportation Plan, improvement strategies for various timeframes were recommended: Immediate & On-going, Short Term (< 5 years), Medium Term (5-10 Years), and Long Term (10-20 years). A collision analysis was also performed at five intersections along the Trans-Canada Highway (TCH) to assess the existing safety level in the corridor using BC Ministry of Transportation and Infrastructures (MOTI) Collision Information System database. It was expected that some recommended improvement measures may impact the future traffic operations and safety conditions along the TCH Corridor; therefore, the Insurance Corporation of British Columbia (ICBC) and the City have retained ISL Engineering and Land Services to perform a safety and operations corridor study for the TCH between Shuswap Street and 6 Street.

In addition to a corridor-wide safety review, the following six intersections were identified to have traffic operations and safety reviews would be conducted, as shown in **Figure 1.1**:

- TCH at Shuswap Street (signalized)
- TCH at McLeod Street (stop-controlled on side streets)
- TCH at Alexander Street (signalized)
- TCH at Ross Street (signalized)
- TCH at 4 Street NE (stop-controlled on side streets)
- TCH at 6 Street NE (stop-controlled on side street)



**Figure 1.1: TCH Study Corridor**

The Transportation Plan suggested that the existing TCH signal at Ross Street be relocated further east to 4 Street NE. Relocation of the existing traffic signal at Ross Street should be reviewed with a possible change in traffic pattern. In addition, pedestrian movements crossing the TCH and side streets may require change due to proposed modification to traffic control devices at the TCH intersections.



## 1.2 Study Methodology

As discussed with ICBC, MOTI, and the City during the start-up meeting held on November 7, 2012, the following methodology/work was conducted for this assignment:

- Collected and reviewed traffic data provided by MOTI and the City.
- Conducted vehicle and pedestrian counts at the study intersections.
- Collected and analyzed ICBC claims data for a five-year period (2007-2011).
- Conducted detailed site inspections during weekday AM, Midday and PM peaks.
- Determined the existing traffic conditions and estimated the future traffic patterns.
- Performed capacity analysis of the existing intersections.
- Identified the existing and future (2022) traffic operational and road safety issues.
- Developed future traffic operation scenarios with proposed modifications.
- Determined the future traffic conditions for various scenarios.
- Determined the existing crossing pedestrian volumes and estimated the future pedestrian movements.
- Developed potential mitigation measures – corridor-wide/site-specific and short-/long-term.
- Prepared Technical Memorandum to summarize the study findings
- Estimated the potential reduction in collisions that may be achieved through mitigation measures implementation.
- Undertook a benefit/cost analysis to determine the potential for ICBC funding based on the latest investment criteria.
- Documented the study in a report.

## 1.3 2009 Town Centre Transportation Plan

The major literature review source is the *Town Centre Transportation Plan Final Report*, dated September 2009, prepared by Urban Systems Limited for the City of Salmon Arm. The report provided the vision and strategy for each of the primary modes of the transportation in the City's town centre, including walking, cycling, transit, and motorized vehicles. Assessment of parking and Transportation Demand Management (TDM) were also included in the study. Based on the Executive Summary of the Final Report, the Transportation Plan was focused on an improvement strategy that achieved the following:

1. **Improve the effectiveness of the existing road network** – Ensure configuration and operation of the present road network is optimized to make best use of existing facilities and reduce additional road capacity needs in accommodating future growth.
2. **Use proven intersection and roadway improvement measures to reduce congestion and improve safety** – potential roadway improvements should be shown to effectively address deficiencies and support the greater objectives of the *Town Centre Transportation Plan*.
3. **Increased focus should be placed on reducing future demand for roadway capacity given that there is limited opportunity to add new capacity** – Enhanced pedestrian, cycling, and transit opportunities and facilities will reduce future demand for road capacity and will support the goals of achieving a healthy, vibrant, and pedestrian-scale Town Centre. Combined with an effective TDM and parking strategy, the anticipated traffic impacts of future growth in the Town Centre can be mitigated.



The following improvement measures/strategies were recommended for the TCH corridor.

- Short-Term (< 5 years)
  - Shared use bicycle route on 4/6 Street NE (4.3 m marked-wide curb lanes)
  - Shared use bicycle route on Alexander Street (4.0 m single file lanes)
  - Relocation of the Ross Street traffic signal on the TCH to 4 or 6 Street NE
  - Addition of advanced left turn phases (protected-permitted) at TCH/Shuswap Street, TCH/Alexander Street, and TCH/4/6 Street NE
  - Full/Partial access management at TCH/McLeod-1st Street
  - Conversion of Alexander Street to two-way operation between TCH and Hudson Avenue (in combination with relocation of Ross Street traffic signal)
- Medium Term (5-10 years)
  - Consider full access management (right in/right out only) on TCH at McLeod Street

## 1.4 Feedback Received

In addition to the review of the findings from the *2009 Town Centre Transportation Plan*, ISL staff also reviewed feedback received from City of Salmon Arm, local RCMP and MOTI through meeting discussions, telephone conversations and emails.

### City Feedback

City of Salmon Arm staff expressed that some members of the community are concerned about pedestrian and vehicular safety along this stretch of the TCH. In particular, the positive/negative impacts of installing a red light camera along the corridor to reduce speeding and increase signal compliance had been discussed during council meetings. Potential concerns were raised regarding emergency vehicle routing if the existing signal at Ross Street is to be relocated to 4 Street.

### RCMP Feedback

As part of this project, ISL contacted RCMP staff regarding traffic safety, vehicle speeds, and signal compliance on this stretch of the TCH. RCMP officers expressed that they had received feedback that vehicles would run red lights along the study corridor. A police officer is assigned to monitor signal compliance at the TCH intersection at Alexander Street. The results of the site observation indicated that few vehicles run red lights; however, some vehicles were observed to clear the intersection late (through a yellow light).

In addition, heavy vehicles and long trucks proceed slowly through this section of the TCH so that they are able to stop successfully when the signal turns red, resulting in a longer time to clear the intersection. As well, some heavy vehicles are not able to stop in time once the signal lens turns yellow, and are required to use the inter-green time when passing through the intersection. This is particularly an issue between the Alexander Street and Ross Street intersections, due to the short intersection spacing between them.

With respect to pedestrian safety along the corridor, an RCMP officer commented that few collisions and near-miss collisions with pedestrians have been recorded. It was noted that any recommended safety improvements along the corridor would make pedestrians feel safer and encourage walking within the community.



**MOTI Feedback**

MOTI staff expressed concerns regarding the inadequate spacing between Alexander Street and Ross Street along the TCH. These intersections are currently 95 metres apart compared to MOTI's standard guideline for signal spacing of 100 metres. This inadequate intersection spacing creates confusion among drivers as to which signal lights correspond to the downstream intersection. Eastbound drivers may travel with the green light at Ross Street and miss the red light at Alexander Street. Similar conditions exist for westbound drivers.

## 2 Corridor Characteristics

### 2.1 Trans-Canada Highway (TCH)

The TCH is one of the major routes connecting Vancouver and the Lower Mainland to Alberta and the rest of Canada. It is also part of many popular routes between major cities in BC, as shown in **Figure 2.1**. As a result, TCH traffic through the City of Salmon Arm is used as a major goods movement route. During peak and off-peak hours, approximately 10% of the traffic along the highway consists of heavy vehicles or long trucks.

Besides being a major goods movement route, this roadway also acts as an arterial road for the City of Salmon Arm. It is one of the major east-west roads in the City, separating primarily residential areas south of the highway from the central business district north of the highway. As a result, the highway also accommodates significant high local north-south vehicular movements as well as crossing pedestrians.

During the summer months, the City of Salmon Arm and Shuswap area attracts numerous tourists that visit Shuswap Lake and stop in the City. Traffic volumes on the highway and local roads are generally higher at this time. As well, with good weather on a warm day, it is expected that the number of pedestrians walking along and crossing at the TCH increases significantly.



**Figure 2.1: Location of Salmon Arm**



## 2.2 Existing Intersection Configurations

The study TCH corridor is an approximately 600-metre four-lane roadway serving highway through traffic as well as providing local traffic access to nearby retail developments such as gas stations, restaurants, car dealerships, and office buildings. A horizontal curve is found between 4 Street and 6 Street and a skewed intersection approach is noted on McLeod Street northbound.

Left-turn lanes are always provided on TCH approaches but designated left-turn phases are not provided at signalized intersections, with the exception of the eastbound and westbound left-turn movements at Shuswap Street. In general, a shared left-turn/through lane and a designated right-turn lane are provided at signalized intersection side streets; however, it was also noted that a designated left-turn lane and shared through/right-turn lane on side streets was recently painted at the Shuswap Street intersection. A one-way northbound lane is located on the north leg at the Alexander Street intersection.

Based on recent site observations, signal head configuration was noted and is summarized in **Table 2.1**.

**Table 2.1: Signal Head Configuration of TCH Signals**

Signal with TCH	Signal Head	TCH		Side Street	
		Eastbound	Westbound	Northbound	Southbound
Shuswap Street	Primary	300/300/300 (y) 300/300/300/300 (y)	300/300/300 (y) 300/300/300/300 (y)	300/300/300 (y)	300/300/300 (y)
	Secondary	200/200/200 (n/a)	200/200/200 (n/a)	200/200/200 (n/a)	200/200/200 (n/a)
Alexander Street	Primary	300/300/300 (y) 300/300/300 (y)	300/300/300 (y) 300/300/300 (y)	300/300/300 (y)	-
	Secondary	200/200/200 (n/a)	200/200/200 (n/a)	200/200/200 (n/a)	-
Ross Street*	Primary	300/300/300 (y) 300/300/300 (y)	300/300/300 (y) 300/300/300 (y)	300/300/300 (y)	300/300/300 (y)
	Secondary	200/200/200 (n/a)	200/200/200 (n/a)	200/200/200 (n/a)	200/200/200 (n/a)

Note: y - yellow backboard, n/a - no backboard

\*Overhead advance warning flasher provided for the westbound approach of the Ross Street intersection.

## 2.3 Pedestrian Facilities

Sidewalks are provided along both sides of the TCH, generally directly adjacent to the roadway without grassed boulevards, although utility strips are provided along some sections of the highway. Side streets also generally have sidewalks on both sides; with the exception of 6 Street which has parallel park trails on the east side. The west side of 6 Street was being worked on by construction crews during the site visit, so the final intent of a west side sidewalk is still unknown.

Marked crosswalks are located on all of the legs of the signalized intersections of the TCH with Shuswap Street, Alexander Street, and Ross Street. Push buttons with activated audible signals with "walk" and "don't walk" indicators are also provided. Marked crosswalks are also provided to cross the side streets along the TCH at the stop-controlled intersections of McLeod Street, 4 Street, and 6 Street.





Relative to the community size, a relatively large volume of pedestrians were observed walking along and crossing the TCH during the site visits and traffic surveys in November and December of 2012. It was observed that many pedestrians were senior citizens and secondary school students.

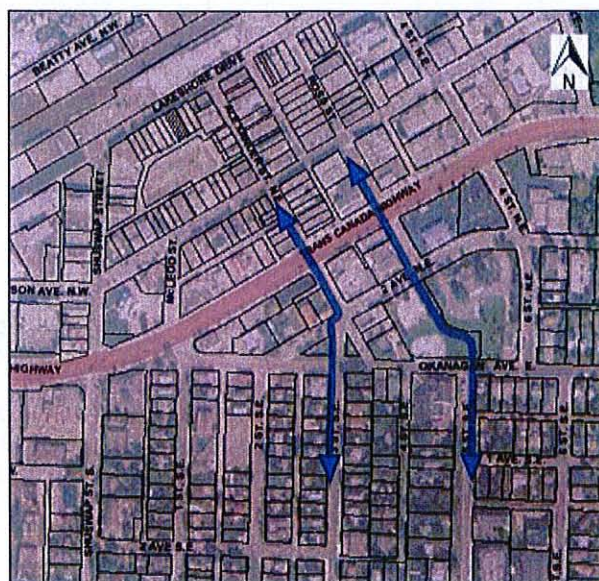
The locations with the highest numbers of pedestrians crossing the highway were Alexander Street and Ross Street. Both intersections are signalized and provide direct access to the commercial centre of Salmon Arm to the north from the residential and commercial developments to the south.

South of the highway, Alexander Street accesses several commercial/retail buildings including the Salvation Army which generates significant pedestrian traffic volumes. South of the commercial strip, Alexander Street serves the residential area via 3 Street SE, which provides continuous sidewalks on both sides of the road, to the end of the road, about a 10 minute walk to the south.

South of the highway, Ross Street has access to the local Fire Hall, a public parking lot, and a car dealership. One block south of the highway, Ross Street ends at a T-intersection at the City Hall property. A pedestrian trail (walkway) continues that cuts Spray Park, leading to 5 Street SE. This road provides sidewalks on one side of the road up to the south boundary of the residential area, about a 12-minute walk south of the highway.



Many pedestrians cross the TCH at Alexander Street and Ross Street. The major pedestrian routes from the Salmon Arm Town Centre to the residential area south of the TCH can be seen in **Figure 2.2**.



**Figure 2.2: Major Pedestrian Travel Routes across the TCH**

## 2.4 Transit Routes

Transit service in the City of Salmon Arm is operated by the Shuswap Regional Transit System. Three transit routes operate in the Town Centre area and include:

- Route 1 - West Loop
- Route 2 - College/Hillcrest
- Route 3 - Canoe

Although there are no transit stops located on the TCH, Route 1 and Route 2 travel along the study corridor as seen in **Figure A.1** in **Appendix A**.

Currently, a transit exchange is located on Lakeshore Drive, just west of Alexander Street.

## 2.5 Vehicle Speed and Acceleration

For this study, MOTI performed speed surveys at the following three locations along the corridor in Salmon Arm:

- TCH at 5 Street W (100 m east of 5 Street W)
- TCH at 10 Street (100 m east of 10 Street)
- TCH at Alexander Street (50 m west of Alexander Street)

All travel speed surveys were conducted on Monday October 29, 2012 between 11am and 1pm.

Survey results indicated that the average speed at 10 Street was highest at 59 kilometres per hour (km/hr) for both directions, followed by the average speed at 5 Street of 56 km/hr. The 85<sup>th</sup> percentile (operating) speeds for the survey at 10 Street were 67 km/hr (westbound) and 66 km/hr (eastbound) while the operating speeds at 5 Street were 64 km/hr (westbound) and 62 km/hr (eastbound).

According to the speed survey performed at Alexander Street by MOTI, the average travel speed of vehicles were 48 kilometres per hour (km/h), which is under the posted speed limit of 50 km/h. This may be due to close signal spacing between Ross Street and Alexander Street and high percentage of heavy trucks with lower acceleration rate. Maximum speeds recorded during the approximately 30-minute survey were 67 km/h in the eastbound direction and 66 km/h in the westbound direction. The 85<sup>th</sup> percentile speed in both directions was 55 km/h, which is higher than the posted speed limit.

Although the signal timing plans for this corridor show signal coordination, it was observed that many vehicles travelling eastbound were required to stop at Ross Street after passing through Shuswap Street and Alexander Street. When this signal light turned green, vehicles were required to accelerate quickly to gain momentum for the upcoming eastbound uphill grade, in particularly heavy vehicles. Similarly, vehicles travelling westbound were often required to stop at the Alexander Street signal.



### 3 Site Observations

Two ISL Road Safety Engineers conducted a site inspection (drive-through and walkabout) during the peak, off-peak, and night-time periods on November 7 and 8, 2012. Photographs and videos were taken as well as site observation notes. The photographs for each intersection approach can be seen in **Appendix B**.

During these site visits, ISL staff recorded site observations for the corridor and for each intersection. A summary of these site observations is provided in the following section.

#### 3.1 Corridor-wide

- There are horizontal curves at either end of the corridor (near Shuswap Street and 6 Street).
- The vertical profile is somewhat hilly with an eastbound uphill grade, east of Ross Street.
- TCH Traffic volumes are the highest during the afternoon peak with the combination of commuter local and through traffic with a large proportion of long heavy vehicles (approximately 10%).
- Traffic volumes were significantly reduced after the PM peak (6pm).
- Signal coordination along TCH was not observed and vehicles need to stop at Ross/Alexander after pass through the upstream signal.
- Majority vehicles travelled within post speed limit + 10 km/h; however, it was noted that eastbound trucks sped up after Ross to maintain vehicle speeds when travelling uphill grade.
- Bicycle facilities are not provided at any of the study intersections and few cyclists were observed using the TCH corridor.
- Sidewalks are located along both sides of the corridor with utility strip (Concrete Boulevard). High pedestrian volumes were noted near the east part of the study corridor.
- Transit stop and bus services were not found on the study corridor.
- Adjacent to the corridor are properties with commercial uses including retail and restaurants. Many of these properties had driveways to the TCH.
- Sun glare affects visibility of the primary signal heads along the TCH due to the orientation of the road, while there are few large and tall buildings or other obstacles to block the sun while it rises and sets.



### 3.2 Shuswap Street at TCH

- The intersection is located on the top of a crest curve, limiting the view of the oncoming direction for approaching drivers.
- In some areas the asphalt appeared to be in poor condition and pavement markings were faded.
- North-south left-turn lanes are misaligned due to the recent re-painting of pavement markings.
- Northbound lane has recently been painted.
- Heavy oil tankers turning into and out of the south leg for accessing the gas station.



### 3.3 McLeod Street at TCH

- Traffic volume of turning vehicles was low at the intersection.
- Approximately 15 metres south of the intersection there is a 4-legged intersection of 1 Street SE with Okanagan Avenue E and an alley.
- Northbound and southbound drivers have poor visibility due to intersection skew.
- Short eastbound left-turn lane length due to the close proximity of the Shuswap Street intersection.
- Northbound and southbound approaches are wide and right-turn drivers' visibility could be blocked by left-turn vehicles.
- Faded pavement markings across the McLeod Street approaches.





### 3.4 Alexander Street at TCH

- Alexander Street north leg is northbound one-way only with on-street parking on both sides.
- Vehicles were observed unloading on Alexander Street just north of the TCH, in a no-stopping zone.
- A relatively high number of pedestrians were observed crossing the TCH at this location compared to the other study intersections.
- Accesses to shopping malls just south of intersection.



### 3.5 Ross Street at TCH

- A fire hall is located on Ross Street, just south of the intersection. Emergency vehicles use the intersection at Ross Street to access the TCH and their destinations.
- It was observed that eastbound vehicles would speed up after passing through Alexander Street, on the Ross Street approach, possibly in anticipation of the uphill grade ahead.
- A relatively high number of pedestrians, including secondary school students, were observed crossing the TCH Highway at this location compared to the other study intersections.
- During the peak periods, there would be queuing at this intersection including on westbound TCH.
- The northbound (shared left / through) lane may become queued when the westbound TCH is backed up and northbound traffic is unable to turn left.





### 3.6 4 Street at TCH

- Relatively high turning volumes were observed travelling to/from the coffee shop (Tim Hortons) and convenience store (7-11) located on the north-east corner compared to the other stop-controlled study intersection.
- Pedestrians were observed crossing the TCH at 4 Street to access the coffee shop.
- The primary coffee shop access is located on 4 Street, approximately 10 metres north of the intersection.
- Relatively high vehicle speeds were observed in the westbound direction.
- The car dealership access is very close to the intersection on the south leg.



### 3.7 6 Street at TCH

- Poor street lighting was observed along 6 Street southbound during the night site visit.
- The road was partially under construction during the site visit; however, it appeared that the sidewalk adjacent to the southbound approach ended abruptly with asphalt. It was unclear what the purpose of this area was.
- A car dealership access is located access from 6 Street and offset east by approximately 60 metres. The use of the 2-way left-turn lane by traffic from both accesses for turning left to/from the highway may result in conflicts.
- Relatively high pedestrian volumes crossing 6 Street are expected to be high during the weekends and summer due to the proximity of the McGuire Lake Park.



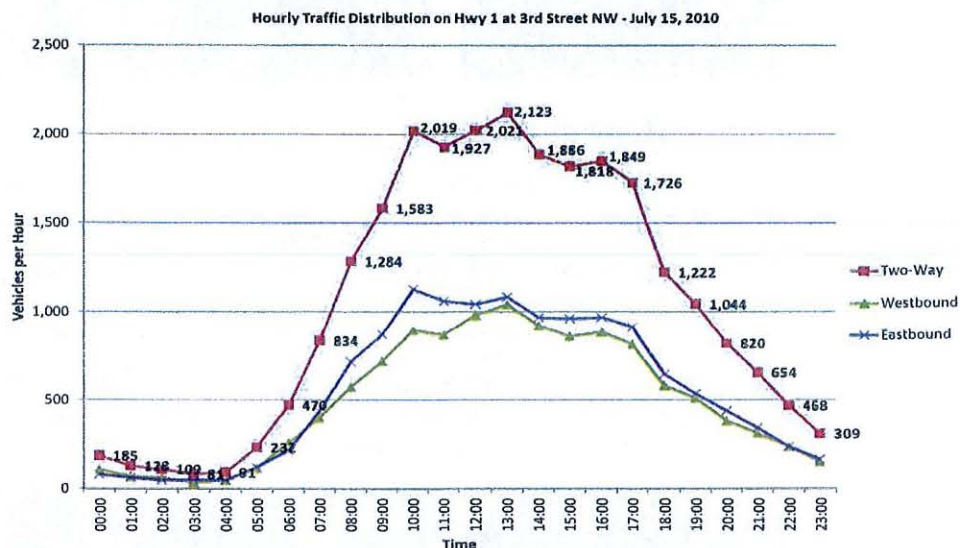
## 4 Existing Traffic Conditions

### 4.1 Daily Corridor Traffic Volumes

Traffic counts provided by MOTI have all-day traffic recorded in 15-minute intervals. Directional and two-way hourly TCH traffic volumes recorded at the TCH and 3 Street (about 300 metres west of Shuwap Street) are shown in **Figure 4.1**. The Annual Average Daily Traffic Volume (AADT) was recorded as 21,660 vehicles in 2010.

This highway traffic data indicated traffic volumes begin increasing around 0700 hour, flattening out mid-morning (1000 hour), and remaining constant until approximately 1700 hour when traffic starts decreasing. Using the hourly traffic distribution, peak periods were considered as:

- Morning (AM): 0730 to 0930 hours;
- Midday (MD): 1200 to 1400 hours; and
- Afternoon (PM): 1500 to 1700 hours.



**Figure 4.1: Hourly TCH Traffic Volumes Distribution**

### 4.2 Peak Hour Intersection Traffic Volumes

MOTI also provided 2011 October traffic detector loop lane count data for the TCH signalized intersection at Shuswap Street, Alexander Street, and Ross Street. ISL staff also conduct a short count (November 7 & 8, 2012) to supplement the intersection traffic volumes such as turning proportion of the lanes and percentages of heavy vehicles. Crossing pedestrian volumes at signalized intersections were also collected during the site visit.

ISL also retained TransTech Data Services to collect vehicle and pedestrian counts at the three stop-controlled intersections along the study corridor (McLeod Street, 4 Street, and 6 Street). Some traffic volumes that were not collected, such as turning movements using shared through and turn lanes, were balanced by comparing adjacent intersection counts. It was assumed that intersection traffic volumes do not have to balance on city blocks where driveways exist.



### 4.3 Future Traffic Volumes

A growth factor was calculated, based on MOTI TCH traffic data near Salmon Arm from 2005 to 2010, as 0.7% per year; however, the *2009 Town Centre Transportation Plan* used a growth rate of 2.0% for traffic analysis. To be consistent with the previous traffic analysis and findings, a higher annual growth rate of 2.0% was used in this study to estimate 2012 traffic volumes.

MOTI has also provided seasonal factors (2009 AADT Factors) to determine the daily traffic in an average annual month. As traffic volumes were counted in November, a seasonal factor was applied to normalize hourly volumes to traffic volumes for an average month. 2012 average vehicle turning volumes at the study intersections are shown in **Figure A.2** in **Appendix A**. Based on November 2012 traffic counts from ISL and TransTech staff, surveyed pedestrian crossing volumes at the study intersections are also shown in **Figures A.3** in **Appendix A**.

### 4.4 Intersection Operation

A Synchro file with the latest signal timing plans for the signalized study intersections was also provided by MOTI. Using the estimated 2012 traffic volumes and signal timing plans provided, traffic performance of the existing intersections during the AM, midday, and PM hours was analyzed using Synchro Version 7 software, which uses the standard methods of the *Highway Capacity Manual* (HCM).

Using the methodology listed in the HCM, the overall intersection and individual turning movement performance was determined to range from Level of Service (LOS) A to LOS F. In general, LOS A or B signifies excellent traffic conditions with minimal or no delay. LOS C or D indicates average conditions with some delay and traffic queues. LOS E or F indicates over-saturated conditions that cause significant delay and long traffic queues.

Intersection performance analysis results (**Figure A.4** in **Appendix A**) indicated that some individual movements are currently (2012) operating at a poor Level of Service, including northbound traffic at McLeod Street (LOS E during midday peak), southbound traffic at 6 Street (LOS E during PM peak), and both 4 Street approaches to the TCH (LOS F for all peak hours). High through and turning traffic volumes at 4 St accessed the convenience store and coffee shop north of the TCH, as well as the rest of the downtown commercial core. However, the high vehicle delays on side street approaches are mainly due to the lack of crossing gaps on major road (TCH). With three traffic signals along the study corridor, it is expected side street vehicles can turn into the highway between the platoon of the traffic flow pattern. All other intersections and individual movements are currently operating at satisfactory levels (LOS D or better).

To determine if full traffic signalization is warranted for the TCH intersection at 4 Street, the *Transportation Association of Canada* (TAC) signal warrant calculation procedure was used. This warrant considers traffic turning volumes, crossing pedestrian volumes, and other site-specific considerations such as heavy vehicle proportions and proximity to schools. These factors are used to determine the Cumulative Warrant Points. If this score is over 100 points, a full traffic signal is warranted.

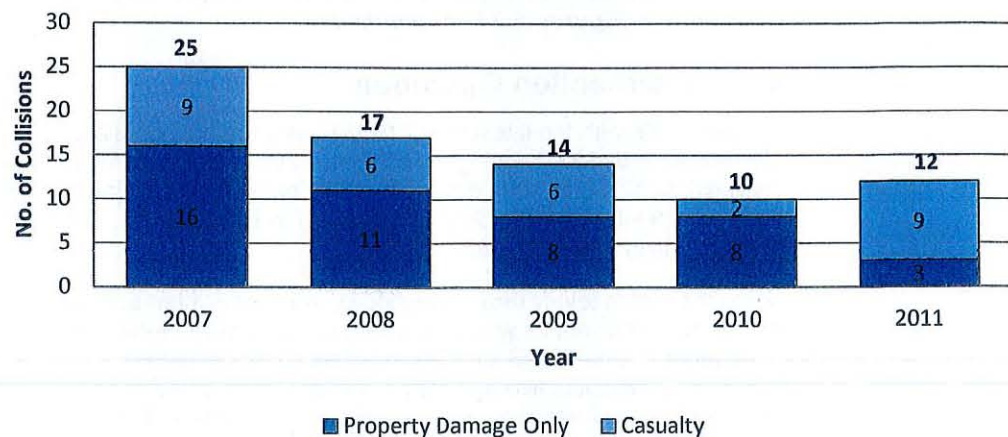
Based on 2012 turning volumes and existing laning configurations, the cumulative warrant points were determined as 270. With a warrant score of 170 points higher than the requirement of 100 points, a traffic signal is warranted at the 4 Street intersection based on existing traffic and geometric conditions. The completed signal warrant calculation table can be found in **Appendix C**.



## 5 Collision Analysis

### 5.1 ICBC Claim Data

Five-year ICBC claim data for the TCH corridor, from January 1, 2007 to December 31, 2011, was collected and reviewed. Traffic collision data was filtered and a total of 3 irrelevant collisions (out of 81 total collisions) were removed that did not occur along the study corridor. After the preliminary review, a total of 78 collisions were identified along the study corridor for 5-year period. Based on the summary exhibit, **Figure 5.1**, 2007 had the highest number of reported claims with 25 collisions while 2010 had the lowest with 10 reported collisions.



**Figure 5.1: Yearly Totals of Corridor Collisions**

### 5.2 Collision Severity

About 41% (32 of 78) of the reported collisions involved an injury while the remaining 59% were property damage only. There were no fatal collisions reported on the corridor between 2007 and 2011. Based on the *2009 Town Centre Transportation Plan*; however, there were two fatal collisions between 2003 and 2007 – one occurred in the McLeod Street intersection on September 2006 and the other one reported on Alexander Street. Detailed information for these fatal collisions was not provided.

Based on the average collision severity at a signalized 4-legged intersection in a small city in British Columbia, as provided in ICBC's *2007 Technical Memorandum: Claims Data Benchmarks for Road Safety Engineers*, 53% of reported collisions resulted in an injury while 47% resulted in property damage only. The proportion of collision involving an injury along the corridor was slightly less than this provincial average from the ICBC report.

Based on the information provided by MOTI, the collision severity proportion involved in injury and fatality for all collisions on UAD4 (Urban Arterial Divided 4-lane Road) with AADT over 20,000 was calculated as 50.1%. The fatality/injury proportion for MOTI data is generally higher than for ICBC data as it is based on police reported collisions.

### 5.3 Collision Rate

The average number of collisions in the study corridor was 15.6 collisions per annum. The traffic volume used to determine the collision rate was based on an average of the traffic volumes for each year. The 2007 to 2010 traffic volumes were calculated from the 2011 traffic volumes, assuming a 1.5% annual traffic growth rate. Using the annual collision frequency and average traffic volumes on the TCH, the collision rate for this 600 m corridor was estimated at 2.58 collisions per million vehicles kilometres travelled.

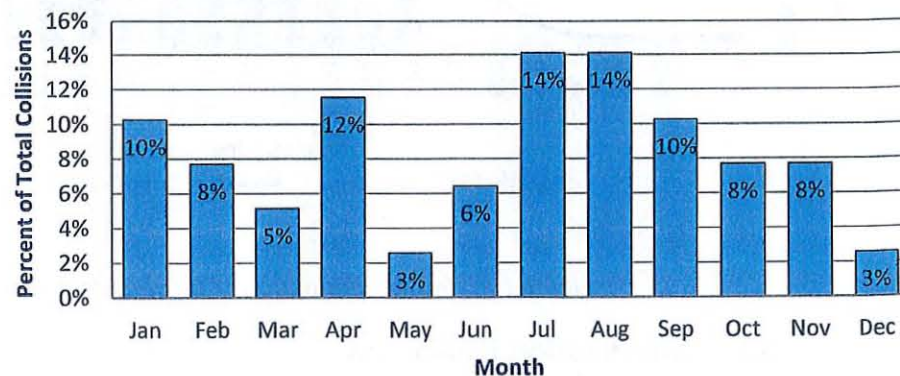
### 5.4 Temporal Collision Characteristics

Upon examination of the monthly distribution of reported collisions, the summer months of July and August had the highest number of collisions with 14% of the total collisions occurring at each. This may be due to the higher summer traffic volumes seen along the TCH Highway and in Salmon Arm.

For the review of daily distribution of collisions, reported collisions were most common on weekdays (average 18%) compared to the weekend (average 5%) which may be a result of higher commuter traffic volumes during weekdays.

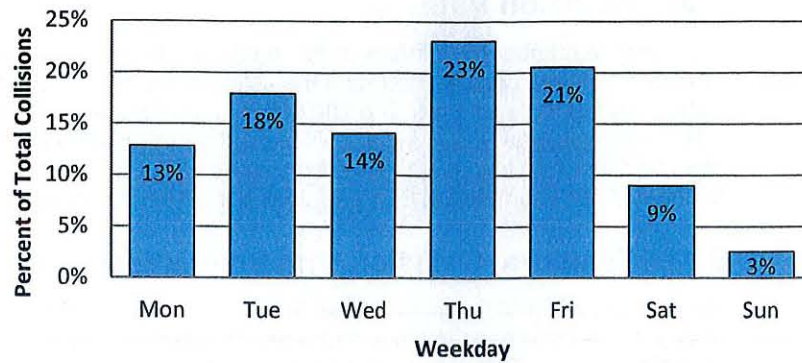
The reported collisions at the intersection were the highest during the early afternoon hours between 1300 to 1600 hours (41%). There were 15 collisions reported between 1900 and 2200 hours (19%) and only one collision reported between 2200 and 0600 hours (1%). The hourly collision distribution is consistent with the hourly traffic volume distribution along the TCH corridor.

**Figure 5.2, Figure 5.3, and Figure 5.4** show the temporal collision distributions – monthly, daily, and hourly respectively.



**Figure 5.2: Monthly Distribution of Corridor Collisions**





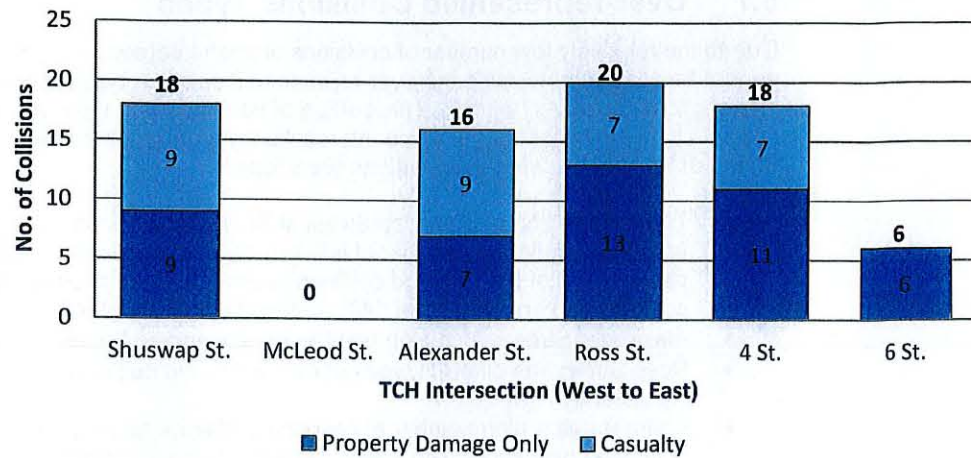
**Figure 5.3: Weekday Distribution of Corridor Collisions**



**Figure 5.4: Hourly Distribution of Corridor Collisions**

## 5.5 Intersection Collisions

The number of collisions (2007-2011) for each study intersection is summarized in **Figure 5.5**. The Ross Street intersection had the highest number of collisions (20), followed by the Shuswap Street and 4 Street intersections (18 each). No collisions were reported at the McLeod Street intersection between 2007 and 2011. The intersection with the highest proportion of collisions involving injury was Alexander Street (56%), followed by Shuswap Street (50%). All collisions reported at 6 Street were property damage only.



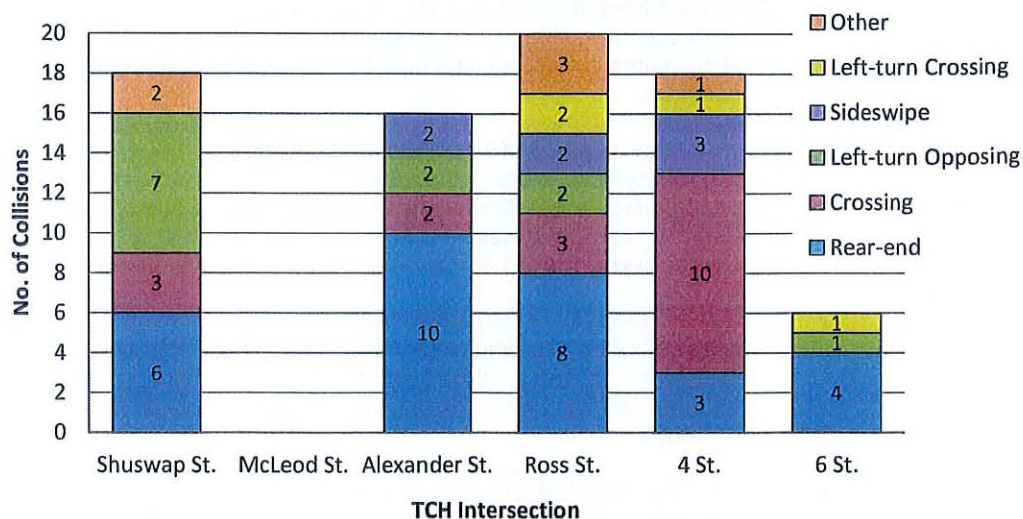
**Figure 5.5: Totals of Collisions at Study Intersections (2007 to 2011)**

## 5.6 Collision Type

For the corridor-wide collisions, it was determined that the highest proportion of total reported collisions were rear-end collisions (38%), followed by crossing collisions (24%) and left-turn opposing collisions (16%).

For the intersection collisions, the highest proportion of reported collisions were left-turn opposing (39%) for Shuswap Street, rear-end (62%) for Alexander Street, rear-end (40) for Ross, crossing (56%) for 4 Street and rear-end (67%) for 6 Street.

The collision type distribution for each intersection was also determined and summarized in **Figure 5.6** (bar graph) and **Figure A.5** in **Appendix A** (individual pie charts).



**Figure 5.6: Collision Type Distribution**



## 5.7 Over-represented Collisions Types

Due to the relatively low number of collisions at each intersection, the *Chi-square Test* cannot be used to determine the over-represented collision types at the study intersections; however, when the proportion of each collision type were compared to the collision type averages for the same intersection type in smaller cities in British Columbia (ICBC data), the following observations were found:

- The intersection of Shuswap Street at TCH was determined to have an un-proportionately high number of left-turn opposing collisions. During the study period, 39% of the reported collisions were left-turn opposing collisions, compared to an average of 14% at 4-leg signalized intersections.
- Alexander Street has a high number of rear-end collisions.
- Ross Street has different types of collisions – no collision proportions were significantly high.
- 4 Street has a high number of crossing collisions, maybe due to the stop-controlled operations with a high turning volume to/from the coffee shop and convenience store.
- 6 Street has a relatively high number of rear-end collisions.

## 5.8 Collision Diagram

For the detailed review of 5-year ICBC claim data, collision diagrams for all study intersections were developed that shows the types and severities of collisions that occurred between 2007 and 2011 (see **Figure A.6** in **Appendix A**). The brief summary of these collision diagrams are:

- Shuswap Street at TCH (13 of 18 collisions shown):
  - High number and severity of left-turn opposing collisions in the east-west directions.
  - Read-end collision involved in the eastbound and westbound directions.
  - Three crossing collisions reported– all involved with southbound vehicles.
- Alexander Street at TCH (13 of 16 collisions shown):
  - High severity collisions in the eastbound and northbound directions.
  - Both injured collisions in the northbound direction were multi-vehicle rear-end collisions.
- Ross Street at TCH (16 of 20 collisions shown):
  - High severity collisions in the eastbound direction.
  - All three crossing collisions involving northbound and eastbound vehicles.
  - Left-turn crossing collisions involved eastbound left-turn and southbound vehicles.
  - One collision involved a cyclist using the south-leg crosswalk.
- 4 Street at TCH (15 of 18 collisions shown):
  - High number of crossing collisions involving eastbound and southbound traffic.
  - One injury sideswipe collisions occurred with southbound left-turn and eastbound through traffic and some crossing collisions may also be left-turn sideswipe collisions.
- 6 Street at TCH (6 of 6 collisions shown):
  - Relatively low number of collisions with no injury collisions reported.
  - 50% of reported collisions involved southbound vehicles.
  - 50% of reported collisions involved eastbound vehicles.



## 6 Identified Safety Issues

Based on traffic operations, collision analysis, and observations during the site visits, potential corridor-wide and intersection-specific safety issues were identified (**Figure A.7** in **Appendix A**) and can be seen below.

### 6.1 Corridor Wide

- Transition between rural and urban highway perceptions.
- The visibility of the primary signal head is affected by sun glare.
- Relatively high vehicle speed before and after the study corridor.
- High percentage of heavy vehicles (about 10%).
- Close proximity of overhead signal heads at Alexander Street and Ross Street.

### 6.2 Shuswap Street at TCH

- Relatively high southbound left-turn volumes without a protected left-turn phase.
- Signal head visibility limited by horizontal and vertical alignments.
- Southbound curb lane merges to left immediately after the gas station driveway.
- Limited westbound left-turn storage length.
- Wide driveway for gas station at the south leg.
- On-street parking is found immediately north of the intersection.
- Permitted left-turn phases may result in conflicts between pedestrians and vehicles.

### 6.3 McLeod Street at TCH

- Poor traffic performance for the northbound approach.
- Poor visibility for northbound and southbound drivers due to skewed intersection layout and horizontal curve at the south leg.
- Drivers have difficulty finding crossing gap to cross five travel lanes on the highway.
- Driver's confusion on turning priority at the skewed intersection south of the intersection.
- On-street parking on both north and south legs.
- Wide intersection approaches increase the pedestrian crossing distances.

### 6.4 Alexander Street at TCH

- Eastbound drivers may travel with the green signal phase at Ross and miss the red light at Alexander Street.
- Westbound drivers speeding up after Ross may not expect the red light at Alexander Street.
- Shared through/left-turn lane may limit northbound drivers' visibility.
- Steep northbound downhill grade on the south leg.
- Left-turns into and out of the commercial driveway immediately south of the south leg.
- Loading/unloading and parking manoeuvres on both sides to the one-way north leg.
- Limited westbound left-turn storage length.
- Permitted left-turn phases may result in conflicts between pedestrians and vehicles

## 6.5 Ross Street at TCH

- Westbound drivers may travel with green signal phase at Alexander Street and miss the red light at Ross.
- Eastbound drivers speeding up after Alexander Street might not expect the red light at Ross.
- Limited visibility of through traffic drivers with shared north-south through/left-turn lane.
- Eastbound and westbound left-turn drivers have limited crossing gaps.
- Limited eastbound left-turn storage length.
- Driveways are close to the southbound approach.
- Wide exit lanes for the north and south leg.
- Relatively high number of pedestrians crossing the highway.
- Permitted left-turn phases may result in conflicts between pedestrians and vehicles.
- No major operation issues with emergency access to TCH due to TCH queues.
- Southbound queues backed up through Hudson/Ross intersection (based on City's information).

## 6.6 4 Street at TCH

- Heavy eastbound left-turn and southbound right-turn traffic volumes.
- Northbound and southbound through and left-turn drivers have difficulty finding crossing gap on the highway.
- Limited visibility of through traffic drivers with shared north-south through/left-turn lane.
- Limited visibility to the intersection for westbound drivers.
- Eastbound vehicles start to speed up after passing through Ross Street.
- Relatively wide driveway to coffee shop with high trip-generated traffic.
- High number of pedestrians crossing the highway without proper crossing facilities.

## 6.7 6 Street at TCH

- Poor intersection performance and long vehicle delay for southbound movements.
- Two-way left-turn lane (TWLTL) at the east leg may confuse southbound left-turn drivers.
- High vehicle speed: eastbound vehicles leaving the Town Centre and downhill grade for westbound vehicles.
- Relatively high pedestrian volumes crossing 6 Street.



## 7 Traffic Control Scenarios

### 7.1 List of Traffic Control Scenarios

As discussed earlier in the report, the study TCH corridor serves highway through traffic as well as provides local traffic access. The traffic through the City of Salmon Arm is used as a major goods movement route, with a large proportion of heavy vehicles and long trucks.

This roadway also acts like an arterial road for the City. It is the major east-west road in the City, and separates the primarily residential areas south of the highway from the central business district north of the highway. As a result, the highway also accommodates significant local vehicular movements and crossing pedestrians.

In addition, the Shuswap area in the City of Salmon Arm attracts numerous tourists that visit and/or stop enroute to other destinations in the City. During the summer months, the traffic volumes using the highway and local roads are relatively higher than traffic volumes during the winter months. As well, during these warmer months, the number of pedestrians walking along and crossing at the TCH increases significantly. Therefore, the ability of the corridor to serve both the highway and local road functions of this roadway safely and efficiently relies heavily on the traffic operations as well as traffic control of the intersections on the TCH.

Traffic control scenarios have been developed based on feedback received from the City and MOTI, recommendations in the *2009 Town Centre Transportation Plan*, the existing and future traffic operations, and identified safety issues along the study corridor and intersections.

These traffic control scenarios include:

- Maintain Status Quo
- Extend TCH Raised Median at McLeod Street
- Re-locate Signal from Ross Street to 4 Street
- Extend TCH Raised Median at Ross Street
- Restrict Left Turn from 6 Street Southbound

To determine long-term traffic conditions with these traffic control scenarios, future traffic conditions were modelled for the 2022 horizon year. It was assumed that each additional scenario builds on the previous scenario improvements.

### 7.2 Scenario 1: Maintain Status Quo

For this Scenario, the existing intersection laning configurations and signal operations are maintained with the estimated 2022 traffic volumes (**Figure A.8** in **Appendix A**). All existing signalized intersections are projected to operate at an overall acceptable LOS during the 2022 peak hours (LOS D or better). At the signalized intersections, all individual movements are expected to operate at an acceptable level of service. For the stop-controlled intersection some side street movements are expected to operate at a poor LOS (E or F). Based on the analysis results of this scenario, it is recommended that traffic control devices and operation improvements be made before 2022. The 2022 Intersection Performance for Scenario 1 can be found in **Figure A.9** in **Appendix A**.



### 7.3 Scenario 2: Extend TCH Raised Median at McLeod Street

Due to potential safety issues (sight distance, crossing multiple lanes, south leg has adjacent connection to 1 Street) and a projected poor LOS for the northbound approach, Scenario 2 involves extending TCH median at McLeod Street to restrict left-turn and through movements to/from McLeod Street. Left-turns from the TCH to McLeod Street could also be denied by providing a continuous raised median between Shuswap Street and Alexander Street. The McLeod Street approaches will be converted to right-in/right-out operations with the TCH. Forced-turn channelized islands will be provided for both northbound and southbound approaches. Due to the restrictions of turning movements, northbound through and left-turn movements from McLeod Street are expected to reroute to Alexander Street while southbound through and left-turns will be moved to Shuswap Street. The existing TCH left-turn movements to McLeod Street are expected to use Shuswap Street as it is the closest adjacent intersection. The traffic re-routing is illustrated in **Figure A.10** in **Appendix A**.

Based on the 2022 traffic condition, re-routed peak hour volumes are relatively low and the adjacent intersections will be able to accommodate these small increases. Northbound and southbound pedestrians currently crossing TCH unsafely can choose to re-route to Shuswap Street or Alexander Street. With the installing of the raised median across McLeod Street, the existing westbound left-turn storage bay length at Shuswap Street. By applying Scenario 2 Traffic Condition, the McLeod Street north and south approaches are expected to operate at LOS A or B during 2022 peak hours by providing a simpler traffic operation of right-in/right-out only.

### 7.4 Scenario 3: Re-locate Signal from Ross Street to 4 Street

Ross Street is located about 95 metres from Alexander Street along the TCH. Since both intersections are signalized, there are potential safety concerns with queuing and blocking to other TCH signals, turning and weaving between City blocks, and drivers looking ahead to the downstream signal instead of the near signal. Based on 2012 traffic volumes, it is also known that 4 Street approaches, which are currently stop-controlled with stop-control, are operating at a poor LOS F during the peak hours.

Relocation of the traffic signal from Ross Street to 4 Street was considered an appropriate alternative to the existing traffic control configuration to extend the intersection spacing as well as potential queuing lengths and weaving distance. With the increase of signal heads distance, the chance to incorrectly see the green light of the downstream signal will be significantly reduced.

If Ross Street traffic volumes and laning configurations remain the same with a stop-controlled intersection, Ross Street approaches would operate at a poor LOS. Therefore, additional modifications to Ross Street are necessary in conjunction with relocating the traffic signal along the TCH.

Scenario 3 proposes to configure Ross Street as right-in/right-out and left-in for the north and south approaches. Raised medians on the TCH will be extended through the intersection to deny vehicles on Ross Street from proceeding through or making a left turn. To allow the traffic circulation, it is proposed TCH traffic to be allowed to make a left turn onto Ross Street. It is expected that through and left turns on Ross Street will be diverted to the new signal at 4 Street or the existing signal at Alexander Street. Traffic re-routing is illustrated in **Figure A.10** in **Appendix A**.



With the considerations of traffic operations and intersection safety, it is recommended that two approach laning configurations on Alexander Street and 4 Street be modified from through/left-turn shared lanes with designated right-turn lanes to designated left-turn lanes and through/right turn shared lanes. The proposed aligned laning configuration is projected to allow for better lane balance, improved intersection operations, and improved safety for left-turns by increasing the sight distance for through traffic. By applying Scenario 3 traffic condition, the TCH intersections at Alexander Street, Ross Street, and 4 Street are expected to operate at an acceptable LOS D or better for all movements.

It is concerns that, with relocating the signal, the pedestrian crossings will be eliminated at Ross Street. It is expected that pedestrians should use either Alexander Street or 4 Street to cross the TCH instead. Adjacent intersections are approximately 100 metres away and are both signalized, providing safe crossing alternatives.

### **7.5 Scenario 4: Extend TCH Raised Median at Ross Street**

Building on Scenario 3, Scenario 4 is considered to completely close the median opening at Ross Street and eliminates all left-turns to and from the TCH. The reason for closing the median, will not only further reduce the traffic conflicts, but also avoid any north-south left-turn or through illegal movements. The left-turn bays on the TCH at Ross Street will be removed to provide additional storage for the eastbound left-turn at 4 Street and the westbound left-turn at Alexander Street. Lengthening the left-turn bays minimize blocking of through vehicles by long left-turning vehicles, causing rear-end and sideswipe conflicts/collisions. Some left-turn spill-back is expected for Scenario 3 if the left-turn bays are not extended.

TCH traffic that previously would have turned left at Ross Street would be diverted to either Alexander Street or 4 Street. It is assumed that the split between the two adjacent intersections would be 50% to Alexander Street and 50% to 4 Street in both eastbound and westbound directions. The traffic re-routing for Scenario 4 is illustrated in **Figure A.10 in Appendix A**. After redistributing the left-turn vehicles, all intersection movements for Alexander, Ross, and 4 Streets are expected to operate at LOS D or better.

With the provision of continuous raised median, it is concerns that the services of emergency vehicles (fire truck and ambulances) exiting from the Fire Hall at Ross Street may be affected. Emergency vehicles originally turning left or driving through at the Ross Street are required to re-route to use 2 Avenue and then Alexander Street or 4 Street to the destinations. Therefore, a low raised median with roll-over curbs is recommended for consideration at the continuous raised medians along the TCH at Ross Street.

To discourage pedestrian mid-block crossing at this location, it is suggested the movable gate could be provided as well as road signs leading pedestrians to use marked crosswalks at other signalized intersections. Details of the considerations of emergency vehicle rerouting are discussed in Section 8.9 of this report.

### **7.6 Scenario 5: Restrict Left Turn from 6 Street Southbound**

It is noted that 6 Street southbound at the TCH is expected to operate at poor LOS in the 2022 horizon year. Consideration should be given to banning the southbound left-turn to eastbound Highway 1. Left-turn traffic could be diverted north to Hudson Avenue, west to 4 Street, and south to the new signal at 4 Street and TCH (Scenario 4).



With this Scenario in 2022 traffic condition, the southbound approach at 6 Street will operate at LOS C or better, and all movements at the 4 Street intersection will continue to operate at LOS C. From a safety perspective, eliminating the left-turn is beneficial due to conflicts with high-speed downhill traffic approaching from the east, a high number of crossing pedestrians on the north leg, and less desirable sight-distance due to the TCH curve to the west. 2022 traffic volumes and intersection performance for Scenario 5 can be seen in **Figure A.11** and **Figure A.12** of **Appendix A** respectively.

## 7.7 Summary of Results

For clear understanding of the proposed Traffic Control Scenarios 1-5, **Table 7.1** provide the summary of traffic operation modification for each study intersection when compared to the existing intersection configurations.

**Table 7.1: Summary of Traffic Control Scenario**

Traffic Control Scenario		Modifications to Highway 1 Intersection (Compared to the Existing Intersection Configurations)					
		Shuswap St	McLeod St	Alexander St	Ross St	4 St	6 St
		Signal	Stop-controlled	Signal	Signal	Stop-controlled	Stop-controlled
Scenario 1	Maintain Status Quo	No Change	No Change	No Change	No Change	No Change	No Change
Scenario 2	Extend TCH Median at McLeod Street	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	No Change	No Change	No Change
Scenario 3	Relocate Signal from Ross St to 4 St	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out and left-in	Signal	No Change
Scenario 4	Extend TCH Median at 4 Street	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out	Signal	No Change
Scenario 5	Restrict Left-turn from 6 St Southbound	Signal with long WB LT bay	Right-in-right-out	Signal with long EB LT bay	Right-in-right-out	Signal	Restrict SB LT

**Table 7.2** shows the summary of intersection performances for 2012 Existing Condition, 2022 Scenario 1 (Future Base Conditions) and 2022 Scenario 5 (Future Conditions with recommended traffic control improvements). The table indicates the overall intersection performance for signalized intersection and the worst movement for stop-controlled intersections.

**Table 7.2: Summary of Intersection Performance**

Scenario	Peak Period	Highway 1 Intersection Performance					
		Shuswap	McLeod	Alexander	Ross	4 St	6 St
		Overall	NB STOP	Overall	Overall	SB STOP	SB STOP
2012	AM	A	C	B	C	F	C
	MD	B	E	B	C	F	D
	PM	B	D	B	C	F	E
2022 Scenario 1 Maintain Status Quo	AM	B	D	C	C	F	D
	MD	B	E	B	D	F	F
	PM	C	E	B	C	F	F
		Overall	SB STOP	Overall	SB STOP	Overall	SB STOP
2022 Scenario 5 Recommended Traffic Control Improvements	AM	B	B	B	B	B	B
	MD	B	B	B	B	B	C
	PM	C	B	C	B	C	C
Notes:		For the unsignalized intersections, only the critical movement is shown.					
		Scenario 1 maintains the existing signal at Ross St and unsignalized intersection at 4 St.					
		Scenario 5 relocates the signalized intersection to 4 St, and Ross St is unsignalized.					

In addition to the changes in traffic operation, the positive and negative impacts to the vehicle and pedestrian safety at all study intersections for each traffic control scenario were also reviewed and summarized in **Table 7.3**. Further corridor-wide and intersection safety improvements are discussed in Section 8.

**Table 7.3: Summary of Intersection Safety Performance**

Traffic Control Scenario		Positive/Negative Safety Impacts to Highway 1 Intersection (Compared to the Existing Intersection Configurations)					
		Shuswap St	McLeod St	Alexander St	Ross St	4 St	6 St
		Signal	Stop-controlled	Signal	Signal	Stop-controlled	Stop-controlled
Scenario 1	Maintain Status Quo	No Change	No Change	No Change	No Change	No Change	No Change
Scenario 2	Extend TCH Median at McLeod Street	Improve Vehicle Safety	Improve vehicle and pedestrian safety	Improve Vehicle Safety	No Change	No Change	No Change
Scenario 3	Relocate Signal from Ross St to 4 St	Improve Vehicle Safety	Improve vehicle and pedestrian safety	Improve Vehicle Safety but more crossing ped	Improve vehicle safety but no ped crossing facilities	Improve Vehicle Safety but more crossing ped	No Change
Scenario 4	Extend TCH Median at 4 Street	Improve Vehicle Safety	Improve vehicle and pedestrian safety	Improve Vehicle Safety but more crossing ped	Improve vehicle safety but no ped crossing facilities	Improve Vehicle Safety but more crossing ped	No Change
Scenario 5	Restrict Left-turn from 6 St Southbound	Improve Vehicle Safety	Improve vehicle and pedestrian safety	Improve Vehicle Safety but more crossing ped	Improve vehicle safety but no ped crossing facilities	Improve Vehicle Safety but more crossing ped	Improve vehicle safety

From both traffic operation and road safety perspective, the Traffic Control Scenario 5 (including the proposed traffic operation modifications in Scenario 2 to 4) provides the satisfactory performance for overall and individual movements for all study intersections. Therefore, it is recommended that Traffic Control Scenario 5 be considered for the future traffic operations along the TCH study corridor in Salmon Arm.



## 8 Recommended Improvement Plan

As discussed in Section 7, the recommended traffic control scenario includes:

- Extend TCH Raised Median at McLeod Street
- Re-locate Signal from Ross Street to 4 Street
- Extend TCH Raised Median at Ross Street
- Restrict Left Turn from 6 Street Southbound

To further improve the highway section and intersection safety, corridor-wide and intersection specific safety improvements have been developed to support the recommended traffic control scenario and to improve traffic and pedestrian safety along the corridor. The corridor-wide and site specific improvement measures were summarized in *Figure A.14 in Appendix A*.

### 8.1 Corridor-Wide Improvements

#### Revisit Signal Coordination Plan

The TCH is a major goods movement route through British Columbia. During the daytime peak and off-peak hour traffic, the highway traffic through the study corridor was generally made up of approximately 10% heavy vehicles and long trucks. These vehicles may cause safety issues as they usually require more time to decelerate when approaching the red signal light. It also takes additional time for heavy trucks to pick up to posted or operating speed when the signal lenses change to green light. As well, passenger car drivers travelling behind these heavy vehicles may have limited visibility of signal heads at the intersection approach and do not stop in time for unexpected red signal light. Some aggressive drivers may be frustrated and try to overtake heavy vehicles close to intersection approaches, causing sideswipe and rear-end collisions and conflicts.



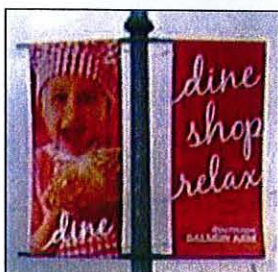
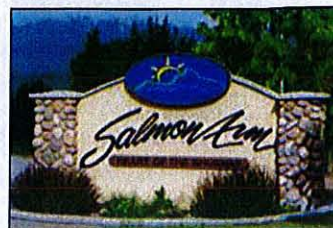
Based on information provided by MOTI, the signalized intersection of Shuswap Street, Alexander Street, and Ross Street are currently coordinated. According to the site observations in November 2012, many vehicles are required to stop at either the Alexander Street or Ross Street intersections. This may be due to heavy vehicles accelerating slowly between the intersections, causing following vehicles to miss the green phase at the downstream signals. It is recommended that offset times of these intersections be reviewed and compared to corridor observations, such as revising the operating speed used in the model. If the TCH signal is relocated from Ross Street to 4 Street (Traffic Control Scenario 3-5), the signal timing plan will be revised as well as the off-set times.

As the traffic volumes along the TCH are similar in both eastbound and westbound directions for all peak hours, it is recommended that signal coordination preference be given to the eastbound direction to facilitate heavy vehicles travelling uphill; however, the green waves and bandwidths for both directions should be optimized to provide the best efficiency of the TCH traffic signals. With the appropriate signal coordinating plan, the number of rear-end and sideswipe collisions will be reduced.



### Enhance Awareness of Gateway to Town Centre

The TCH or Highway 1 is generally a high speed rural highway throughout BC. As well, before and after the study corridor the TCH generally has a limited number of intersections and driveways, allowing through traffic to travel at higher speeds. Some TCH drivers passing through Salmon Arm may expect that they are able to continue to have free-flow highway travel at a high speed, and may not expect continuous traffic signals, high number of crossing pedestrians, and other urban characteristics (sidewalks on both sides and commercial driveways).



To enhance the expectation of crossing pedestrians and stopping vehicles (at signals) along the corridor, it is important that drivers become aware when they are transitioning from a rural/suburban area and highway section to an urban centre area and roadway corridor. A clear "Town Centre Gateway" notification should be created at each end of the study corridor with the use of road signs and artwork to welcome drivers to the Salmon Arm Town Centre. This could be in the form of large road signs similar in style to those seen when entering the City. It could also be flags hung off luminaire poles similar to those already on the corridor, or banners over the roadway.

Along the study corridor between Shuswap Street and 6 Street, some beatification treatments could be considered to differentiate it from the rest of the TCH, including stamped coloured concrete crosswalks across the TCH, increased ground vegetation and flowers, and increased street furniture.



Although no actual collision modification factors are provided for this improvement, it is expected the vehicle speeds be reduced, visibility of signal heads be improved and crossing pedestrians be noticed. No economic evaluation was conducted for this improvement option.

Installation of high performance pavement markings along the TCH corridor and at all study intersections was considered. However, due to relatively low vehicle operating speed (compared to rural highway speed of 80 to 100 km/hr), it is expected the provision of high [performance pavement markings will not generate significant safety improvements along the TCH corridor.

## 8.2 Shuswap Street Intersection Improvements

### Add advance left-turn phase for southbound direction

The southbound direction has a relatively high left-turn volume that does not have a protected left-turn phase. Traffic queues were observed during the peak periods although they were generally dissipated in one cycle. With the potential increase of traffic volumes at TCH and side street, the long traffic queue may cause long delays and driver's frustration. In an effort to turn as quickly as possible, multiple vehicles may attempt to turn during the amber time. As well, during the permissive signal phase, left-turn drivers that are focused on finding a crossing gap in oncoming traffic and may not notice pedestrians crossing the TCH, causing left-turn and pedestrian-related conflicts.



It is recommended that advanced left-turn phases be added for the southbound direction to reduce the risk of left-turn opposing, left-turn crossing, and pedestrian collisions. Although no left-turn opposing and pedestrian-related collisions were involved with southbound vehicles at this intersection, it is expected that the crossing collisions related to southbound vehicles could be reduced with this improvement option,

#### **Enlarge east-west secondary signal heads**

The visibility of oncoming traffic and intersection pavement markings are restricted in the eastbound and westbound directions due to the horizontal and vertical alignments. This may reduce the awareness of an upcoming intersection. It is expected that bigger signal lenses as well as bright reflected coloured backboard can improve the visibility of secondary signal heads.

It is recommended that the visibility of the eastbound and westbound secondary signal heads be increased from 200 mm diameter signal lenses without backboards to 300 mm diameter signal lenses with yellow backboards. With this improvement, it is considered that all eastbound and westbound collisions will be reduced. The horizontal and vertical alignments of the road also make it more difficult for eastbound traffic to turn left, particularly if an opposing vehicle is waiting to turn left. Recently however protected left-turn signal phases have been added for the eastbound and westbound movements at the intersection, making turning left easier and safer.

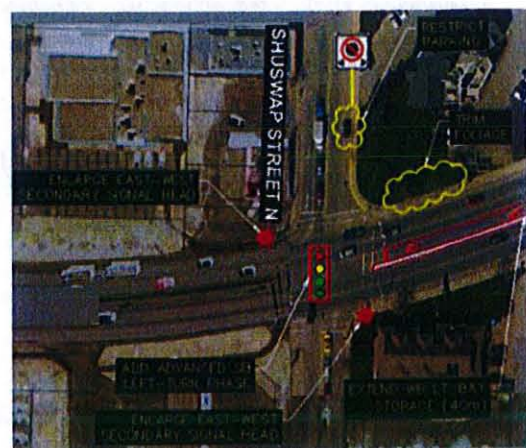
#### **Extend the westbound left-turn storage**

It was reported that currently limited westbound left-turn storage length that is often exceeded during the peak hours, which may result in increased rear-end, sideswipe and left-turn collisions. With full access management on McLeod Street, the westbound left-turn storage bay should be extended east. With this improvement, the number of westbound rear-end and left-turn collisions will be reduced.

#### **Other improvements**

To minimize the potential collision risk for the existing on-street parking activities along the north leg, it is recommended that the existing on-street parking on the eastside of the north leg be removed and the "no parking" sign be installed close to the intersection approach. To improve the visibility of signal head, it is recommended that the existing foliage at the north-east corner of the intersection be trimmed based on the regular City's maintenance. As no reported collisions related to these improvements, no economic evaluation was conducted for these improvement options.

In summary, the proposed safety improvements at the Shuswap Street intersection can be seen in **Figure 8.1**.



**Figure 8.1: Shuswap Street Intersection Recommended Improvements**



### 8.3 McLeod Street Intersection Improvements

#### Implement access management

The McLeod Street intersection with the TCH is significantly skewed, causing poor visibility for northbound and southbound drivers. In addition, the traffic analysis indicates that northbound and southbound left-turn drivers have difficulty finding crossing gaps across the five travel lanes on the highway.

Due to the low traffic volumes using this intersection, as well as the availability of alternative routes, it is recommended that the intersection be restricted to right-in / right-out movements only for both northbound and southbound approaches. The highway median would be closed with the provision of raised median barriers. Channelization forced-turn islands would be installed on the side street approaches.

As no collisions were reported at this intersection between 2007 and 2011, safety benefits cannot be determined for this improvement as well as economic evaluation; however, with the extension of the raised median across McLeod Street, the left-turn bay lengths at Shuswap Street and Alexander Street can be lengthened and the chance of left-turn vehicle queue spilled over the left-turn bays will be reduced as well as the potential collision risks. The safety benefits for the extended left-turn bay lengths will be considered in the affected intersections.

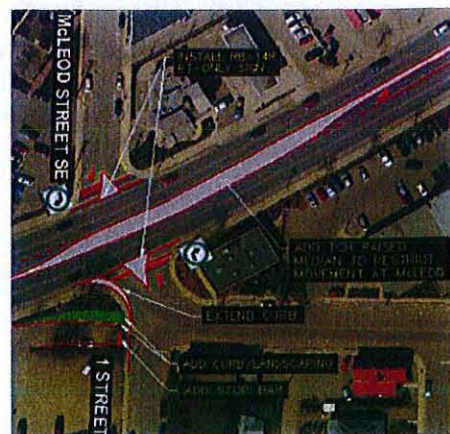
#### Reduce alley approach width

Just south of the TCH is the Okanagan Avenue/1 Street intersection. 1 Street intersects Okanagan Avenue at a T-intersection on a curve, where there is also an access to an alley. To reduce confusion over rights of way, it is recommended that the width of the alley be reduced and a stop bar and stop sign be installed through the annual City's Capital and/or Intersection Improvement Programs. With no collisions identified at this intersection during the study period, no economic evaluation was conducted for this improvement option.

#### Repaint crosswalk and stop line pavement markings

At the time of the site visit, the crosswalk and stop line pavement markings on the north and south legs were faded. These pavement markings could be re-painted as a part of regular traffic operation maintenance. In addition, if the access management (right-in-right-out operation) to be implemented, the crosswalk and stop line pavement markings will be painted as indicated in Figure 8.1. With no collisions identified at this intersection during the study period, no economic evaluation was conducted for this improvement option.

In summary, the proposed safety improvements at the McLeod Street intersection can be seen in **Figure 8.2**.



**Figure 8.2: McLeod Street Intersection Recommended Improvements**



## 8.4 Alexander Street Intersection Improvements

### Repaint northbound laning pavement markings

Currently the northbound laning has a shared left-turn/through and right-turn only lane. Based on the current traffic patterns, the northbound left-turn movement has approximately twice as many vehicles as the northbound right-turn movement. In 2022, with the Scenario 5 traffic operation improvements, the northbound left-turn volume will be even proportionately higher.

Also, with the current signal phasing and with no oncoming approach, northbound left-turning drivers may feel that their movement is protected and may notice pedestrians crossing the TCH late. This could result in northbound rear-end, sideswipe, and pedestrian-related conflicts and collisions.

Therefore, it is recommended that the northbound laning pavement markings be repainted from shared left-turn/through and right-turn only to designated left-turn and shared through/right-turn. With the modifications of pavement markings, the northbound through traffic may not directly face the south exit leg. It is recommended that guiding line pavement markings be considered if the pavement markings are revised. With this improvement, the number of northbound collision will be reduced.

### Provide parking restriction and loading area

On-street parking is provided on both sides of Alexander Street. During the traffic survey, vehicles were observed loading and unloading along the curb extensions just north of the TCH. To reduce the conflicts between the stopped vehicles and northbound traffic, it is suggested that "No Stopping" signs be added to the east and west curb extensions to restrict drivers from loading and unloading in these areas.

If the loading/unloading activities are essential at this location, it is suggested that the existing on-street parking spaces on the westside curb be converted to a loading bay between the TCH and Hudson Avenue to facilitate these operates. As no reported collisions related to this improvement, no economic evaluation was conducted for this improvement option.

### Extend the eastbound left-turn storage

The current short eastbound left-turn storage length, restricted by left-turn bays at McLeod Street, results in increased rear-end, sideswipe and left-turn collisions. With full access management on McLeod Street, the eastbound left-turn storage bays could be extended. The number of eastbound rear-end collisions will be reduced with this improvement.

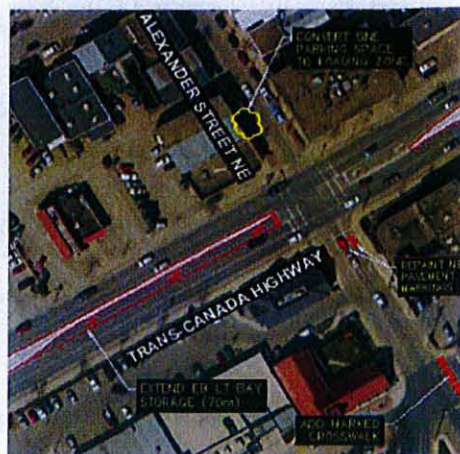
### Install on-street northbound bike lane

As part of the Salmon Arm cycling network improvements, a northbound bike lane could be installed between the travel lane and the existing on-street parking. It is suggested that the City may consider repainting the north leg pavement markings to reduce/remove the on-street parking with the provision of northbound bike lane on the west side of the north leg. With no bicycle collisions identified at this intersection during the study period, no economic evaluation was conducted for this improvement option.



In summary, the proposed safety improvements at the Alexander Street intersection can be seen in **Figure 8.3**.

**Figure 8.3: Alexander Street Intersection Recommended Improvements**



## 8.5 Ross Street Intersection Improvements

### Convert traffic signal to right-in-right-out operation

As part of the recommended traffic control scenario, the signal at the TCH intersections with Ross Street could be relocated to 4 Street. It is expected that several intersection improvements to be required. Parallel lane crosswalks and stop bars need to be stripped across the TCH. To further reduce the risk of crossing and left-turn collisions at this location, it is recommended that all left-turn movements be restricted. The intersection could be converted to a right-in-right-out operation for the northbound and southbound approaches. Raised median barriers could be extended to restrict all left-turn and north-south through traffic movements. As well the provision of channelized islands at the Ross Street approaches will guide vehicles to turn right only. The northbound and southbound approaches will require curb extension and re-stripping to reduce from the approach lanes to one. With this improvement, it is expected that all intersection collisions will be reduced,

### Other Improvements

If the existing TCH signal is relocated from Ross Street to 4 Street, the existing overhead warning flasher in advance of the westbound approach should be removed and relocated to east of 4 Street. It is not recommended that pedestrians continue to cross at Ross Street. The crosswalks across the TCH should be eradicated and other pedestrian network improvements are recommended to shift walking pedestrians. The specific pedestrian improvements are discussed in Section 8.8.

In summary, the proposed safety improvements at the Ross Street intersection can be seen in **Figure 8.4**.

**Figure 8.4: Ross Street Intersection Recommended**





## Improvements

### 8.6 4 Street Intersection Improvements

#### Convert from stop-controlled to full signal

With the relocation of the traffic signal from Ross Street to 4 Street, it is expected that the number of left-turn and crossing collisions at 4 Street be significantly reduced; however, the number of rear-end collisions may be slightly increased.

#### Repaint the northbound and southbound pavement markings

To further improve the visibility of left-turn drivers to oncoming through traffic, the northbound and southbound approaches could be restriped with designated left-turn bays and a shared through / right-turn lane. These left-turn bays could be aligned to minimize the potential blockage of on-coming traffic by stopped vehicles waiting for left-turning.

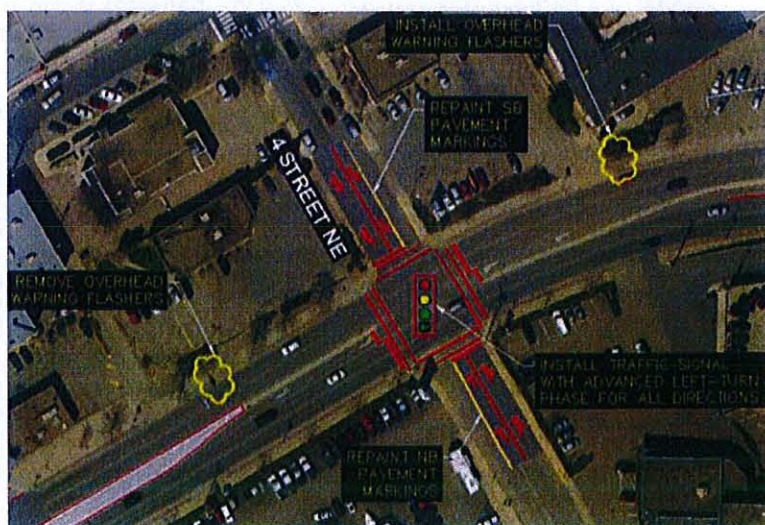
#### Add advance left-turn phase for all directions

To improve the traffic performance of the future signal operation, it is recommended that advance left-turn phases be provided at all directions. With the permissive signal phase, left-turn drivers that are focused on finding a crossing gap in oncoming traffic and may not notice pedestrians crossing the TCH, causing left-turn and pedestrian-related conflicts. The provision of advanced left-turn phases could reduce the risk of left-turn opposing, left-turn crossing, and pedestrian collisions. With this improvement, the number of left-turn collisions will be reduced.

#### Provide advance warning flasher

As the first signal after long distance in the westbound direction, an overhead warning flasher should be installed west of the intersection. It should be located after 6<sup>th</sup> Street but in a location where it can be seen by vehicles travelling down the grade prior to 6 Street. Based on the posted speed limit of 50 km/hr and downhill grade of 1%, the advance warning flasher should be 42m in advance of the new westbound stop line at 4 Street. As the number of collisions for signal operations at 4 Street is still unknown, no economic evaluation was conducted for this improvement option.

In summary, the proposed safety improvements at the 4 Street intersection can be seen in **Figure 8.5**.





**Figure 8.5: 4 Street Intersection Recommended Improvements**

## 8.7 6 Street Intersection Improvements

### Restrict southbound left-turn movements

The southbound left-turn lane at the 6 Street intersection currently operates at a poor level of service. Traffic travelling down the westbound grade may be travelling relatively fast and generate conflicts and collisions with southbound left-turn and right-turn traffic. As well, the two-way left-turn lane (TWLTL) at the east leg may be confusing and could be a conflict location for southbound left-turning vehicles and vehicles entering and exiting the development access to the southeast of 6 Street.

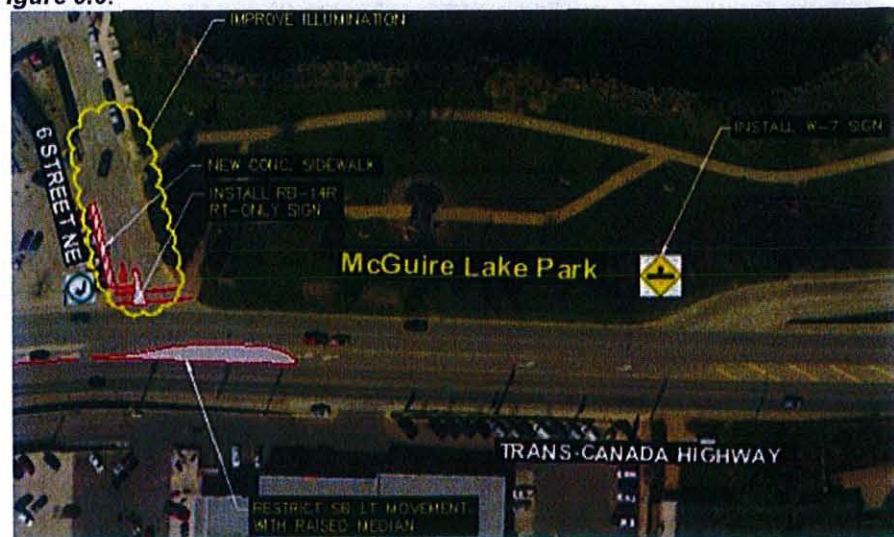
It is recommended that the southbound left-turn be restricted by creating a forced-turn channelization island to guide drivers to turn left. As well, a raised median could be created across the intersection towards the west end of the existing two-way left-turn lane. With this improvement, the number of all collisions will be reduced.

### Increase intersection visibility

As the stop-controlled T-intersection at the horizontal curve, the visibility of 6 Street intersection along the TCH is currently restricted when travelling westbound on the TCH. Approaching this intersection there is a low intersection and access density so this intersection may not be expected by drivers. To improve the intersection visibility, it is recommended that an "Intersection Ahead" W-7 warning sign be installed in advance of the intersection on the westbound approach. Trees located on the north-east quadrant could also be trimmed back heavily with regular maintenance to increase visibility of the intersection.

A relatively high volume of pedestrians were observed crossing 6 Street to access the McGuire Lake Park. Illumination along 6 Street should be improved, particularly at the intersection and crosswalk. This will reduce collisions occurring on 6 Street and reduce the risk of pedestrian collisions. With low number of collisions to be reduced with these improvements, no economic evaluation was conducted.

In summary, the proposed safety improvements at the 6 Street intersection can be seen in **Figure 8.6**.


**Figure 8.6: 6 Street Intersection Recommended Improvements**



## 8.8 Pedestrian Facilities Improvements

The recommended traffic control scenario involves closing the intersections along the TCH at McLeod Street and Ross Street with continuous raised median. As a result, pedestrians would not be able to safely cross the highway at these locations; however, adjacent intersections (Shuswap Street, Alexander Street and 4 Street) are signalized with pedestrian phases, which will provide a safe alternative to crossing the TCH.

Pedestrian volume counts were collected in November 2012 for this study. The numbers of pedestrians crossing the TCH for both sides of McLeod Street were estimated at about 4 to 8 per peak hour. Therefore, with the recommended traffic control scenario, the impacts to crossing pedestrians are very minimal. It is expected that the provision of the continuous raised median at McLeod Street and the extended left-turn bays will discourage the unsafe crossing, reduce the number of pedestrians crossing the TCH and improve the pedestrian safety at this location. The existing crossing pedestrians will use the signals at Shuswap Street and Alexander Street.

For the existing signalized intersection with pedestrian phase crossing the TCH the number of crossing pedestrians at Ross Street was determined at about 40 to 50 per peak hour. As discussed in Section 2.0 of this report, Ross Street provides a continuous pedestrian path to the south by cutting through the Fletcher Park, most pedestrians would be guided towards Ross Street instead of using sidewalks to access either Alexander Street or 4 Street.

These roadways (Alexander Street and 4 Street) would provide more direct routes to/from the nearby residential area to the south, and would lead to some of the key pedestrian origins/destinations in the Town Centre including the transit exchange on Lakeshore Drive (adjacent to Alexander Street) and the coffee shop and convenience store located at the 4 Street intersection with the TCH.

Although closing the pedestrian path through Fletcher Park is not recommended, changes to the pathway will funnel pedestrians toward a more appropriate TCH crossing location that Ross Street while still retaining good access to the park. Recommended pedestrian improvements include closing the current park access to 2 Avenue and relocating it adjacent to the park building on the west side. An additional pathway is recommended to guide pedestrians toward 4 Street. Figure 8.7 shows the improvements to pedestrian facilities around City Hall with the relocation of traffic signal from Ross Street to 4 Street.

After the relocation of the traffic signal from Ross Street to Alexander Street, way-finding signage in the park, or "no pedestrian crossing, use alternate route" signage at the TCH could be used to inform pedestrians of the change.

It is expected that Ross Street north-south pedestrians on the west leg would be moved to Alexander Street, and east leg pedestrians redirected to the new signal at 4 Street. 2022 Estimated Pedestrian Crossing Volumes for Scenario 5 are shown in **Figure A.13**.





**Figure 8.7: Proposed Improvements to Pedestrian Facilities around City Hall**

## 8.9 Consideration of Emergency Vehicle Rerouting

Currently the Salmon Arm Fire Hall # 3 is located on Ross Street south of the TCH. It is understood that the emergency vehicles (fire trucks and ambulances) use the TCH intersection at Ross Street to travel eastbound and westbound on the highways and northbound into Salmon Arm Town Centre. It is recommended that the raised median across Ross Street to be depressed to allow emergency vehicles to pass over it as well as the provision of the roll-over curbs. To reduce the confusion of other drivers, it is recommended that "Right-turn Only" signs be installed on the Ross Street northbound approach with "Except Emergency Vehicles" tab sign.

The depressed section of the raised median could have the same finish as the rest of the median, which could be a coloured stamped concrete or another unique finish to differentiate it from the travel surface. It is recommended that the channelization islands on Ross Street are wither painter or mountable to facilitate emergency vehicle movements. Although it is anticipated that traffic will pull over and stop to allow emergency vehicles to turn at the intersection, it is suggested the emergency vehicle signal heads be installed on the TCH to alert traffic stoppage.

In addition to using the Ross Street intersection, emergency vehicles could use the Alexander Street and 4 Street intersections to cross the TCH and to access the TCH. Using Alexander Street to access the TCH westbound would result in an additional 60 metres of travel and turning at two additional intersections. This is estimated to add approximately 20 seconds on to the travel time. Using 4 Street to access the TCH eastbound would result in an additional 95 metres of travel and turning at two additional intersections. This would add approximately 30 seconds on to the travel time.

## 8.10 Appropriateness of Red Light Camera Installation

City of Salmon Arm staff expressed that some members of the community are concerned about pedestrian and vehicular safety along this stretch of the TCH. In particular, the positive / negative impacts of installing a red light camera along the corridor to reduce speeding and increase signal compliance had been discussed during council meetings.



Therefore, the appropriateness of installing the red light camera along the TCH corridor was reviewed in this study.

The U.S. Federal Highway Administration (FHWA) created the *Red Light Camera Systems Operational Guidelines* (January 2005) that discusses the causes of red light running, countermeasures, and specifications regarding a red light camera program. This document highlights that the main factors that contribute to crashes caused by red light running are:

- Driver behavior
- Intersection design and operation
- Vehicle characteristics
- Weather

As part of this study, the road grade, high proportion of heavy vehicles, and poor signal coordination were determined to be the primary factors that contribute to vehicle running red lights. By re-coordinating the signals to facilitate the progression of heavy vehicle traffics through the corridor, a reduction in the number of vehicles running red lights is expected.

The FHWA has also published the *Safety Evaluation of Red-Light Cameras* (April 2005). The results of this study indicated that although red-light cameras cause a reduction in the number of crossing collisions at an intersection, this facility will also increase the number of rear-end collisions. Overall they provide a modest crash-cost benefit. It is expected that the installation of red-light camera provide more financial benefit at locations where there are relatively few rear-end collisions and many crossing collisions.

For the existing signals along the TCH corridor, between 2007 and 2011, the number of reported crossing collisions, including left-turn crossing, against the number of rear-end collisions for both direction were summarized in **Table 8.1**.

**Table 8.1: Comparison of Crossing and Rear-end Collisions at Study Intersections**

Travel Direction on TCH	Collision Types	Number of Collisions (2007-2011)					
		Shuswap	McLeod	Alexander	Ross	4 St	6 St
		Signal	Stop-controlled	Signal	Signal	Stop-controlled	Stop-controlled
Eastbound	Crossing Collision	1	0	1	6	6	0
	Rear-end Collision	3	0	2	3	1	1
Westbound	Crossing Collision	2	0	1	0	4	1
	Rear-end Collision	2	0	3	4	0	0

The comparison results in **Table 8.1** indicated that the intersections with higher number of crossing collisions along the TCH include Ross Street (eastbound) and 4 Street (both directions). If the existing traffic signal to be relocated from Ross Street to 4 Street, the traffic control device at Ross Street will be converted to stop-controlled and the installed of red-light camera is not required. It is expected that the number of crossing collisions at 4 Street will be significantly reduced and the installation of red light camera may not be required.

As the Alexander Street and Shuswap intersections with the TCH had more rear-end collisions than crossing collisions at these intersections, the installation of a red-light camera is not expected to have significant overall safety benefit at this location.



## 9 Economic Evaluation

ICBC has indicated that funding may be available if investment opportunities exist to reduce the number of collisions at the TCH study corridor in the City of Salmon Arm Town Centre. In addition to the corridor-wide improvement measures, the economic evaluation of site specific improvement measures at five study intersections were conducted. No economic evaluation was conducted at the McLeod Street intersection as no collisions were reported during the study period. Economic evaluations were conducted based on the collision modification factors, annual collision savings, cost estimates and the ICBC investment criteria.

### 9.1 Collision Modification Factors

For each Major Recommended Improvement Measure, a Collision Modification Factor (CMF) has been estimated to determine the reduction in collisions after the improvements are implemented. Several sources for CMFs factors were used including:

- Crash Modification Factors Clearinghouse (online).
- *Collision Modification Factors For British Columbia, as prepared for the BC Ministry of Transportation & Infrastructure* (December, 2008).
- Engineering Judgment.

Each of these CMFs applied to a set of target collisions, specified by collision severity, type, and direction. Using the methodology defined in the *Collision Modification Factors for British Columbia* manual, the CMFs were adjusted to estimate the overall collision modification factors at the intersection, rather than representing the reduction in only the target collisions. Each recommended corridor-wide and site specific improvement measure and their respective overall CMFs can be seen in **Table 9.1**.

### 9.2 Annual Collision Cost Savings and Cost Estimates

The overall CMFs were applied to the annual average claimed collisions between 2007 and 2011 to determine the estimated annual reduction in collisions following the implementation of the respective improvements. Using the average cost of a casualty (fatality or injury) collision as \$31,000 and of a property damage only collision as \$2,900, the annual cost savings related to these improvements were estimated.

Cost estimates were developed for each of the recommended improvement measures based on the latest unit rates for construction materials and devices. Engineering judgement with assumptions was also considered to determine the lump sum cost for some improvement measures.

### 9.3 Economic Evaluation

Using the estimated cost of each improvement and annual cost savings related to each of the improvements, the potential ICBC contributions to these improvements were determined, using an Internal Rate of Return (IRR) of 50% over 2 years. **Table 9.2** shows the economic evaluation of the recommended improvement measures for corridor-wide and site specific intersection improvement measures.



**Table 9.1: Collision Modification Factors for Improvements for TCH Corridor**

Recommended Improvement Measures	CMF For Target Collisions	Target Collision Parameters				# Target Collisions	Overall CMF		
		Intersection(s)	Crash Type	Crash Severity	Direction		Total	Injury	PDO
Revist Signal Coordination	0.70	All Signals	Rear-end	All	Eastbound, Westbound	31	0.88	0.88	0.88
Add Advanced Southbound Left-turn	0.95	Shuswap Street	All	All	Southbound	3	1.00	1.00	1.00
Increase Signal Visibility	0.95	Shuswap Street	All	All	Eastbound, Westbound	15	0.99	0.99	0.99
Extend Westbound Left-turn Bay	0.90	Shuswap Street	Rear-end	All	Westbound	4	0.99	0.99	1.00
Repaint Sidestreet Pavement Markings	0.74	Alexander Street	All	All	Northbound	4	0.99	0.99	0.98
Extend Eastbound Left-turn Bay	0.90	Alexander Street	Rear-end	All	Westbound	4	0.99	0.99	1.00
Convert Signal to Stop Control and Restrict turns	0.50	Ross Street	All	All	All	20	0.87	0.80	0.92
Install Traffic Signal	0.74	4 Street	All	All	Northbound, Southbound	16	0.95	0.92	0.97
Repaint Sidestreet Pavement Markings	0.64	4 Street	All	All	All	18	0.92	0.88	0.95
Provide Advanced Left-turn Phases for all Dir	0.99	4 Street	All	All	All	18	1.00	1.00	1.00
Restrict Southbound Left-turn Movement	0.25	6 Street	All	All	Southbound	3	0.97	1.00	0.95

**Table 9.2: Economic Evaluation Summary for TCH Corridor**

Recommended Improvement Measures	Location	2-Year Collision Cost Savings	Estimated Cost of Improvement	Potential ICBC Contribution	2-Year IRR
Revist Signal Coordination	All Signals	\$ 54,600.00	\$ 5,000.00	\$ 5,000.00	533%
Add Advanced Southbound Left-turn Phase	Shuswap Street	\$ 110.00	\$ 7,000.00	\$ 100.00	50%
Increase Signal Visibility	Shuswap Street	\$ 1,470.00	\$ 15,000.00	\$ 800.00	50%
Extend Westbound Left-turn Bay	Shuswap Street	\$ 380.00	\$ 20,000.00	\$ 200.00	50%
Repaint Sidestreet Pavement Markings	Alexander Street	\$ 580.00	\$ 5,000.00	\$ 300.00	50%
Extend Eastbound Left-turn Bay	Alexander Street	\$ 1,100.00	\$ 20,000.00	\$ 600.00	50%
Convert Signal to Stop Control and Restrict turns	Ross Street	\$ 25,200.00	\$ 60,000.00	\$ 14,000.00	50%
Install Traffic Signal	4 Street	\$ 11,400.00	\$ 100,000.00	\$ 6,300.00	50%
Repaint Sidestreet Pavement Markings	4 Street	\$ 7,500.00	\$ 5,000.00	\$ 4,200.00	50%
Provide Advanced Left-turn Phases for all Dir	4 Street	\$ 320.00	\$ 7,000.00	\$ 200.00	50%
Restrict Southbound Left-turn Movement	6 Street	\$ 340.00	\$ 30,000.00	\$ 200.00	50%
Total		\$ 103,000.00	\$ 274,000.00	\$ 31,900.00	-

## 9.4 Overview

The traffic operation and safety review of the TCH corridor in the City of Salmon Arm has identified corridor-wide and several intersection specific safety issues. Improvement measures were recommended to improve safety along the corridor and at the study intersections. An economic evaluation was performed to determine the potential ICBC contribution for the recommended improvement measures.

The estimated cost of the recommended improvements is \$274,000 of which ICBC may contribute up to \$32,000, with a total two-year collision cost savings of \$103,000.

Based on the findings of the report, an equitable cost-sharing agreement can be reached between ICBC and the City of Salmon Arm. With continued cooperation between the City and ICBC, the study intersection can be made safer for all road users.

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Item 19.1

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Wallace Richmond

Seconded: Councillor Lavery

THAT: Development Variance Permit No. VP-450 be authorized for issuance for Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 which will vary Section 9.9.4 of Zoning Bylaw No. 2303 by reducing the exterior parcel line from 5.0 metres to 1.8 metres.

[Olsen, M.; 361 – 10 Street SE; Exterior Parcel Line]

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



City of Salmon Arm

*Development Services Department Memorandum*

---

TO: Her Worship Mayor Cooper and Members of Council

DATE: January 24, 2017

SUBJECT: Zoning Bylaw Amendment Application No. 1082 (R-5 to R-4)  
Variance Permit Application No. VP-450 (Setback)  
Legal: Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146  
Civic Address: 361 – 10 Street SE  
Owner/Applicant: Mark Olson

---

**MOTION FOR CONSIDERATION**

**THAT:** Development Variance Permit No. VP-450 be authorized for issuance for Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 which will vary Section 9.9.4 of Zoning Bylaw No. 2303 by reducing the exterior parcel line from 5.0 metres to 1.8 metres;

**AND THAT:** a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 from R-5 (High Density Residential Zone) to R-4 (Medium Density Residential Zone);

**AND FURTHER THAT:** Final reading of the Bylaw be withheld subject to approval of the Bylaw by the Ministry of Transportation and Infrastructure.

---

**STAFF RECOMMENDATION**

**THAT:** The motion for consideration be adopted.

---

**PROPOSAL**

The subject property is located at 361 – 10 Street SE as shown on APPENDICES 1 and 2. The proposal is to rezone the parcel from R-5 (High Density Residential) to R-4 (Medium Density Residential) to accommodate a five lot strata subdivision. R-5 zoning does not permit single family housing development while R-4 zoning does.

In addition, the applicant is requesting a reduction of the northern exterior side parcel line. The northern property line has frontage along a dedicated, unconstructed closed municipal road. The proposed variance is to reduce the required building setback from 5.0 m to 1.8 m to accommodate a single family dwelling on the northern most strata lot. Proposed site plan and layout are shown in APPENDIX 3.

The applicant has provided a rationale letter attached as APPENDIX 4. In addition, the applicant has consulted the neighborhood in advance and conducted a neighborhood meeting. Meeting notes and associated correspondence provided by the applicant are attached as APPENDIX 5.

## BACKGROUND

The subject property is an angled parcel approximately 2,046 m<sup>2</sup> in area with 21 m of frontage on 10 Street SW. The property also has approximately 26 m of frontage along a dedicated, but unopened road to the north. The lot is designated High Density Residential for land use in the City's Official Community Plan (OCP), and zoned High Density Residential (R-5) in the Zoning Bylaw.

The subject property has been zoned R-5 since 1976 when Zoning Bylaw No. 1180 was adopted. The high density residential zoning aligned with a former eight unit boarding / care home that was demolished recently. This was a time when no OCP existed. In 1992, the lot and surrounding lands extending westward toward Shuswap Street were designated High Density Residential for land use with the adoption of OCP Bylaw No. 2000. Today, the High Density Residential area of the OCP coincides with the Residential Development Permit Area designation.

The applicant has previously applied for two Development Permits; the first (DP-399) was a proposed 26 unit building in 2014, however was not approved by Council. The second (DP-407) was approved by Council in the fall of 2016 for a 12 unit condo building.

## SITE CONTEXT

At an elevation of 402 m, most of the site's topography is relatively flat and well suited for a multi-family development. It is a rare instance of a minor plateau in the context of the surrounding sloped area. The terrain drops approximately 5 m from the north and west lot boundaries down to 2 Avenue and 8 Street, and rises to the east and southeast from 10 Street.

The adjacent land uses are described as follows:

North: 15.7 m wide Closed Road / Single Family Residential (R-1) / Residential Suite (R-8)  
South: Single Family Residential (R-1) / Single Family – Duplex (R-2)  
East: 10 Street SE / Single Family Residential (R-1) / Residential Suite (R-8)  
West: Single Family Residential (R-1)

## COMMENTS

### Fire Department

Comments are attached as APPENDIX 6.

### Building Department

No concerns.

### Engineering Department

No concerns.

### Planning Department

The applicant is requesting to rezone the subject property in addition to a variance to the Zoning Bylaw to reduce the required exterior side yard setback.

### *High Density Residential (R-5) to Medium Density Residential (R-4)*

The subject parcel is designated High Density Residential in the City's OCP and zoned R-5 (High Density Residential) in the Zoning Bylaw. Both the R-5 and the R-4 zones are supported within the High Density Residential designation. Therefore the current proposal is consistent with the current OCP land use designation; however the reduction in density does not reflect the highest and best use of the land from a



long term planning perspective. Similar to other recent down-zonings approved by Council, staff understands that conditions and demand remain relatively weak in the multi-family development market and no minimum density policies exist in the City's OCP.

The current proposal is for five single family residential units in a bareland strata development which is at significantly reduced density than the R-4 and R-5 zones allow, as well as much lower than the recently approved 12 unit condo building (DP-407).

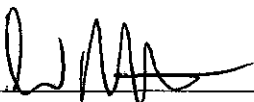
Under the current bareland strata development proposal a Development Permit would not be required. If Council approves the rezoning, a subdivision application would then need to be submitted to the City for review and approval. If the development plan changed to a higher density configuration in the future, a Development Permit and approval from Council would then be required.

*Exterior Parcel Line Setback – Zoning Bylaw No. 2303*

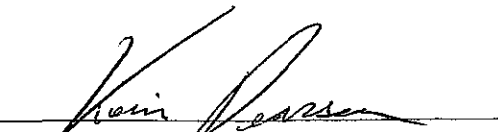
The requested setback reduction is from 5.0 m to 1.8 m, a reduction of 3.2 m to accommodate a larger building envelope for the most northern proposed bareland strata lot. The north parcel line is adjacent to 3 Avenue SE, which is 15.7 m wide physically closed municipal road that is covered mostly with grass and some trees. The Engineering Department has confirmed that construction of 3 Avenue SE is neither required nor likely in the future due to grades. Due to the property line being adjacent to dedicated City land and large spacing from adjacent properties, staff supports the requested setback variance.

CONCLUSION

The proposal is to rezone the R-5 (High Density Residential) subject property to R-4 (Medium Density Residential) to accommodate the future development of a five lot bareland strata subdivision. While staff would prefer to see a higher density development on this site, the down zoning is still aligned with OCP policies. A five lot, single family development would fit well within the existing low density residential neighbourhood. The unconstructed road provides a wide buffer to the lots to the north. Both applications are supported by staff.



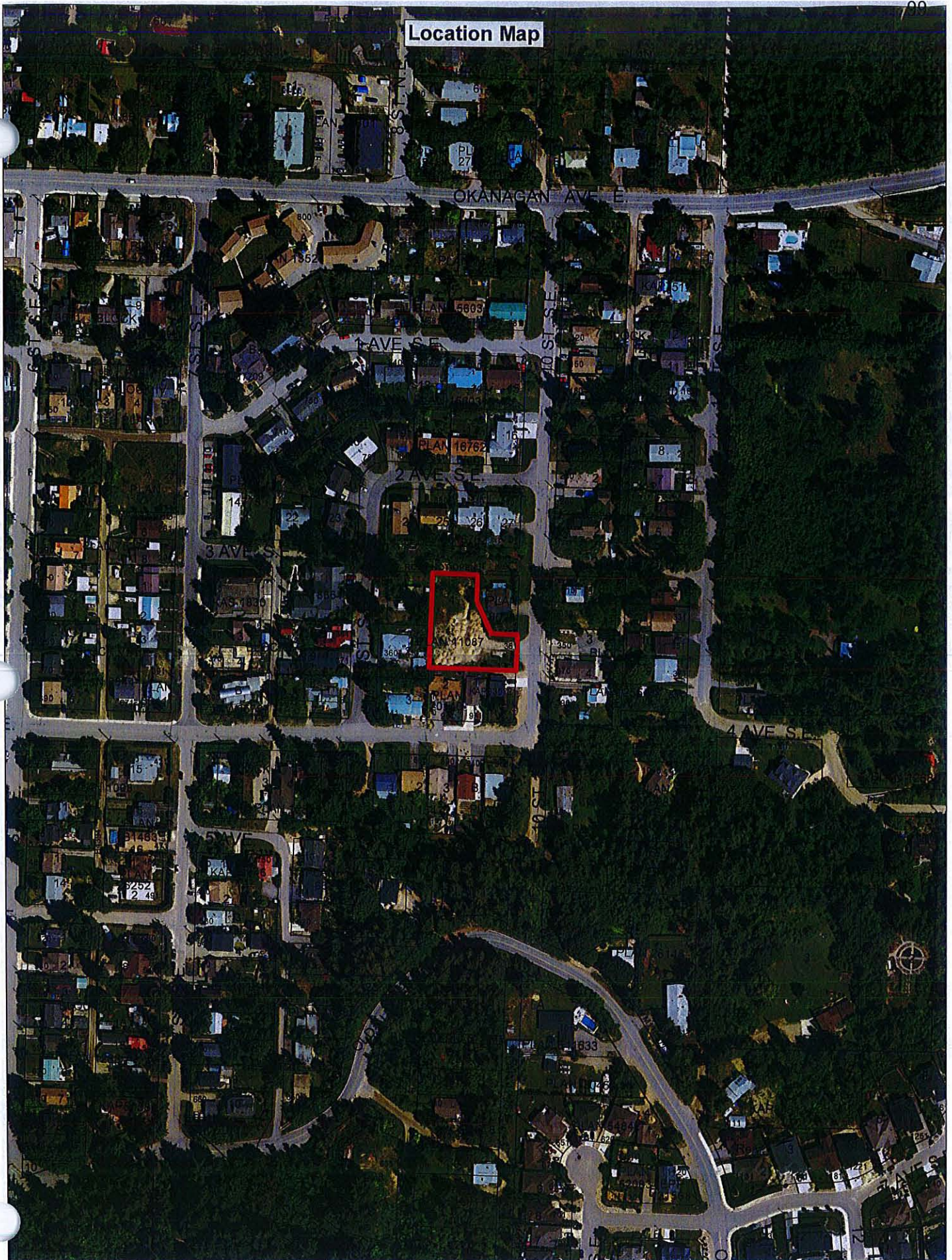
Prepared by: Wesley Miles, MCIP, RPP  
Planning and Development Officer



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



Location Map



0 25 50 75 100  
Meters



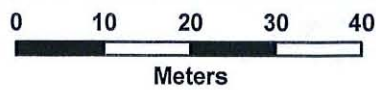
Subject Parcel



Orthophoto

2 AVE. S.E.

ROAD NOT OPEN

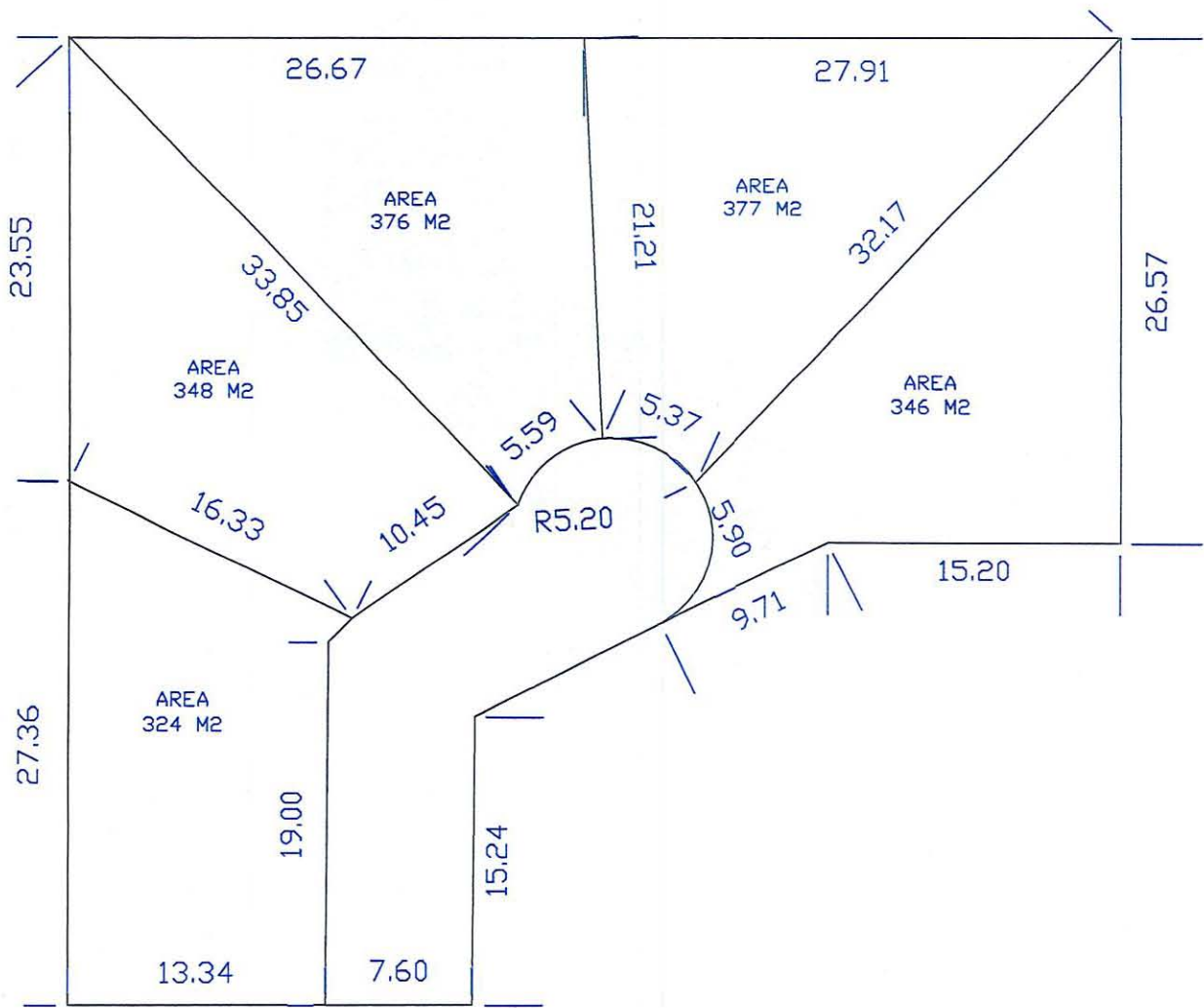


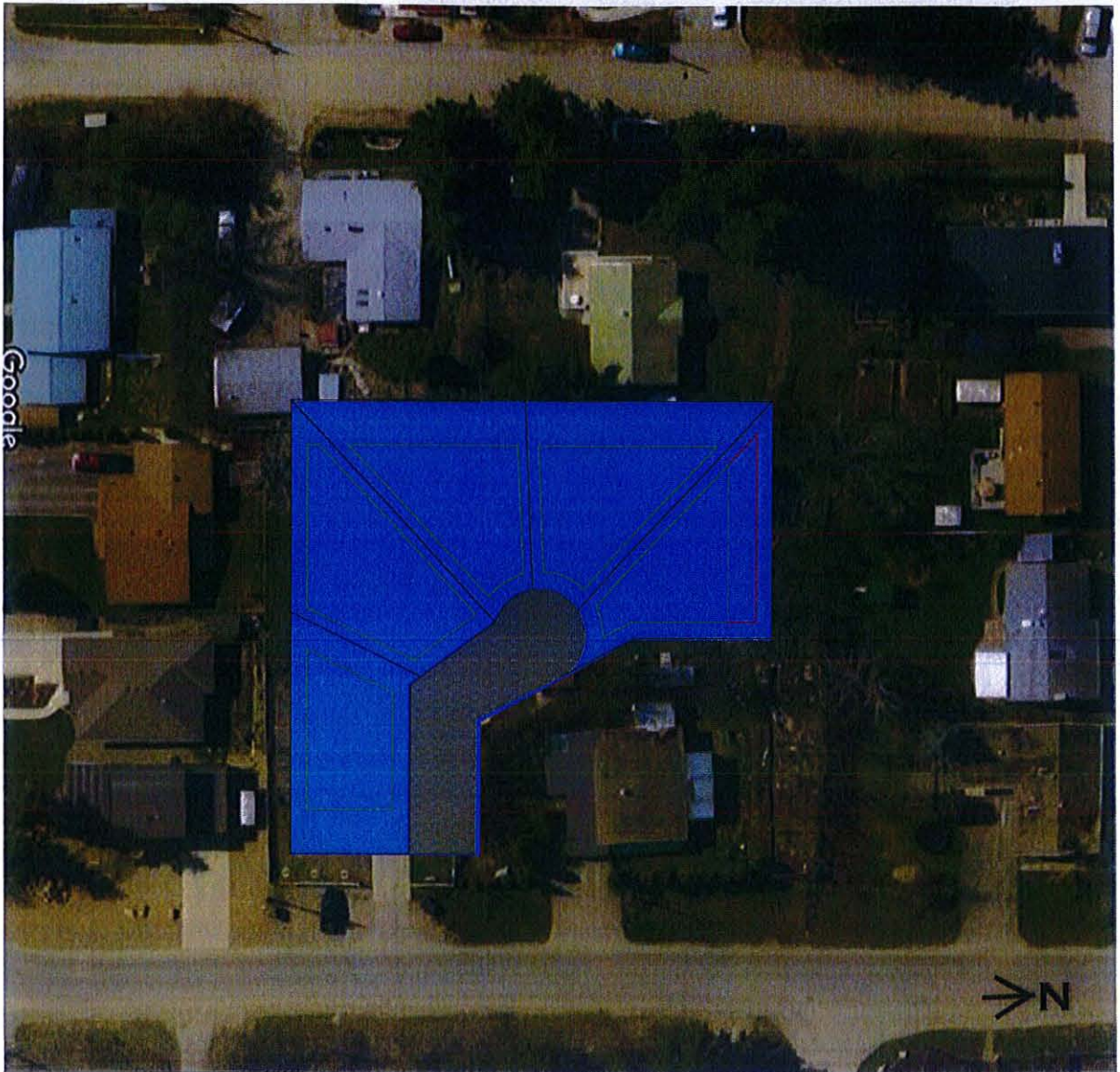
 Subject Parcel





			 <b>PEDERSON</b> DRAFTING & DESIGN LTD.		CLIENT: <b>MARK OLSON</b> <b>SALMON ARM, B. C.</b>	
					SCALE: <b>AS SH.</b>	DRAWN BY: <b>K.P.</b>
					DATE: <b>DEC 10</b>	REVISION NO.
PROJECT NO.      DATE      DESCRIPTION					PROJECT: <b>PROPOSED SUBDIVISION</b>	
THESE DRAWINGS, INFORMATION AND SUBJECT MATTER, HEREIN ARE THE CONFIDENTIAL, SOLE AND EXCLUSIVE PROPERTY OF PEDERSON DRAFTING & DESIGN LTD. AND ARE NOT TO BE REPRODUCED, COPIED OR USED IN ANY MANNER FOR ANY PURPOSE, WHAT SO EVER, WITHOUT WRITTEN CONSENT.			3880 - 9TH AVE. E. 2 SALMON ARM, B.C. V2E 3G4 250.433-6641 250.433-6641      FAX		DRAWING DESCRIPTION: <b>SITE PLAN</b>	
					DRAWING NO. <b>16-064-0</b>	







# MARSON INVESTMENTS INC.

6303 34<sup>th</sup> AVE SE, SALMON ARM BC V1E 1W9  
250 833 1501

December 2, 2016

## **Subject: Rezoning and Setback Variance**

To Whom It May Concern,

Documents and plans have been submitted in application for rezoning the property at 361 10<sup>th</sup> Street SE, Salmon Arm from R5 to R4. Concurrently an application has been submitted for a Variance to reduce the setback requirement on the north side of the property from 5 meters to 1.8 meters.

## **History**

This is a parcel of land just over ½ acre in size and is formerly the site of a seniors residence known as the High Street Seniors Residence. It was purchased in summer of 2013 with the intention of building a 26 unit apartment building for rentals. There was significant neighbourhood opposition to this project, and the variances required to make it a success were denied.

In 2016 plans for a 12 unit condominium building were drawn up and, in the face of continued neighbourhood opposition, a development permit was applied for and approved. At the time this was applied for the budget for the building was not completed. Subsequently the final budget numbers were obtained and the numbers were higher than anticipated. Margins against anticipated sales numbers were very tight, and a review of condominium sales in Salmon Arm indicated a surplus on the market. This information, along with consideration of the neighbourhood concerns, prompted a new look at potential opportunities for this property. As a result of this review, best use was considered to be single family housing.

## **Rezoning**

The current zoning of R5 does not allow single family housing. Therefore this rezoning application has been made to facilitate a subsequent 5 lot subdivision – as shown on the plans – that complies with the R-4 single family housing requirements.

**Variance**

The northern most lot borders a closed road (3<sup>rd</sup> Ave.). Because this is still identified as a road it requires a 5 meter setback for any principal buildings. Given there are no plans to ever open this road, and because the 5 meter setback would make it difficult to fit a house on the lot, I am requesting the setback be amended to that of an interior side parcel, 1.8 meters.

**Neighbourhood**

This property is surrounded by single family dwellings on virtually every side. These neighbours have been vocal in expressing their opposition to a large multifamily building on this site. The proposed subdivision will be a much better fit from their perspective.

I trust you will find this all in order.

Yours truly

Mark Olson, Director  
Marson Investments Inc.

# Neighbourhood Meeting

## December 15, 2016

**Re: 361 10<sup>th</sup> St SE, Salmon Arm, Rezoning Application and Setback Variance Application**

Attendees: Debbie Beadle, Kim Parker, Bonnie Booth, Lois Havanka, Trudi & Derek Hobson, Mark Olson

The meeting commenced a few minutes after 7:00 pm and ended around 8:00 pm.

### Discussion

Everyone was supportive of the rezoning application and the setback variance application. Specific points of discussion were:

- How high can the houses be? Reference was made to the R4 zoning that allows for a maximum height of 32 feet. Discussion also involved how the lowest point, lowest average grade, is determined. A contour map of the property was provided to aid in this discussion.
- Where will the sewers be connected? The sanitary sewer will be connected to the sanitary line on the closed portion of 3<sup>rd</sup> Avenue adjacent to the property. The storm sewer could be run down 3<sup>rd</sup> Avenue to a point beside Arbor house and be connected there, and there is also potential for the storm sewer to run along 10<sup>th</sup> St and connect to the storm sewer on 4<sup>th</sup> Avenue.
- Size of houses – reference was made to the R4 zoning that restricts the living space to 65% of the lot size.
- What is a bare land strata? It was explained that owners of a bare land strata are responsible for the common property – in this case primarily the access road – and are governed by the strata bylaws.
- What should the neighbours do from here? Provide the same level of support for these applications as was provided in opposition of the previous applications. There was general agreement that this would be provided.



November 24, 2016

To Mark Olson

Thank you for your letter in the mail. I am unable to attend the December 15 meeting but would like to give my input here:

I am very much in support of rezoning 361 10 st SE to R4. I think developing this property with single family homes would benefit everybody. They would sell quickly, possibly better than condos. I think new homes and more neighbours would complement and enhance the existing neighbourhood. It sounds like a win win situation.

Thank you for opening up this conversation,

All the best,

Emily Doyle  
971 4 ave SE  
[brown.chords@gmail.com](mailto:brown.chords@gmail.com)  
250-253-3866

Dec 1/16

I met with Bob and Margaret Paille of 940 2<sup>nd</sup> Ave SE at their house. General discussion of the project, more specific discussion regarding where the setback would be on the north side of the property (adjacent to theirs) and discussion regarding drainage.

I explained the two alternatives regarding drainage

- a rock pit(s) if it was feasible, depends on soil conditions; otherwise
- a storm sewer line connecting into the city system

Bob and Margaret were satisfied with this explanation.

Bob and I went out and viewed the property line and I showed him where the setback would be located if the variance were approved, compared to where it would be without the variance. He was apparently concerned I was bring the setback onto the closed road (3<sup>rd</sup> Ave.). Once he saw what I wanted to do he was satisfied and indicated he would support the variance for the setback change.



1090

*City of Salmon Arm  
Memorandum from the Engineering  
and Public Works Department*

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TO: Kevin Pearson, Director of Development Services  
DATE: 20 January 2017  
PREPARED BY: Chris Moore, Engineering Assistant  
OWNER: Marson Investments Inc., 6303 – 34 Avenue SE, Salmon Arm, BC V1E 1W9  
APPLICANT: Owner  
SUBJECT: **ZONING AMENDMENT APPLICATION FILE NO. ZON-1082 &  
DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-450**  
LEGAL: Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087,  
Except Plan 20146  
CIVIC: 361 – 10 Street SE

---

**Further to the request for variance dated 5 January 2017; the Engineering Department has thoroughly reviewed the site and offers the following comments and recommendations, relative to the variance requested:**

The applicant is requesting to vary Zoning Bylaw No 2303. Section 9.9.4 – vary the minimum setback of the exterior parcel line from 5.0m to 1.8m adjacent to the closed portion of 3 Ave SE.

**The engineering department has no objections to the requested variance.**

---

**The following comments and servicing requirements are not conditions for the rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

**General:**

1. Full municipal services are required as noted herein. 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. Development property must be serviced completely by underground electrical and telecommunications wiring. Confirmation that servicing has been installed will be a condition of approval.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Erosion and Sediment Control Plans are to be submitted to the City for review and approval, prior to development, where ground disturbance is required. Plans will be designed using Best Engineering Practices to protect adjacent properties and City Infrastructure from adverse effect of erosion and/or sediment deposition to the satisfaction of the City Engineer.



6. The applicant will be required to submit for City review and approval prior to development, a detailed site servicing/lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, driveway locations, driveway grades, building sites, 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.
7. The applicant will be required to submit for City review and approval an engineered design (plan/profile) for any off-site improvements or works within City owned lands. Design must be prepared and submitted by a qualified professional engineer. Refer to the sections below for more information. The applicant is requested to contact the Engineering Department should additional information be required. Securities equal to 125% of the estimated off-site servicing costs will be required as a condition of development.

#### **Roads/Access:**

1. 10 Street SE on the subject properties eastern boundary is classified as an Urban Local Road, requiring a total road allowance of 20.0m (10.0m from centre line). Available records indicate that no additional dedication will be required. (To be confirmed by a BCLS.)
2. The owner/developer will be responsible for upgrading 10 Street SE along the entire property frontage to the Urban Local Street standard (RD-2). Upgrades will include boulevard construction, sidewalk, curb and gutter, underground hydro and telecom, street drainage and street lights (LED).
3. 3 Ave SE on the subject properties is a closed road. The City does not anticipate 3 Ave SE being required in the near future and there are no properties that appear to benefit from road construction, therefore no upgrades are required.

#### **Water:**

1. The subject property fronts a 300mm diameter Zone 1 water main on 10 Street SE. No additional upgrades are anticipated at this time.
2. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
3. Fire protection requirements to be confirmed with the Building Department and Fire Department.
4. Strata developments with ground oriented access have the option of a bulk water meter at property line with invoicing to the Strata Corporation or individual strata lot metering with invoicing to each strata lot (currently on an annual flat rate). To qualify for the second option each unit requires a separate outside water service shut-off connected to the onsite private water main. Contact Engineering Department for more information. All meters will be provided by the City at the owner/developers cost.
5. Records indicate that the original property was served by a 19mm diameter service from 10 Street SE. All existing inadequate services must be abandoned at the main at the owner/developers cost.

**Sanitary Sewer:**

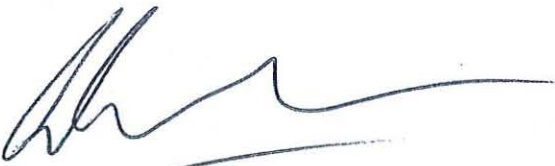
1. The subject property fronts a 150mm sanitary sewer located on 3 Ave SE (Closed Road). No upgrades are anticipated at this time.
2. Owner / developer's engineer to confirm capacity / velocities are adequate in the existing sanitary system to accommodate proposed development flows.
3. The proposed development must be serviced with a single sanitary service adequately sized (minimum 100mm) to satisfy the servicing requirements of the development. Records indicate that the existing property was served by a 100mm diameter service from 3 Ave SE. All existing inadequate services must be abandoned at the main. Applicant is responsible for all associated costs.

**Drainage:**

1. The subject property does not front on to a City storm sewer. The owner / developer will be responsible for extending a storm sewer (minimum 250mm diameter) to and along the entire frontage of the subject property and providing a single storm service connection adequately sized to satisfy the servicing requirements of the development (minimum 150mm diameter). Owner / developer's engineer to review the existing storm system and to determine the most efficient route for extension of the storm mains to this property. Alternative methods of managing the Stormwater may be considered, with specific approval from the City Engineer as part of an Integrated Stormwater Management Plan. Owner / Developer is responsible for all associated costs.
2. An Integrated Stormwater Management Plan conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided. Should discharge into the City storm sewer be part of the ISMP, owner's Engineer is required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development.
3. It is noted that the City is holding funds received from a third party for the extension of the storm sewer from 3 Ave SE to 8 Ave SE. These funds can be contributed by the City to the extension of the storm sewer from 3 Ave SE, should the developer's engineer consider this to be the most efficient storm water solution.

**Geotechnical:**

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference Categories A and B will be required.



Chris Moore  
Engineering Assistant



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

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Item 19.2

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Flynn

Seconded: Councillor Eliason

THAT: Development Variance Permit No. VP-446 be authorized for issuance for Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789 which will vary Section 4.2 of the Subdivision and Development Servicing Bylaw No. 3596 as follows:

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway access standard;
2. Waive the requirement to extend storm sewer main along the 5 Avenue NE and 6 Avenue NE frontages;
3. Reduce the requirement to upgrade 6 Avenue NE frontage from the Urban Local Road Standard (RD-2) to an Interim Local Road Standard;
4. Waive the requirement to provide underground Electrical and Telecommunication Services.

[McLaws, M./ Lawson Engineering and Development Services Ltd.; 2130 - 6 Avenue NE; Servicing Variance]

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

5. REPORTS1. Development Variance Permit No. VP-446 [M. McLaws/ Lawson Engineering and Development Services Ltd.; 2130 – 6 Avenue NE; Servicing Variance]

Moved: Councillor Flynn

Seconded: Councillor Eliason

THAT: the Development and Planning Services Committee recommends to Council that Development Variance Permit No. VP-446 be authorized for issuance for Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789 which will vary Section 4.2 of the Subdivision and Development Servicing Bylaw No. 3596 as follows:

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway access standard;
2. Waive the requirement to extend storm sewer main along the 5 Avenue NE and 6 Avenue NE frontages;
3. Reduce the requirement to upgrade 6 Avenue NE frontage from the Urban Local Road Standard (RD-2) to an Interim Local Road Standard;
4. Waive the requirement to provide underground Electrical and Telecommunication Services.

M. McLaws, the applicant, spoke regarding the application and was available to answer questions from the Committee.

Amendment:

Moved: Councillor Harrison

Seconded: Councillor Flynn

THAT: items 1 – 3 be deleted in their entirety and replaced as follows with the balance renumbered accordingly;

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway standard in accordance with City of Salmon Arm Policy 3.1 and \$10,000.00 cash in lieu contribution for trail improvements;
2. Waive the requirement to extend storm sewer main along 5 Avenue NE;
3. Reduce the requirement to extend storm sewer main along 6 Avenue NE from the entire frontage to the required length to tie into existing catch basins;
4. Reduce the requirement to upgrade 6 Avenue NE frontage to the Urban Local Road Standard (RD-2) to only require concrete sidewalk and curb & gutter with road drainage.

CARRIED UNANIMOUSLY

Motion as Amended:

CARRIED UNANIMOUSLY



*City of Salmon Arm*

*Development Services Department Memorandum*

TO: Her Worship Mayor Cooper and Members of Council

DATE: February 8, 2017

SUBJECT: Variance Permit Application No. VP-446 (Servicing)  
 Legal: Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789  
 Civic Address: 2130 – 6 Avenue NE  
 Owner: Miranda McLaws  
 Applicant: Blake Lawson, Lawson Engineering and Development Services Ltd.

**MOTION FOR CONSIDERATION**

**THAT:** Development Variance Permit No. VP-446 be authorized for issuance for Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789 which will vary Section 4.2 of the Subdivision and Development Servicing Bylaw No. 3596 as follows:

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway access standard;
2. Waive the requirement to extend storm sewer main along the 5 Avenue NE and 6 Avenue NE frontages;
3. Reduce the requirement to upgrade 6 Avenue NE frontage from the Urban Local Road Standard (RD-2) to an Interim Local Road Standard;
4. Waive the requirement to provide underground Electrical and Telecommunication Services.

**STAFF RECOMMENDATION**

**THAT:** The motion for consideration be defeated.

**AND THAT:** Development Variance Permit No. VP-446 be authorized for issuance for Lot 2, Section 13, Township 20, Range 10, W6M, KDYD, Plan 13789 which will vary Section 4.2 of the Subdivision and Development Servicing Bylaw No. 3596 as follows:

1. Waive the requirement to upgrade 5 Avenue NE frontage from the Urban Local Road Standard (RD-2) to a driveway standard in accordance with City of Salmon Arm Policy 3.11 and 50% cash in lieu contribution for frontage improvements;
2. Waive the requirement to extend storm sewer main along 5 Avenue NE;
3. Reduce the requirement to extend storm sewer main along 6 Avenue NE from the entire frontage to the required length to tie into existing catch basins;



4. Reduce the requirement to upgrade 6 Avenue NE frontage to the Urban Local Road Standard (RD-2) to only require concrete sidewalk and curb & gutter with road drainage;
5. Waive the requirement to provide underground Electrical and Telecommunication Services.

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## PROPOSAL

The subject property is located at 2130 – 6 Avenue NE (APPENDICES 1 and 2). The applicant is requesting four variances to accommodate a proposed subdivision which would create two new lots shown in APPENDIX 3. The requested variances are for frontage upgrades and servicing requirements along the two frontages of 5 Avenue NE and 6 Avenue NE.

The applicant has provided a rationale letter and Class C - Opinion of Probable Cost attached as APPENDIX 4. Site photos are attached as APPENDIX 5.

## BACKGROUND

The subject property is designated Medium Density Residential in the City's Official Community Plan (OCP) and is zoned R-1 (Single Family Residential). The parcel has dual frontage, however to the south, 5 Avenue NE is dedicated but unconstructed road right of way. The existing house is accessed from 6 Avenue NE and is proposed to be accessed from 5 Avenue NE with the subdivision plan. Adjacent land uses include the following:

North: 6 Avenue NE / R-4 (Medium Density Residential)  
South: 5 Avenue NE (unconstructed) / R-1 (Single Family Residential)  
East: R-1 (Single Family Residential)  
West: R-1 (Single Family Residential)

## COMMENTS

### Fire Department

No concerns.

### Building Department

No concerns.

### Engineering Department

Engineering comments attached as APPENDIX 7.

### Planning Department

The applicant is requesting four variances to the Subdivision and Development Servicing Bylaw No. 3596 to accommodate subdivision to create two new parcels. The property is dual fronting on 6 Avenue NE and 5 Avenue NE and requires frontage upgrades including paving, curb & gutter and sidewalk in addition to service extensions.

**6 Avenue NE – Frontage Improvements & Servicing**

The subject property is accessed from 6 Avenue NE which is currently in an interim paved standard. The applicant is requesting to reduce the requirements along 6 Avenue NE to a cash in lieu contribution for curb and gutter. No sidewalk exists on the street currently and was not required when the townhouse development to the north was constructed in 1995. 6 Avenue NE is considered an active transportation route as designated in the OCP and Greenways Strategy. The Turner Creek Trail (Heritage Trail) connects through 6 Avenue NE and should be upgraded accordingly.

Staff supports a reduction in road frontage improvements and servicing to not require street lighting or underground electrical and telecommunications, as outlined in the motion for consideration. However consider curb, gutter and sidewalk construction important due to above mentioned active transportation route.

**5 Avenue NE – Frontage Improvements & Servicing**

The parcels southern property line borders on 5 Avenue NE which is unconstructed City road dedication. The applicant is requesting to waive the requirement to construct the road to the Urban Local Road Standard. The applicant is proposing a driveway access from the corner of 5 Avenue NE as access the proposed Lot 3.

5 Avenue NE is anticipated to be secondary access for the large property to the south-west which has future development potential. A road design (APPENDIX 6), which was completed in June 2012, shows a connection to 21 Street NE in addition to cost estimates for its construction. The direct connection to 21 Street NE is not ideal due to steep grades; however connection and second access for the adjoining property is still considered feasible. Due to the implications to future developable land, staff support a reduction in the requirements to allow for driveway access and cash contribution to future works.

**Estimated Costs**

The applicant has provided a Class C - Opinion of Probably Cost (OPC) from Lawson Engineering and Development Services Ltd. for the required works. The following table outlines the costs without variances, with recommended variances and potential cost savings:

<b>Avenue (Variance Request)</b>	<b>Without Variance</b>	<b>With Recommended Variances</b>	<b>Potential Cost Savings</b>
6 Avenue NE (Frontage Improvements)	\$82,880.00	\$36,000.00	46,880.00
6 Avenue NE (Storm Extension)	\$23,750.00	\$9,600.00	\$14,150.00
5 Avenue NE (Frontage Improvements)	\$92,070.00	\$45,000.00	\$47,070.00
5 Avenue NE (Storm Extension)	\$39,500.00	Not Available at this time	Not Available at this time

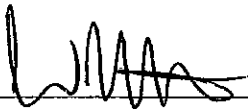
*Note: All estimates are based on the Class C - OPC provided by the applicant and information available to the Engineering Department at this time. Actual costs are subject to change.*

Within the neighbourhood context, the two lots adjacent to the east of the subject property on 6 Avenue NE also have subdivision potential. Therefore, this application will essentially guide the construction standard along 6 Avenue NE for any future development of those properties.

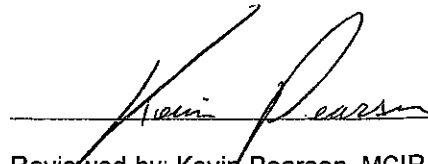
### CONCLUSION

The applicant is requesting four variances to accommodate a proposed subdivision which would create two new lots. In regards to 5 Avenue NE, without a 50% cash contribution for future road upgrades (if Council chose to waive the requirement) the developer of the large lot adjacent to 21 Street NE would be fully responsible for constructing that segment of 5 Avenue NE. In consideration of the minimum road works required on 6 Avenue NE, those upgrades would be extended by the City to connect with 21 Street NE. This would set an expectation for the completion of this frontage eastward if and when the lots to the east are subdivided. In general, provision of underground electrical and telecommunications is not feasible in smaller developments and currently all servicing is overhead infrastructure; therefore staff support varying this requirement.

The full requested variances are not supported by staff; however the staff recommendation, as outlined in the motion for consideration supports a number of variances to accommodate the subdivision and reduce the costs while ensuring adequate servicing for the City.



Prepared by: Wesley Miles, MCIP, RPP  
Planning and Development Officer



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



Orthophoto

6 AVENUE

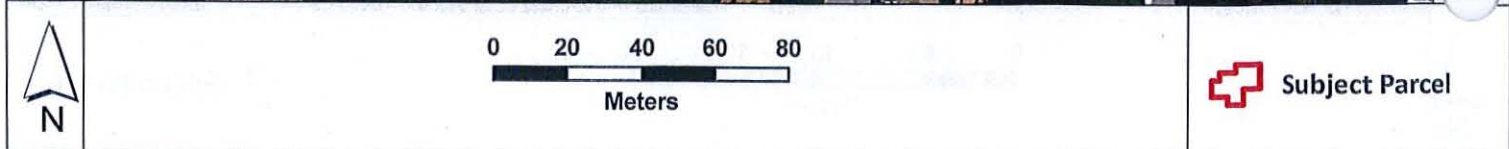


0 6.5 13 19.5 26  
Meters



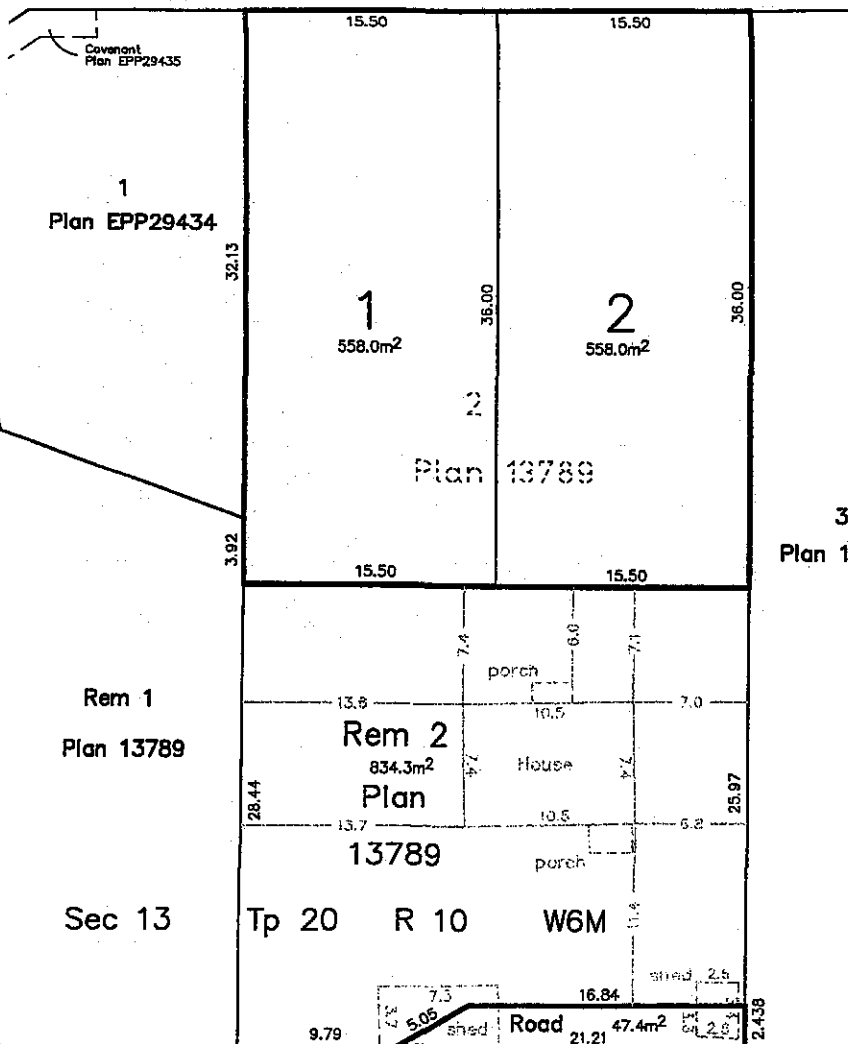
Subject Parcel







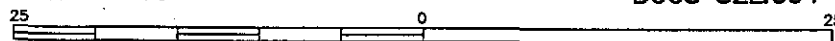
6 Avenue NE



# Sketch Plan of Proposed Subdivision of Part of Lot 2, Sec 13, Tp 20, R 10, W6M, KDYD, Plan 13789

Scale 1:300

BCGS 82L.064



All distances are in metres.

The intended plot size of this plan is 432mm in width by  
280mm in height (B size) when plotted at a scale of 1:300

3  
Plan 13789



Rem 1  
Plan 13789

Sec 13

Tp 20 R 10 W6M

not constructed

5 Avenue NE  
Plan 6353

February 23, 2016

BROWNE JOHNSON LAND SURVEYORS  
B.C. AND CANADA LANDS  
SALMON ARM, B.C. Ph.250-832-9701  
File: 442-15





#203 – 270 Hudson Avenue NE  
PO Box 106  
Salmon Arm, BC V1E 4N2

Wednesday, November 09, 2016

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

**RE: 2130 – 6<sup>th</sup> Avenue NE Subdivision (CoSA File #16.09)**

Dear Mr. Kevin Pearson:

Further to the variance permit application for subdivision application number 16.09 this letter is intended to provide insight into the variances the developer/home owner has proposed regarding this application. The variances proposed are requested for the reasons stated below and to allow the developer to maximize the development potential of the subdivision in a financially feasible manner. The proposed subdivision is located at 2130 – 6<sup>th</sup> Avenue NE in Salmon Arm, BC on a 0.49 acre parcel of land that is to be divided into three parcels the first being the remainder lot which will be 0.21 acres and proposed lots 1 and 2 will be 0.14 acres.

Currently the property has one single dwelling that is accessed off of 6<sup>th</sup> Avenue NE. Should this development proceed the remainder lot will access off of 5<sup>th</sup> Avenue NE and the two proposed lots will access off of 6<sup>th</sup> Avenue NE. Based on the City requirements an upgrade must occur on the two roads fronting the proposed subdivision. Both these upgrades would see improvements to an Urban Local Standard. As a result the developer is requesting the following variances:

Variance to the Subdivision & Development Servicing Bylaw (Schedule B, Part 2):

- 1) Reduce the requirement to upgrade the 6<sup>th</sup> Avenue NE road frontage to an Urban Local Road Standard (RD-2) and allow an in lieu cash contribution to cover the cost of installing curb and gutter along the frontage of the subject property and one catch basin.

The reason for this request is:

- a) Upgrading the frontage along 6<sup>th</sup> Avenue NE is considered premature at this time, as it would end at the extent of the frontage. A cash in lieu contribution would allow the City or subsequent developer to continue the curb and gutter and connect into the existing curb and gutter along 21<sup>st</sup> Street NE.
- 2) Waive the requirement to upgrade the 5<sup>th</sup> Avenue NE road frontage to an Urban Local Road Standard (RD-2), and allow for driveway access to come off of the existing fully constructed portion of 5<sup>th</sup> Avenue NE. Driveway access shall be constructed to a 4.5m wide gravel standard to minimize storm run-off and provide safe access to the remainder parcel.

The reason for these requests are:

- a) The 5<sup>th</sup> Avenue NE frontage is an unconstructed dedicated road right of way, extending from the east. The dedication extends from this property west towards 21<sup>st</sup> Street NE. The unconstructed portion of 5<sup>th</sup> Avenue NE currently has grades in excess of 20%, and is unlikely to be fully constructed. A report completed by a previous engineer has proved this section of road to be infeasible.



- 3) Waive the requirement to extend the 250mm storm sewer main from 21<sup>st</sup> Street NE to across the frontage of the subject parcel, or to service the 5<sup>th</sup> Avenue NE road extension.

The reason for these requests are:

- a) In conjunction with the request to waive the requirement to upgrade the 5<sup>th</sup> Avenue NE frontage, this request is both for financial feasibility and it should be considered unnecessary, should the request to waive the 5<sup>th</sup> Avenue roadworks be granted.
- 4) Waive the requirement to provide the subdivision with underground Electrical and Telecommunications Servicing.
- a) At this location on 6<sup>th</sup> Avenue NE, the surrounding residential dwellings are serviced by overhead electrical and telecommunications services. In addition the existing residence is serviced by an overhead service through the un-constructed portion of 5<sup>th</sup> Avenue NE. Underground servicing would put an unnecessary financial burden on this subdivision and it is requested for that reason to be waived.

As seen in the Opinion of Probable Costs (attached) holding both frontages to the full upgrading standards accompanied with the two storm main extensions makes this subdivision financially unrealistic.

Based on the information above, it is at the developer's request that the City provide these variances to this three-lot subdivision to allow for the creation of two new infill lots. Should council approve this variance request, two new family homes can be built within a desirable area of Salmon Arm where currently only one house exists.

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

Best Regards,

Lawson Engineering and Development Services Ltd.



Blake Lawson, P.Eng  
Project Engineer  
[blake@lawsondevelopments.com](mailto:blake@lawsondevelopments.com)

Attachments:

- Class 'C' Opinion of Probable Costs – No Variances
- Class 'C' Opinion of Probable Costs – Variance Requests Approved

**Margot McLaws Subdivision - 2130 6th Avenue NE**  
**18-Jan-17**  
**CLASS C OPINION OF PROBABLE COSTS - 6th Avenue No Variance**

**SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES**  
 (\*Denotes Nominal Quantity)

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
<b>1.0</b>	<b>ROADS AND EARTHWORKS</b>				
	<b>SECTION 1</b>				
	<b>Supply &amp; Install, Complete</b>				
1.1	Clearing & Grubbing	LS	LS	2,500.00	2,500.00
1.2	Supply & Install Asphalt (65mm)	m2	150	28.00	4,200.00
1.3	Remove & Dispose Asphalt	m2	85	12.00	1,020.00
1.4	Common Excavation & Disposal	m3	95	14.00	1,330.00
1.5	Supply & Place 75mm WGB Sub-Base Agg.	m3	105	58.00	6,090.00
1.6	Supply & Place 25mm WGB Base Aggregate	m3	20	89.00	1,780.00
1.7	Asphalt Milling - Key-in Joints	LS	LS	1,000.00	1,000.00
<b>2.0</b>	<b>WATER DISTRIBUTION WORKS</b>				
	<b>SECTION 2</b>				
	<b>Supply &amp; Install, Complete</b>				
2.1	Supply & Install 25ø Water Service c/w CS	ea	3	2,200.00	6,600.00
<b>3.0</b>	<b>SANITARY SEWER WORKS</b>				
	<b>SECTION 3</b>				
	<b>Supply, &amp; Install Complete</b>				
3.1	Supply & Install 200ø PVC Sanitary	m	0	-	-
3.2	Supply & Install Sanitary Manhole	ea	0	-	-
3.3	Tie-in to Existing Sanitary Manhole	ea	0	-	-
3.4	Supply & Install 100ø PVC Sanitary Service c/w Inspection Chamber	ea	3	1,800.00	5,400.00



## CLASS C OPINION OF PROBABLE COSTS - 6th Avenue No Variance

Page 2

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	AMOUNT \$	
<b>4.0</b>	<b>STORM SEWER WORKS</b>				
	<b>SECTION 4</b>				
	<b>Supply &amp; Install, Complete</b>				
4.1	Supply & Install 250Ø PVC Storm	m	50	185.00	9,250.00
4.2	Supply & Install 1050 Storm Manhole	ea	2	3,500.00	7,000.00
4.3	Supply & Install Concrete Catch-Basin c/w Leads	ea	1	3,000.00	3,000.00
4.4	Tie-in to Existing Storm Main	ea	1	4,500.00	4,500.00
4.5	Supply & Install 150Ø PVC Storm Service c/w Inspection Chamber	ea	3	1,800.00	5,400.00
	Inspection Chamber				
<b>5.0</b>	<b>CONCRETE, CURB, GUTTERS, SIDEWALKS</b>				
	<b>SECTION 5</b>				
	<b>Supply, &amp; Install Complete</b>				
5.1	Concrete Sidewalk (CGS-4)	m <sup>2</sup>	60	64.00	3,840.00
5.2	Supply & Install High-Back Concrete Curb (CGS-1)	m	31	70.00	2,170.00
<b>6.0</b>	<b>HYDRO, TEL &amp; LIGHTING</b>				
	<b>SECTION 6</b>				
	<b>Supply &amp; Install, Complete</b>				
6.1	Supply & Install Post Top Street Lights c/w Ducting	ea	1	5,800.00	5,800.00
6.2	Supply & Install U/G Hydro & Tel	LS	LS	12,000.00	12,000.00

## CLASS C OPINION OF PROBABLE COSTS - 6th Avenue No Variance

Page 3

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	AMOUNT \$
	<b>SUMMARY</b>			
1.0	ROADS & EARTHWORKS			\$ 17,920.00
2.0	WATER DISTRIBUTION WORKS			\$ 6,600.00
3.0	SANITARY DISTRIBUTION WORKS			\$ 5,400.00
4.0	STORM SEWER WORKS			\$ 29,150.00
5.0	CONCRETE, CURB, GUTTERS, SIDEWALKS			\$ 6,010.00
6.0	HYDRO, TEL & LIGHTING			\$ 17,800.00
	<b>SUB TOTAL</b>			\$ 82,880.00
	<b>GST (5%)</b>			\$ 4,144.00
	<b>TOTAL</b>			\$ 87,024.00
	1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.  2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.  3) Excludes BC Hydro Contribution, BCLS, Site Geotechnical, Environmental Impact Assessments.			

**Margot McLaws Subdivision - 2130 6th Avenue NE**  
**18-Jan-17**  
**CLASS C OPINION OF PROBABLE COSTS - 5th Avenue No Variance**

**SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES**  
 (\*Denotes Nominal Quantity)

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
<b>1.0</b>	<b>ROADS AND EARTHWORKS</b>				
	<b>SECTION 1</b>				
	<b>Supply &amp; Install, Complete</b>				
1.1	Clearing & Grubbing	LS	LS	10,000.00	10,000.00
1.2	Supply & Install Asphalt (65mm)	m2	365	28.00	10,220.00
1.3	Remove & Dispose Asphalt	m2	40	12.00	480.00
1.4	Common Excavation & Disposal	m3	210	14.00	2,940.00
1.5	Supply & Place 75mm WGB Sub-Base Agg.	m3	115	58.00	6,670.00
1.6	Supply & Place 25mm WGB Base Aggregate	m3	30	89.00	2,670.00
1.7	Asphalt Milling - Key-in Joints	LS	LS	500.00	500.00
<b>2.0</b>	<b>WATER DISTRIBUTION WORKS</b>				
	<b>SECTION 2</b>				
	<b>Supply &amp; Install, Complete</b>				
2.1	Supply & Install 25ø Water Service c/w CS	ea	0	2,200.00	-
<b>3.0</b>	<b>SANITARY SEWER WORKS</b>				
	<b>SECTION 3</b>				
	<b>Supply, &amp; Install Complete</b>				
3.1	Supply & Install 200ø PVC Sanitary	m	0	-	-
3.2	Supply & Install Sanitary Manhole	ea	0	-	-
3.3	Tie-in to Existing Sanitary Manhole	ea	0	-	-
3.4	Supply & Install 100ø PVC Sanitary Service c/w Inspection Chamber	ea	0	1,800.00	-



## CLASS C OPINION OF PROBABLE COSTS - 5th Avenue No Variance

Page 2

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	AMOUNT \$	
<b>4.0</b>	<b>STORM SEWER WORKS</b>				
	<b>SECTION 4</b>				
	<b>Supply &amp; Install, Complete</b>				
4.1	Supply & Install 250Ø PVC Storm	m	100	185.00	18,500.00
4.2	Supply & Install 1050 Storm Manhole	ea	3	3,500.00	10,500.00
4.3	Supply & Install Concrete Catch-Basin c/w Leads	ea	2	3,000.00	6,000.00
4.4	Tie-in to Existing Storm Main	ea	1	4,500.00	4,500.00
4.5	Supply & Install 150Ø PVC Storm Service c/w Inspection Chamber	ea	0	1,800.00	-
<b>5.0</b>	<b>CONCRETE, CURB, GUTTERS, SIDEWALKS</b>				
	<b>SECTION 5</b>				
	<b>Supply, &amp; Install Complete</b>				
5.1	Concrete Sidewalk (CGS-4)	m2	0	64.00	-
5.2	Supply & Install High-Back Concrete Curb (CGS-1)	m	107	70.00	7,490.00
<b>6.0</b>	<b>HYDRO, TEL &amp; LIGHTING</b>				
	<b>SECTION 6</b>				
	<b>Supply &amp; Install, Complete</b>				
6.1	Supply & Install Post Top Street Lights c/w Ducting	ea	2	5,800.00	11,600.00
6.2	Supply & Install U/G Hydro & Tel	LS	LS	-	-

## CLASS C OPINION OF PROBABLE COSTS - 5th Avenue No Variance

Page 3

Item No.	DESCRIPTION OF WORK	UNIT	QUANTITY	AMOUNT \$
	<b>SUMMARY</b>			
1.0	<b>ROADS &amp; EARTHWORKS</b>			\$ 33,480.00
2.0	<b>WATER DISTRIBUTION WORKS</b>			\$ -
3.0	<b>SANITARY DISTRIBUTION WORKS</b>			\$ -
4.0	<b>STORM SEWER WORKS</b>			\$ 39,500.00
5.0	<b>CONCRETE, CURB, GUTTERS, SIDEWALKS</b>			\$ 7,490.00
6.0	<b>HYDRO, TEL &amp; LIGHTING</b>			\$ 11,600.00
	<b>SUB TOTAL</b>			\$ <u>92,070.00</u>
	<b>GST (5%)</b>			\$ <u>4,603.50</u>
	<b>TOTAL</b>			\$ <u><u>96,673.50</u></u>
	1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.  2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.  3) Excludes BC Hydro Contribution, BCLS, Site Geotechnical, Environmental Impact Assessments.			



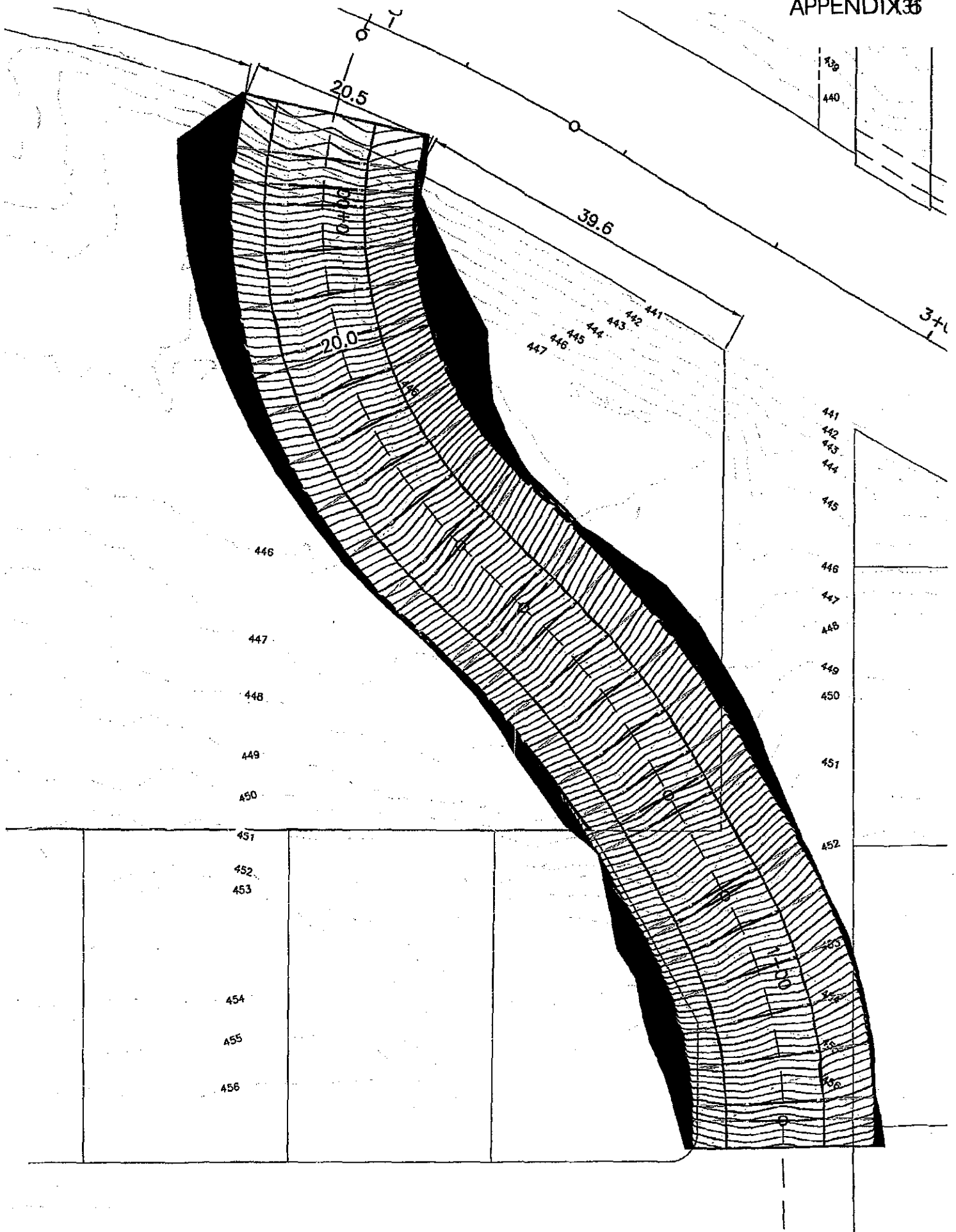


Photo 1: Photo looking south at the subject property and existing access.



Photo 2: Photo looking west down 6 Avenue NE to 21 Street NE.





**20th STREET NE & 5th AVENUE NE  
JUNE 2012  
PRELIMINARY OPINION OF PROBABLE COST:  
OFF-SITE WORKS - PART 'B' (5th AVENUE NE)**

**SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES  
(\*Denotes Nominal Quantity)**

ITEM No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
<b>1.0B</b>	<b>ROADS AND EARTHWORKS SECTION 1 Supply &amp; Install, complete</b>				
1.1 B	Clearing & Grubbing	LS	LS	<u>10,000.00</u>	\$ <u>10,000.00</u>
1.2 B	Asphalt Removal and Disposal	m2	100 *	<u>12.00</u>	\$ <u>1,200.00</u>
1.3 B	Concrete Removal and Disposal	m2	50 *	<u>15.00</u>	\$ <u>750.00</u>
1.4 B	Excavation Common & Disposal	m3	3,000 *	<u>12.00</u>	\$ <u>36,000.00</u>
1.5 B	Excavation Common & Embankment Construction	m3	1,500 *	<u>15.00</u>	\$ <u>22,500.00</u>
1.6 B	Supply & Place Sub-Base	m3	750 *	<u>35.00</u>	\$ <u>26,250.00</u>
1.7 B	Supply & Place Base	m3	150 *	<u>50.00</u>	\$ <u>7,500.00</u>
1.8 B	Supply & Place 65mm Asphalt	m2	1,250 *	<u>25.00</u>	\$ <u>31,250.00</u>
1.9 B	Supply & Place 100mm Asphalt	m2	10 *	<u>35.00</u>	<u>350.00</u>
<b>2.0B</b>	<b>WATER DISTRIBUTION WORKS SECTION 2 Supply &amp; Install, complete</b>				
2.1 B	Adjust Existing Valve Box	ea	2 *	<u>100.00</u>	\$ <u>200.00</u>
<b>3.0B</b>	<b>SANITARY SEWER WORKS SECTION 3 Supply &amp; Install, complete</b>				
3.1 B	Adjust Existing Manhole	ea	1 *	<u>250.00</u>	\$ <u>250.00</u>

20th STREET NE & 5th AVENUE NE  
 PRELIMINARY OPINION OF PROBABLE COST:  
 OFF-SITE WORKS - PART 'B' (5th AVENUE NE)

Page 2

ITEM No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
4.0B	<b>STORM SEWER WORKS SECTION 4 Supply &amp; Install, complete</b>				
4.1 B	Supply & Install Catch-basin Lead	m	50 *	<u>100.00</u>	<u>5,000.00</u>
4.2 B	Supply & Install 250ø PVC Storm	m	150 *	<u>150.00</u>	<u>22,500.00</u>
4.3 B	Supply & Install Storm Manhole	ea	3 *	<u>3,500.00</u>	<u>10,500.00</u>
4.4 B	Supply & Install Catch-basin	ea	4 *	<u>1,250.00</u>	<u>5,000.00</u>
4.5 B	Tie-In to Existing Storm	LS	LS	<u>500.00</u>	<u>500.00</u>
5.0B	<b>CONCRETE, CURB, GUTTERS, SIDEWALK, STAIRS SECTION 5 Supply &amp; Install complete</b>				
5.1 B	Supply & Install Curb & Gutter (CGS-1)	m	325 *	<u>65.00</u>	\$ <u>21,125.00</u>
5.2 B	Supply & Install 100mm Concrete Sidewalk	m2	300 *	<u>55.00</u>	\$ <u>16,500.00</u>
5.3 B	Supply & Install Signage	LS	LS *	<u>500.00</u>	\$ <u>500.00</u>



20th STREET NE & 5th AVENUE NE  
 PRELIMINARY OPINION OF PROBABLE COST:  
 OFF-SITE WORKS - PART 'B' (5th AVENUE NE)

Page 3

ITEM No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
6.0B	<b>STREET LIGHTING SECTION 6 Supply &amp; Install complete</b>				
6.1 B	Supply & Install Ornamental Street Light	ea	3 *	<u>2,500.00</u>	\$ <u>7,500.00</u>
6.2 B	Supply & Install Ornamental Street Light c/w Power Base	ea	1 *	<u>4,500.00</u>	\$ <u>4,500.00</u>
6.3 B	Supply & Install 32ø Duct c/w Conduit	m	150 *	<u>40.00</u>	\$ <u>6,000.00</u>
6.4 B	Supply & Install 50ø Hydro Service	LS	LS *	<u>2,500.00</u>	\$ <u>2,500.00</u>
7.0B	<b>LANDSCAPING SECTION 8 Supply &amp; Install complete</b>				
7.1 B	Boulevard Grading	LS	LS	<u>5,000.00</u>	\$ <u>5,000.00</u>

**20th STREET NE & 5th AVENUE NE  
PRELIMINARY OPINION OF PROBABLE COST:  
OFF-SITE WORKS - PART 'B' (5th AVENUE NE)**

Page 4

ITEM No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$
	<b><u>SUMMARY</u></b>				
1.0 B	ROADS & EARTHWORKS				\$ 135,800.00
2.0 B	WATER DISTRIBUTION WORKS				\$ 200.00
3.0 B	SANITARY SEWER WORKS				\$ 250.00
4.0 B	STORM SEWER WORKS				\$ 43,500.00
5.0 B	CONCRETE, CURB, GUTTERS, SIDEWALK, STAIRS				\$ 38,125.00
6.0 B	STREET LIGHTING				\$ 20,500.00
7.0 B	LANDSCAPING				\$ <u>5,000.00</u>
	<b>SUBTOTAL SUMMARY</b>				\$ 243,375.00
	<b>HST (12%)</b>				\$ <u>29,205.00</u>
	<b>TOTAL PART 'B'</b>				\$ <u><u>272,580.00</u></u> 1,2,3
	1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.				
	2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost.				
	3) Excludes BC Hydro Contribution, Telus Contribution, BCLS, Site Geotechnical, Environmental Impact Assessments.				



*City of Salmon Arm  
Memorandum from the Engineering  
and Public Works Department*

---

To: Kevin Pearson, Director of Development Services  
 Date: January 24, 2017  
 Prepared by: Darin Gerow, Engineering Assistant  
 SUBJECT: **DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP- 446E**  
 LEGAL: Lot 2, Section 13, Township 20, Range 10 W6M, KDYD, Plan 13789  
 CIVIC: 2130 – 6 Avenue NE  
 Owner: Miranda McLaws, 21, 111 - Harbourfront Drive NW, Salmon Arm, BC, V1E 1A3  
 Applicant: Lawson Engineering & Development Services

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Further to your referral dated December 7, 2016, the Engineering Department has thoroughly reviewed the site and offers the following comments and recommendations, relative to the variances requested:

The applicant is requesting to vary the City of Salmon Arm Subdivision and Development Servicing Bylaw No. 4163, Section 4.0 as follows:

**1) Reduce the requirement to upgrade 6 Avenue NE road frontage to an Urban Local Road Standard (RD-2).**

6 Avenue NE is currently constructed to an interim paved road standard. Upgrading to an Urban Local Road Standard (Specification Drawing No. RD-2) along the property frontage is required. Upgrades may include, but not limited to, road construction and widening, concrete sidewalk and curb & gutter, road drainage, boulevard construction, street lighting and fire hydrant installation.

6 Avenue NE is a dead end road that connects the Heritage Trail at the eastern termination and at the intersection of 20 Street NE & 6 Avenue NE. It is noted in the Greenways Strategy and OCP to complete this connection of the Heritage Trail.

Lawson Engineering and Development Services provided an opinion of probable cost (OPC) for these works estimated at \$82,880.00

**Recommendation:**

**The City of Salmon Arm Engineering Department recommends the variance be denied and this requirement be reduced to the following upgrades: concrete sidewalk and concrete curb & gutter complete with road drainage.** The estimated cost of these works, as per Lawson Engineering's OPC is approximately \$36,000.00. These works will provide a start to the connection of



the Heritage Trail. City of Salmon Arm will prepare to complete the connection of this curb, gutter and sidewalk to 20 Street NE. It should be noted that this section of sidewalk fronting 2110 – 6 Avenue NE (neighboring property) was not installed at time of subdivision, due to the infill exemption. Design and Class 'A' cost estimates will be required at time of Subdivision.

**2) Waive the Requirement to upgrade the 5 Avenue NE road frontage to an Urban Local Road Standard (RD-2).**

5 Avenue NE is currently not constructed along the property frontage. Constructing and extending 5 Avenue NE to an Urban Local Road Standard (Specification Drawing No. RD-2) along the property frontage is required. Upgrades may include, but not limited to, road construction, concrete sidewalk and curb & gutter, road drainage, boulevard construction, street lighting and fire hydrant installation.

All properties are required to front a 'constructed highway' at a standard determined by the municipality. Future development is projected to the south west of the subject lot which is projected to connect through to 5 Avenue SE at the time of development.

Lawson Engineering and Development Services provided an opinion of probable cost (OPC) for these works estimated at \$92,070.00 Design and Class 'A' cost estimates will be required at time of Subdivision.

**Recommendation:**

**The City of Salmon Arm Engineering Department recommends this variance request to be granted subject to:**

- **construction of southern lot access to a driveway standard meeting requirements of Policy 3.11; and**
- **A cash contribution in the amount of 50% of the estimated cost to upgrade 5 Avenue NE along the frontage of the property be provided (approximately \$45,000.00 per Lawson Engineering OPC) This will minimize upfront cost to the developer, while protecting for future development to the southwest.**

**3) Waive the requirement to extend the storm sewer main**

City storm sewer main terminates at the intersection of 6 Avenue NE and 20 Street NE. Owner/developer shall extend the storm sewer main from 20 Street NE

The subject property does not front on an enclosed storm sewer system. The owner/developer is required to extend storm sewer main from 20 Street NE across the frontage of the property on 5 Avenue NE and 6 Avenue NE. Currently there is a storm drainage ditch along the property frontage that connects to a storm headwall at the intersection of 6 Avenue NE & 20 Street NE. The estimated cost to extend the storm sewer main along the 5 Avenue NE frontage is \$39,500.00. The cost to extend the storm sewer main along the 6 Avenue NE frontage is \$23,750.00. Design and Class 'A' cost estimates will be required at time of Subdivision.

**Recommendation:**

The City of Salmon Arm Engineering Department recommends this variance request to be granted subject to: requiring a storm main extension on 6 Avenue NE to tie in road drainage catch basins and a geotechnical report in accordance with the Geotechnical Study Terms of Reference Category A (Building Foundation and Site Drainage). The extent of these works shall be made by the owner/developers Engineer in accordance to the Subdivision and Development Servicing Bylaw No. 4163. By requiring the catch basin, no more than 20 meters of storm sewer will installed. This is a reduction of pipe of minimum 30 meters at an estimated cost of \$185.00 per meter.

**4) Waive the requirement to provide underground Electrical and Telecommunications Services.**

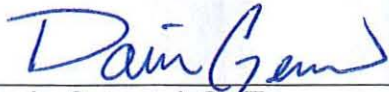
Properties are to be serviced completely by electrical and telecommunications wiring. Currently all servicing is by overhead infrastructure.

**Recommendation:**

The City of Salmon Arm Engineering Department recommends this variance be granted. No underground infrastructure exists along the 6 Avenue NE frontage and conversion is not feasible within smaller developments.

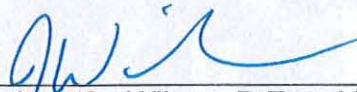
Proposed Variance Application VP-446E  
January 24, 2017  
Page 4

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Darin Gerow, A.Sc.T  
Engineering Assistant

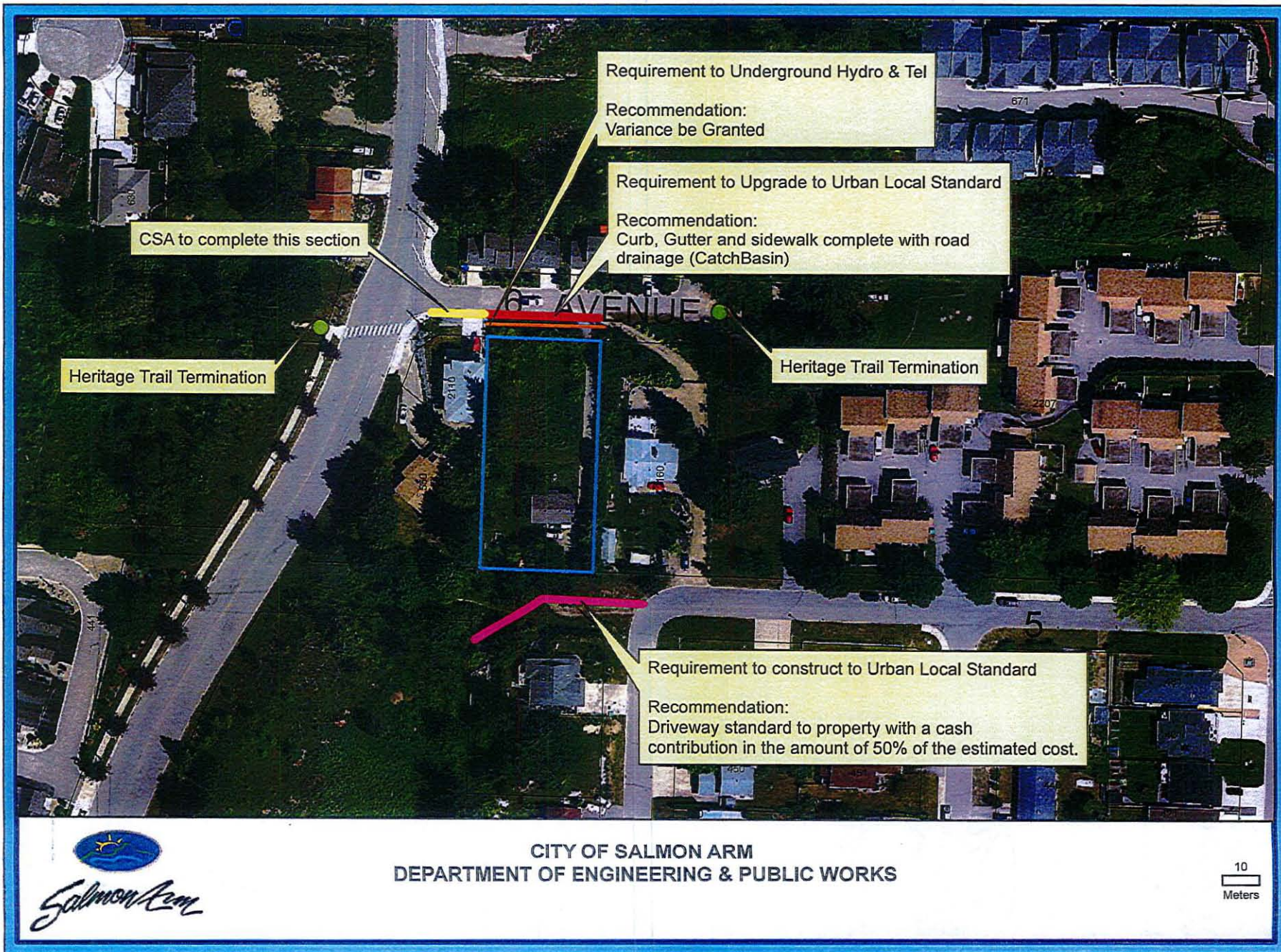


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Jennifer Wilson, P.Eng, LEED® AP  
City Engineer

X:\Operations Dept\Engineering Services\ENG-PLANNING REFERRALS\VARIANCE PERMIT\400's\VP-446 MCLAWS (2130 6 Ave NE)\VP-446E -  
McLaws - PLANNING REFERRAL.docx







**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 in the Council Chamber of the City Hall, 500 - 2 Avenue NE, Salmon Arm, BC, on **Monday, February 27, 2017 at 7:00 p.m.**

**1) Proposed Amendment to Zoning Bylaw No 2303:**

**Proposed Rezoning** of Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 from R-5 (High Density Residential Zone) to R-4 (Medium Density Residential Zone).

**Civic Address:** 361 – 10 Street SE

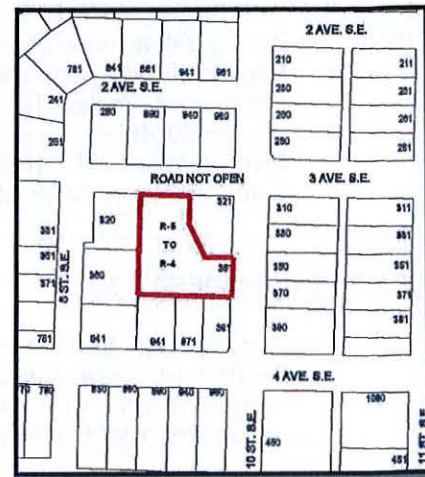
**Location:** South of Okanagan Ave SE, on the west Side of 10 Street SE

**Present Use:** Vacant property

**Proposed Use:** To facilitate the future development of a five lot strata subdivision

**Owner / Applicant:** Olson, M.

**Reference:** ZON-1082/ Bylaw No. 4185



The file for the proposed bylaws are available for inspection between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday, excluding holidays from February 15, 2017 to February 27, 2017, both inclusive, in the office of the Corporate Officer at the City of Salmon Arm, 500 - 2 Avenue NE.

Those who deem their interest affected by the proposed bylaw are urged to review the file available in the Development Services Department (or telephone 250-803-4021) to obtain the facts of the proposal prior to the Public Hearing.

Erin Jackson, Corporate Officer

Salmon Arm Observer: February 15 and 22, 2017



*City of Salmon Arm*

*Development Services Department Memorandum*

TO: Her Worship Mayor Cooper and Members of Council

DATE: January 24, 2017

SUBJECT: Zoning Bylaw Amendment Application No. 1082 (R-5 to R-4)  
 Variance Permit Application No. VP-450 (Setback)  
 Legal: Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146  
 Civic Address: 361 – 10 Street SE  
 Owner/Applicant: Mark Olson

**MOTION FOR CONSIDERATION**

**THAT:** Development Variance Permit No. VP-450 be authorized for issuance for Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 which will vary Section 9.9.4 of Zoning Bylaw No. 2303 by reducing the exterior parcel line from 5.0 metres to 1.8 metres;

**AND THAT:** a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 from R-5 (High Density Residential Zone) to R-4 (Medium Density Residential Zone);

**AND FURTHER THAT:** Final reading of the Bylaw be withheld subject to approval of the Bylaw by the Ministry of Transportation and Infrastructure.

**STAFF RECOMMENDATION**

**THAT:** The motion for consideration be adopted.

**PROPOSAL**

The subject property is located at 361 – 10 Street SE as shown on APPENDICES 1 and 2. The proposal is to rezone the parcel from R-5 (High Density Residential) to R-4 (Medium Density Residential) to accommodate a five lot strata subdivision. R-5 zoning does not permit single family housing development while R-4 zoning does.

In addition, the applicant is requesting a reduction of the northern exterior side parcel line. The northern property line has frontage along a dedicated, unconstructed closed municipal road. The proposed variance is to reduce the required building setback from 5.0 m to 1.8 m to accommodate a single family dwelling on the northern most strata lot. Proposed site plan and layout are shown in APPENDIX 3.

The applicant has provided a rationale letter attached as APPENDIX 4. In addition, the applicant has consulted the neighborhood in advance and conducted a neighborhood meeting. Meeting notes and associated correspondence provided by the applicant are attached as APPENDIX 5.



## BACKGROUND

The subject property is an angled parcel approximately 2,046 m<sup>2</sup> in area with 21 m of frontage on 10 Street SW. The property also has approximately 26 m of frontage along a dedicated, but unopened road to the north. The lot is designated High Density Residential for land use in the City's Official Community Plan (OCP), and zoned High Density Residential (R-5) in the Zoning Bylaw.

The subject property has been zoned R-5 since 1976 when Zoning Bylaw No. 1180 was adopted. The high density residential zoning aligned with a former eight unit boarding / care home that was demolished recently. This was a time when no OCP existed. In 1992, the lot and surrounding lands extending westward toward Shuswap Street were designated High Density Residential for land use with the adoption of OCP Bylaw No. 2000. Today, the High Density Residential area of the OCP coincides with the Residential Development Permit Area designation.

The applicant has previously applied for two Development Permits; the first (DP-399) was a proposed 26 unit building in 2014, however was not approved by Council. The second (DP-407) was approved by Council in the fall of 2016 for a 12 unit condo building.

## SITE CONTEXT

At an elevation of 402 m, most of the site's topography is relatively flat and well suited for a multi-family development. It is a rare instance of a minor plateau in the context of the surrounding sloped area. The terrain drops approximately 5 m from the north and west lot boundaries down to 2 Avenue and 8 Street, and rises to the east and southeast from 10 Street.

The adjacent land uses are described as follows:

North: 15.7 m wide Closed Road / Single Family Residential (R-1) / Residential Suite (R-8)  
 South: Single Family Residential (R-1) / Single Family – Duplex (R-2)  
 East: 10 Street SE / Single Family Residential (R-1) / Residential Suite (R-8)  
 West: Single Family Residential (R-1)

## COMMENTS

### Fire Department

Comments are attached as APPENDIX 6.

### Building Department

No concerns.

### Engineering Department

No concerns.

### Planning Department

The applicant is requesting to rezone the subject property in addition to a variance to the Zoning Bylaw to reduce the required exterior side yard setback.

### *High Density Residential (R-5) to Medium Density Residential (R-4)*

The subject parcel is designated High Density Residential in the City's OCP and zoned R-5 (High Density Residential) in the Zoning Bylaw. Both the R-5 and the R-4 zones are supported within the High Density Residential designation. Therefore the current proposal is consistent with the current OCP land use designation; however the reduction in density does not reflect the highest and best use of the land from a

long term planning perspective. Similar to other recent down-zonings approved by Council, staff understands that conditions and demand remain relatively weak in the multi-family development market and no minimum density policies exist in the City's OCP.

The current proposal is for five single family residential units in a bareland strata development which is at significantly reduced density than the R-4 and R-5 zones allow, as well as much lower than the recently approved 12 unit condo building (DP-407).

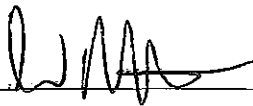
Under the current bareland strata development proposal a Development Permit would not be required. If Council approves the rezoning, a subdivision application would then need to be submitted to the City for review and approval. If the development plan changed to a higher density configuration in the future, a Development Permit and approval from Council would then be required.

*Exterior Parcel Line Setback – Zoning Bylaw No. 2303*

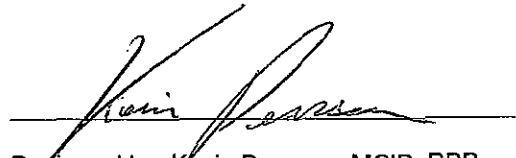
The requested setback reduction is from 5.0 m to 1.8 m, a reduction of 3.2 m to accommodate a larger building envelope for the most northern proposed bareland strata lot. The north parcel line is adjacent to 3 Avenue SE, which is 15.7 m wide physically closed municipal road that is covered mostly with grass and some trees. The Engineering Department has confirmed that construction of 3 Avenue SE is neither required nor likely in the future due to grades. Due to the property line being adjacent to dedicated City land and large spacing from adjacent properties, staff supports the requested setback variance.

CONCLUSION

The proposal is to rezone the R-5 (High Density Residential) subject property to R-4 (Medium Density Residential) to accommodate the future development of a five lot bareland strata subdivision. While staff would prefer to see a higher density development on this site, the down zoning is still aligned with OCP policies. A five lot, single family development would fit well within the existing low density residential neighbourhood. The unconstructed road provides a wide buffer to the lots to the north. Both applications are supported by staff.



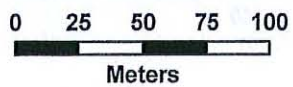
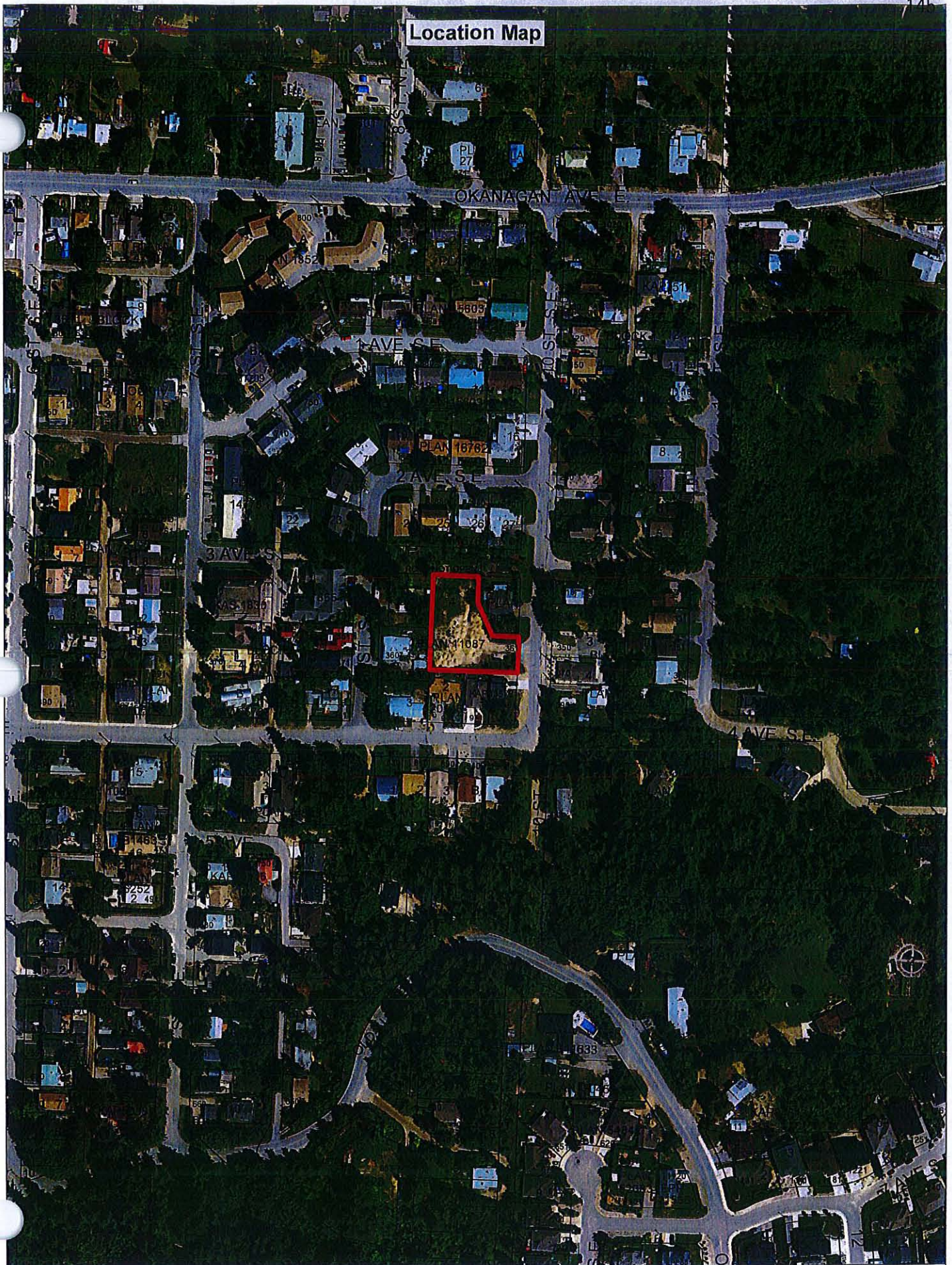
Prepared by: Wesley Miles, MCIP, RPP  
Planning and Development Officer



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



Location Map



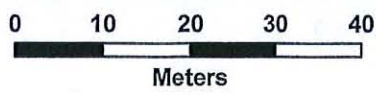
 Subject Parcel



Orthophoto

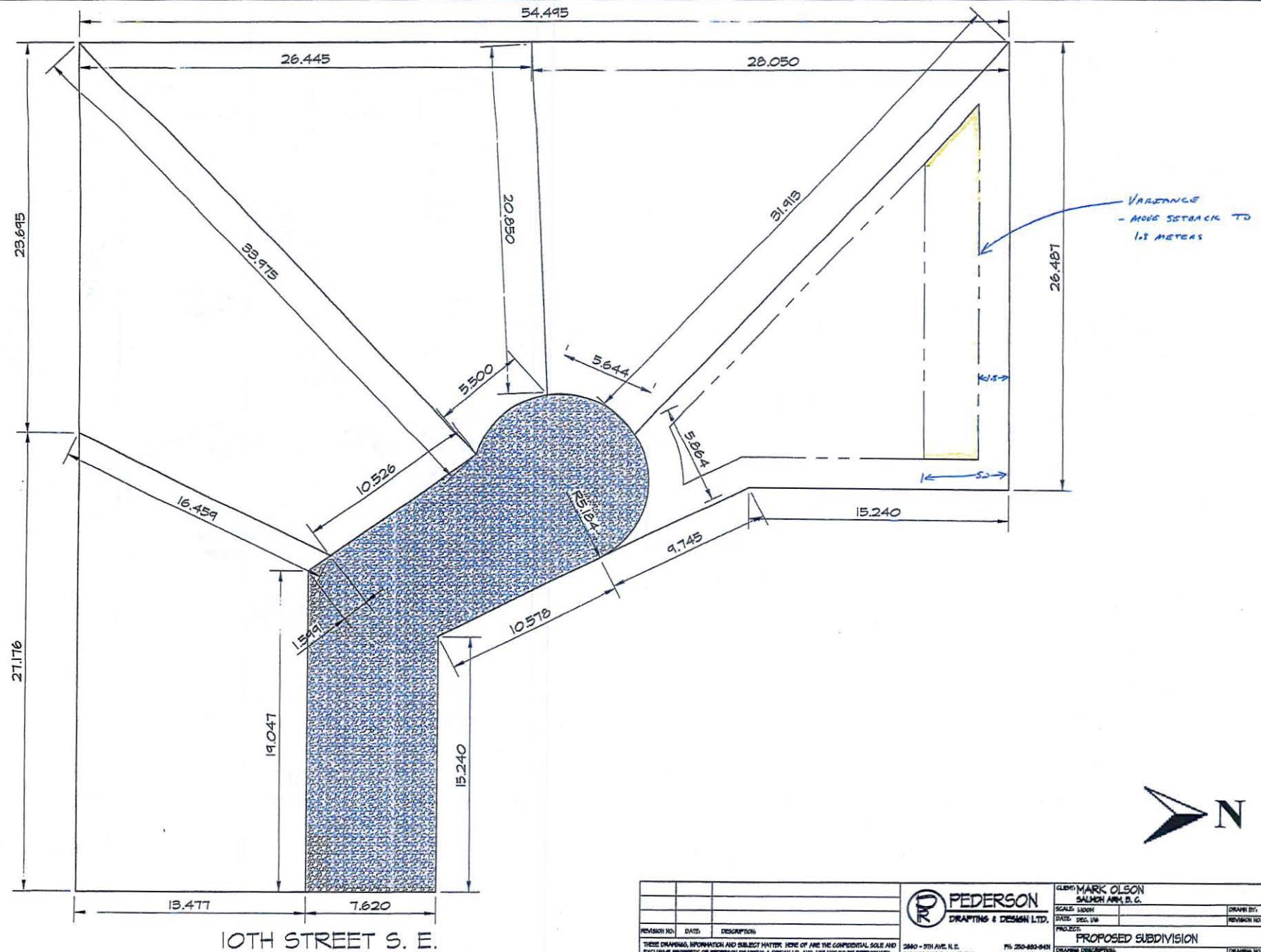
2 AVE. S.E.

ROAD NOT OPEN



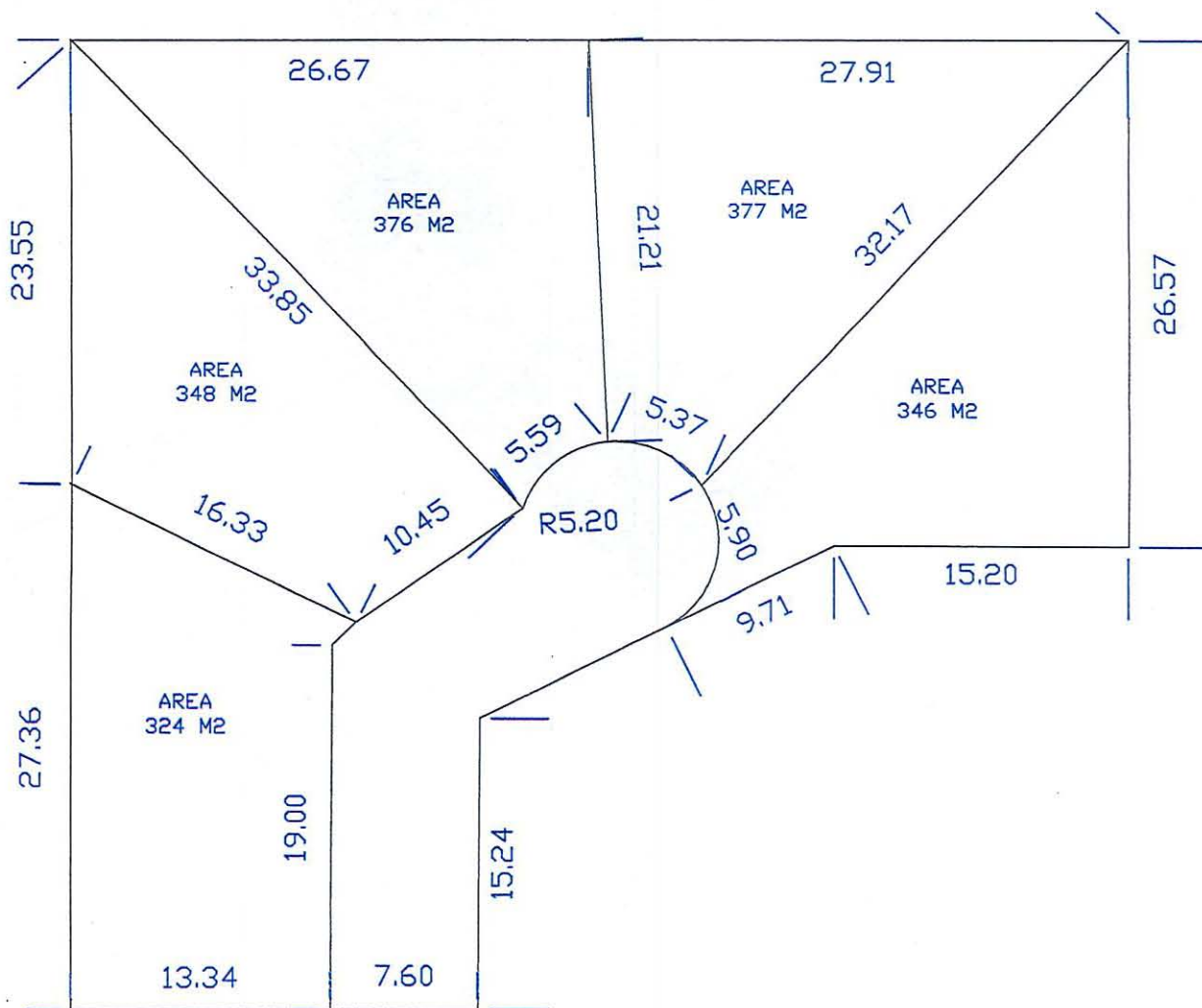
Subject Parcel



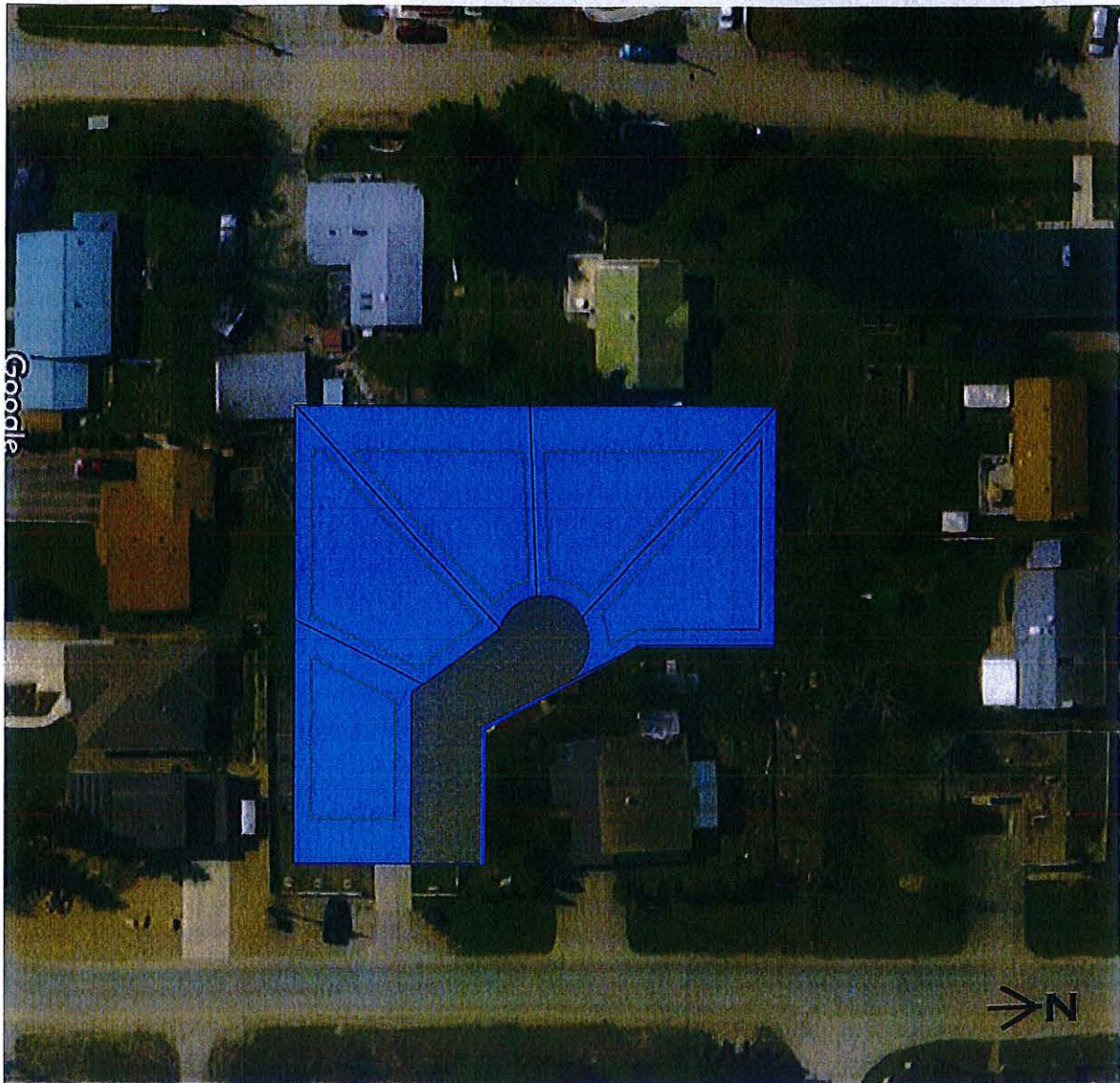


10TH STREET S. E.

				 <b>PEDERSON</b> DRAFTING & DESIGN LTD.	CLIENT: <b>MARK OLSON</b> SALES: <b>MARK AMM, B. G.</b>	DRAWING NO.: REVISION NO.:
REVISION NO.	DATE:	DESCRIPTION:			SCALE: <b>1/8"=1'</b> DATE: <b>DEC. 199</b> PROJECT:	DRAWING BY: <b>REP.</b> REVISION NO.:
THESE DRAWINGS, INFORMATION AND SUBJECT MATTER, HEREOF AND ARE THE CONFIDENTIAL, SOLE AND EXCLUSIVE PROPERTY OF PEDERSON DRAFTING & DESIGN LTD. AND ARE NOT TO BE REPRODUCED, COPIED OR USED IN ANY MANNER FOR ANY PURPOSE WHATSOEVER WITHOUT WRITTEN CONSENT.				2880 - 5TH AVE. N.E. SUITE 400-401 VANCOUVER, B.C. V6L 2K4 TEL: 250-460-4341 FAX: 250-460-4341 E-MAIL: <a href="mailto:pederson@pederson.ca">pederson@pederson.ca</a> WEB SITE: <a href="http://www.pederson.ca">www.pederson.ca</a>	<b>PROPOSED SUBDIVISION</b>  DRAWING DESCRIPTION: <b>SITE PLAN</b>	DRAWING NO.: <b>16-084-0</b>







# MARSON INVESTMENTS INC.

6303 34<sup>TH</sup> AVE SE, SALMON ARM BC V1E 1W9  
250 633 1501

December 2, 2016

## **Subject: Rezoning and Setback Variance**

To Whom It May Concern,

Documents and plans have been submitted in application for rezoning the property at 361 10<sup>th</sup> Street SE, Salmon Arm from R5 to R4. Concurrently an application has been submitted for a Variance to reduce the setback requirement on the north side of the property from 5 meters to 1.8 meters.

## **History**

This is a parcel of land just over ½ acre in size and is formerly the site of a seniors residence known as the High Street Seniors Residence. It was purchased in summer of 2013 with the intention of building a 26 unit apartment building for rentals. There was significant neighbourhood opposition to this project, and the variances required to make it a success were denied.

In 2016 plans for a 12 unit condominium building were drawn up and, in the face of continued neighbourhood opposition, a development permit was applied for and approved. At the time this was applied for the budget for the building was not completed. Subsequently the final budget numbers were obtained and the numbers were higher than anticipated. Margins against anticipated sales numbers were very tight, and a review of condominium sales in Salmon Arm indicated a surplus on the market. This information, along with consideration of the neighbourhood concerns, prompted a new look at potential opportunities for this property. As a result of this review, best use was considered to be single family housing.

## **Rezoning**

The current zoning of R5 does not allow single family housing. Therefore this rezoning application has been made to facilitate a subsequent 5 lot subdivision – as shown on the plans – that complies with the R-4 single family housing requirements.

**Variance**

The northern most lot borders a closed road (3<sup>rd</sup> Ave.). Because this is still identified as a road it requires a 5 meter setback for any principal buildings. Given there are no plans to ever open this road, and because the 5 meter setback would make it difficult to fit a house on the lot, I am requesting the setback be amended to that of an interior side parcel, 1.8 meters.

**Neighbourhood**

This property is surrounded by single family dwellings on virtually every side. These neighbours have been vocal in expressing their opposition to a large multifamily building on this site. The proposed subdivision will be a much better fit from their perspective.

I trust you will find this all in order.

Yours truly

Mark Olson, Director  
Marson Investments Inc.



# Neighbourhood Meeting

## December 15, 2016

**Re: 361 10<sup>th</sup> St SE, Salmon Arm, Rezoning Application and Setback Variance Application**

Attendees: Debbie Beadle, Kim Parker, Bonnie Booth, Lois Havanka, Trudi & Derek Hobson, Mark Olson

The meeting commenced a few minutes after 7:00 pm and ended around 8:00 pm.

### Discussion

Everyone was supportive of the rezoning application and the setback variance application. Specific points of discussion were:

- How high can the houses be? Reference was made to the R4 zoning that allows for a maximum height of 32 feet. Discussion also involved how the lowest point, lowest average grade, is determined. A contour map of the property was provided to aid in this discussion.
- Where will the sewers be connected? The sanitary sewer will be connected to the sanitary line on the closed portion of 3<sup>rd</sup> Avenue adjacent to the property. The storm sewer could be run down 3<sup>rd</sup> Avenue to a point beside Arbor house and be connected there, and there is also potential for the storm sewer to run along 10<sup>th</sup> St and connect to the storm sewer on 4<sup>th</sup> Avenue.
- Size of houses – reference was made to the R4 zoning that restricts the living space to 65% of the lot size.
- What is a bare land strata? It was explained that owners of a bare land strata are responsible for the common property – in this case primarily the access road – and are governed by the strata bylaws.
- What should the neighbours do from here? Provide the same level of support for these applications as was provided in opposition of the previous applications. There was general agreement that this would be provided.

November 24, 2016

To Mark Olson

Thank you for your letter in the mail. I am unable to attend the December 15 meeting but would like to give my input here:

I am very much in support of rezoning 361 10 st SE to R4. I think developing this property with single family homes would benefit everybody. They would sell quickly, possibly better than condos. I think new homes and more neighbours would complement and enhance the existing neighbourhood. It sounds like a win win situation.

Thank you for opening up this conversation,

All the best,

Emily Doyle  
971 4 ave SE  
[brown.chords@gmail.com](mailto:brown.chords@gmail.com)  
250-253-3866

Dec 1/16

I met with Bob and Margaret Paille of 940 2<sup>nd</sup> Ave SE at their house. General discussion of the project, more specific discussion regarding where the setback would be on the north side of the property (adjacent to theirs) and discussion regarding drainage.

I explained the two alternatives regarding drainage

- a rock pit(s) if it was feasible, depends on soil conditions; otherwise
- a storm sewer line connecting into the city system

Bob and Margaret were satisfied with this explanation.

Bob and I went out and viewed the property line and I showed him where the setback would be located if the variance were approved, compared to where it would be without the variance. He was apparently concerned I was bring the setback onto the closed road (3<sup>rd</sup> Ave.). Once he saw what I wanted to do he was satisfied and indicated he would support the variance for the setback change.





*City of Salmon Arm*  
*Memorandum from the Engineering*  
*and Public Works Department*

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TO: Kevin Pearson, Director of Development Services  
 DATE: 20 January 2017  
 PREPARED BY: Chris Moore, Engineering Assistant  
 OWNER: Marson Investments Inc., 6303 – 34 Avenue SE, Salmon Arm, BC V1E 1W9  
 APPLICANT: Owner  
 SUBJECT: **ZONING AMENDMENT APPLICATION FILE NO. ZON-1082 &  
 DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-450**  
 LEGAL: Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087,  
 Except Plan 20146  
 CIVIC: 361 – 10 Street SE

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**Further to the request for variance dated 5 January 2017; the Engineering Department has thoroughly reviewed the site and offers the following comments and recommendations, relative to the variance requested:**

The applicant is requesting to vary Zoning Bylaw No 2303. Section 9.9.4 – vary the minimum setback of the exterior parcel line from 5.0m to 1.8m adjacent to the closed portion of 3 Ave SE.

**The engineering department has no objections to the requested variance.**

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**The following comments and servicing requirements are not conditions for the rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

**General:**

1. Full municipal services are required as noted herein. 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. Development property must be serviced completely by underground electrical and telecommunications wiring. Confirmation that servicing has been installed will be a condition of approval.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Erosion and Sediment Control Plans are to be submitted to the City for review and approval, prior to development, where ground disturbance is required. Plans will be designed using Best Engineering Practices to protect adjacent properties and City Infrastructure from adverse effect of erosion and/or sediment deposition to the satisfaction of the City Engineer.

6. The applicant will be required to submit for City review and approval prior to development, a detailed site servicing/lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, driveway locations, driveway grades, building sites, 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.
7. The applicant will be required to submit for City review and approval an engineered design (plan/profile) for any off-site improvements or works within City owned lands. Design must be prepared and submitted by a qualified professional engineer. Refer to the sections below for more information. The applicant is requested to contact the Engineering Department should additional information be required. Securities equal to 125% of the estimated off-site servicing costs will be required as a condition of development.

#### **Roads/Access:**

1. 10 Street SE on the subject properties eastern boundary is classified as an Urban Local Road, requiring a total road allowance of 20.0m (10.0m from centre line). Available records indicate that no additional dedication will be required. (To be confirmed by a BCLS.)
2. The owner/developer will be responsible for upgrading 10 Street SE along the entire property frontage to the Urban Local Street standard (RD-2). Upgrades will include boulevard construction, sidewalk, curb and gutter, underground hydro and telecom, street drainage and street lights (LED).
3. 3 Ave SE on the subject properties is a closed road. The City does not anticipate 3 Ave SE being required in the near future and there are no properties that appear to benefit from road construction, therefore no upgrades are required.

#### **Water:**

1. The subject property fronts a 300mm diameter Zone 1 water main on 10 Street SE. No additional upgrades are anticipated at this time.
2. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
3. Fire protection requirements to be confirmed with the Building Department and Fire Department.
4. Strata developments with ground oriented access have the option of a bulk water meter at property line with invoicing to the Strata Corporation or individual strata lot metering with invoicing to each strata lot (currently on an annual flat rate). To qualify for the second option each unit requires a separate outside water service shut-off connected to the onsite private water main. Contact Engineering Department for more information. All meters will be provided by the City at the owner/developers cost.
5. Records indicate that the original property was served by a 19mm diameter service from 10 Street SE. All existing inadequate services must be abandoned at the main at the owner/developers cost.



**Sanitary Sewer:**

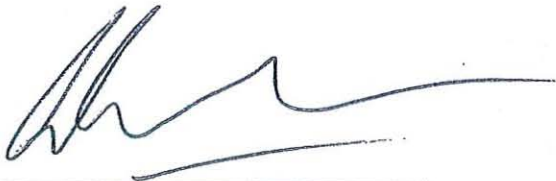
1. The subject property fronts a 150mm sanitary sewer located on 3 Ave SE (Closed Road). No upgrades are anticipated at this time.
2. Owner / developer's engineer to confirm capacity / velocities are adequate in the existing sanitary system to accommodate proposed development flows.
3. The proposed development must be serviced with a single sanitary service adequately sized (minimum 100mm) to satisfy the servicing requirements of the development. Records indicate that the existing property was served by a 100mm diameter service from 3 Ave SE. All existing inadequate services must be abandoned at the main. Applicant is responsible for all associated costs.

**Drainage:**

1. The subject property does not front on to a City storm sewer. The owner / developer will be responsible for extending a storm sewer (minimum 250mm diameter) to and along the entire frontage of the subject property and providing a single storm service connection adequately sized to satisfy the servicing requirements of the development (minimum 150mm diameter). Owner / developer's engineer to review the existing storm system and to determine the most efficient route for extension of the storm mains to this property. Alternative methods of managing the Stormwater may be considered, with specific approval from the City Engineer as part of an Integrated Stormwater Management Plan. Owner / Developer is responsible for all associated costs.
2. An Integrated Stormwater Management Plan conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided. Should discharge into the City storm sewer be part of the ISMP, owner's Engineer is required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development.
3. It is noted that the City is holding funds received from a third party for the extension of the storm sewer from 3 Ave SE to 8 Ave SE. These funds can be contributed by the City to the extension of the storm sewer from 3 Ave SE, should the developer's engineer consider this to be the most efficient storm water solution.

**Geotechnical:**

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference Categories A and B will be required.



Chris Moore  
Engineering Assistant



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



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**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 in the Council Chamber of the City Hall, 500 - 2 Avenue NE, Salmon Arm, BC, on **Monday, February 27, 2017 at 7:00 p.m.**

**2) Proposed Amendment to Zoning Bylaw No 2303:**

**Proposed Rezoning** of Lot 8, Section 12, Township 20, Range 10, W6M, KDYD, Plan EPP56083 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone).

**Civic Address:** 1061 - 19 Avenue SE

**Location:** Just northeast of the intersection of 10 Street and 20 Avenue SE in the new Byersview Subdivision

**Present Use:** Vacant property

**Proposed Use:** Single family dwelling containing a suite

**Owner / Applicant:** Fisher, E. & H.

**Reference:** ZON-1083/ Bylaw No. 4186



The file for the proposed bylaws are available for inspection between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday, excluding holidays from February 15, 2017 to February 27, 2017, both inclusive, in the office of the Corporate Officer at the City of Salmon Arm, 500 - 2 Avenue NE.

Those who deem their interest affected by the proposed bylaw are urged to review the file available in the Development Services Department (or telephone 250-803-4021) to obtain the facts of the proposal prior to the Public Hearing.

Erin Jackson, Corporate Officer

Salmon Arm Observer: February 15 and 22, 2017



## Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council

Date: January 27, 2017

Subject: Zoning Bylaw Amendment Application No. 1083

Legal: Lot 8, Section 12, Township 20, Range 10, W6M, KDYD, Plan EPP56083

Civic: 1061 19 Avenue SE

Owner / Applicant: Fisher, E. & H.

**MOTION FOR CONSIDERATION**

**THAT:** a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 8, Section 12, Township 20, Range 10, W6M, KDYD, Plan EPP56083 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone).

**STAFF RECOMMENDATION**

**THAT:** The motion for consideration be adopted.

**PROPOSAL**

The newly created subject parcel is located at 1061 19 Avenue SE and is currently vacant (Appendix 1 and 2). The proposal is to rezone the parcel from R-1 (Single Family Residential) to R-8 (Residential Suite) to permit the construction and use of a new single family dwelling containing an associated secondary suite.

**BACKGROUND**

The subject parcel is designated Low Density Residential in the City's Official Community Plan (OCP) and zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 3). The subject parcel is approximately 1045 m<sup>2</sup>, and exceeds the conditions of minimum parcel area and minimum parcel width as specified to permit a secondary suite (either detached or within a single-family dwelling) within the proposed R-8 zone. The intent of the applicant is to construct a single family dwelling containing a 714 square foot secondary suite (site plans and elevation drawings are attached as Appendix 4).

The subject parcel is located in the new "Byersview" subdivision in the upper Hillcrest area on 19 Avenue SE, south-west of Hillcrest School. This area is largely comprised of R-1 zoned parcels containing single family dwellings, as well as more rural A-2 zoned parcels to the south and east. There are currently fourteen R-8 zoned parcels within close proximity of the subject parcel (Appendix 3). Site photos are attached as Appendix 5.

***Secondary Suites***

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in Low Density Residential designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code. Based on Zoning Bylaw parcel area requirements, the subject property has potential for the development of a secondary suite, either within a single-family dwelling or a detached suite, including sufficient space for an additional off-street parking stall to serve the suite.



COMMENTSEngineering Department

No concerns with rezoning. Note that sufficient parking is to be provided onsite.

Building Department


No concerns with rezoning. Construction subject to BC Building Code.

Fire Department

No concerns.

Planning Department

This home would be one of the first developed in the new Byersview subdivision. The proposed R-8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff. Development of a single family dwelling with an associated secondary suite requires a building permit and will be subject to meeting Zoning Bylaw and BC Building Code requirements.



Prepared by: Chris Larson, MCP  
Planning and Development Officer



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



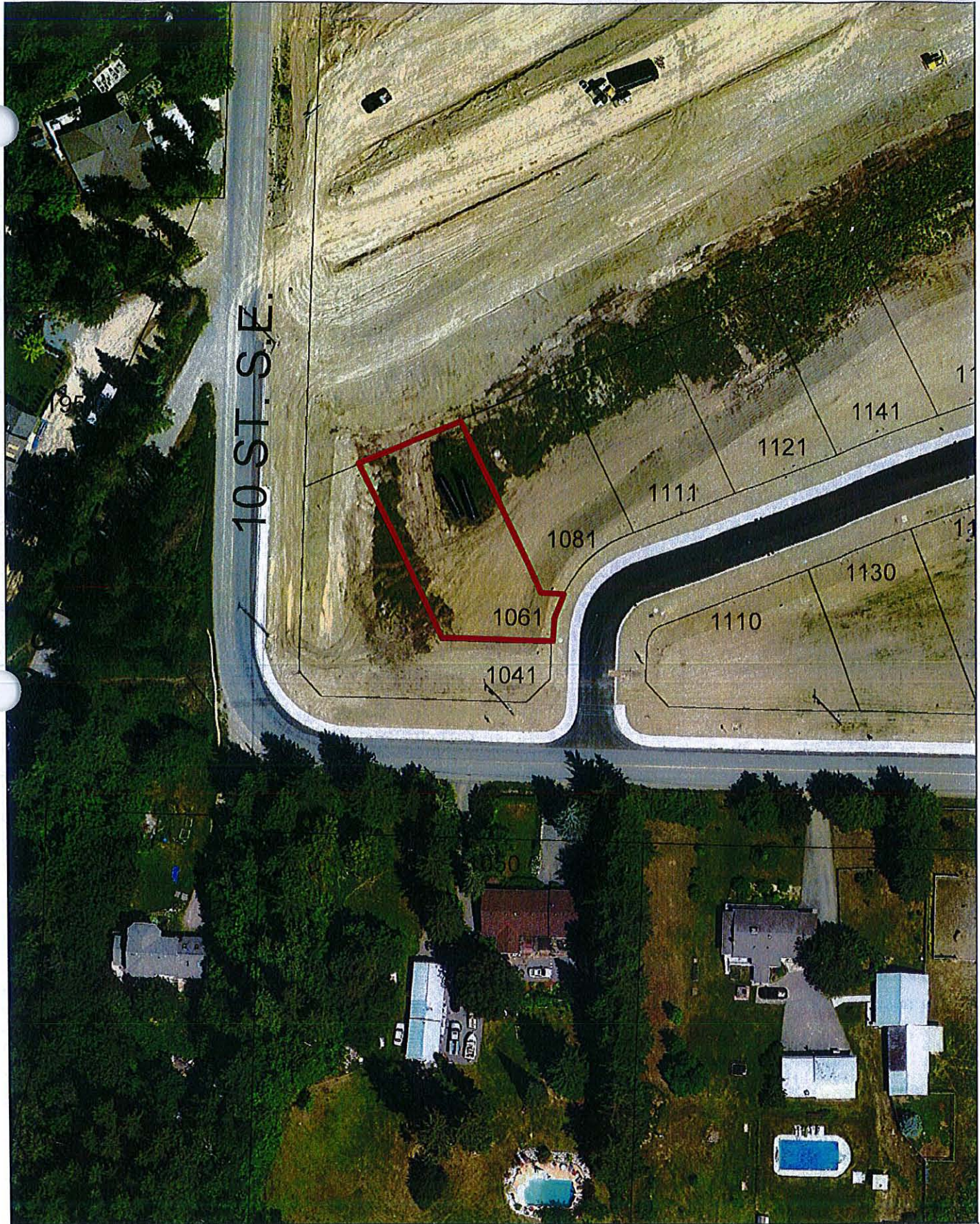


0 45 90 180 270 360 Meters

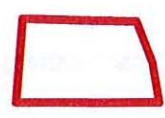


Subject Parcel



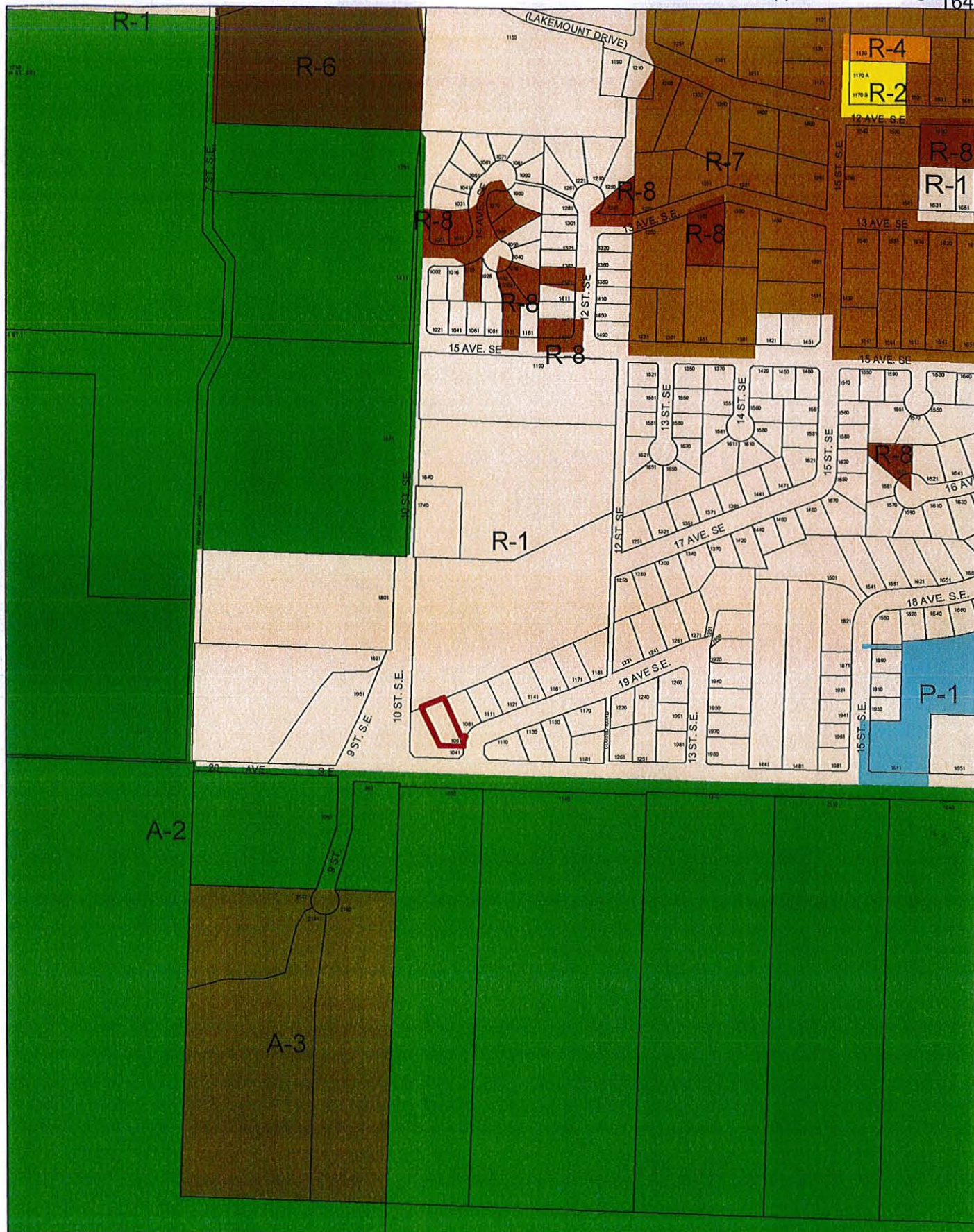


0 5 10 20 30 40 Meters



Subject Parcel

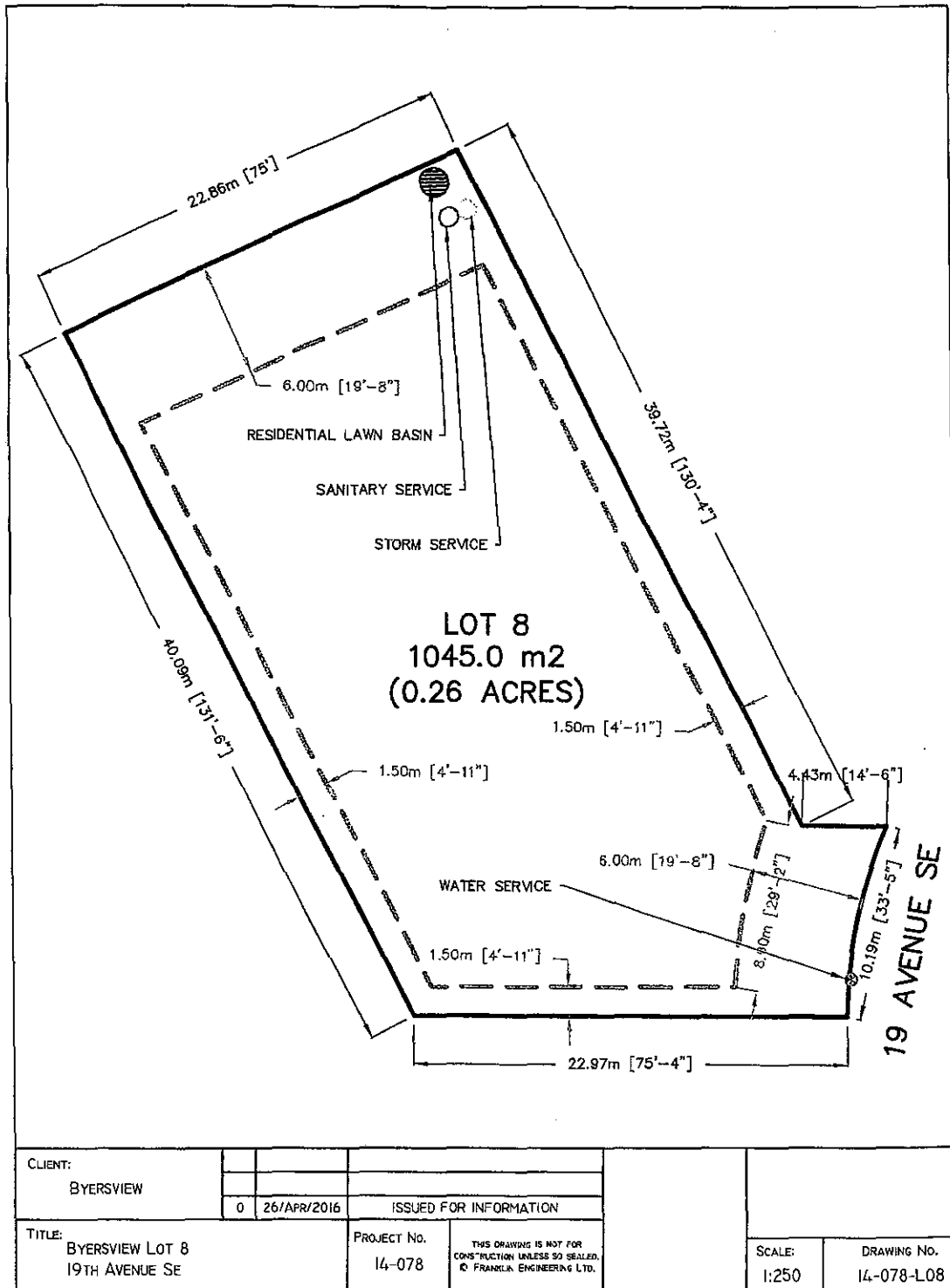




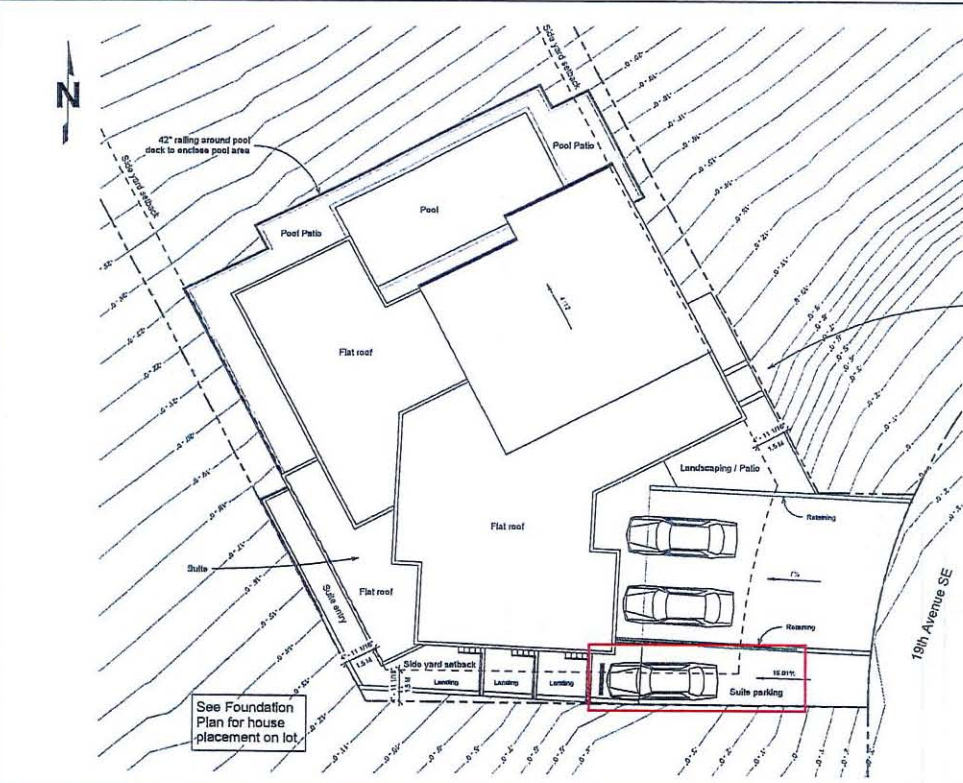
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Subject Parcel

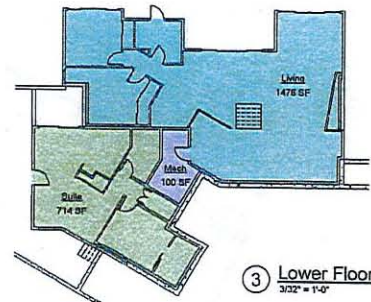
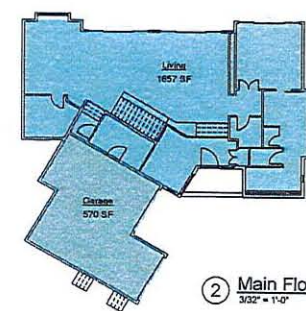






Lot 8  
Byersview  
19th Avenue SE  
Salmon Arm, BC

① Site Plan  
1/8" = 1'-0"



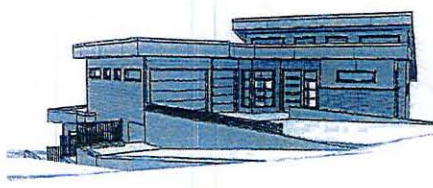
Drawing Index	
Drawing Number	Drawing Name
1	Cover Page and Site Plan
2	Main Floor Plan
3	Lower Floor Plan
4	Street Perspective
5	Birds Eye Perspective
6	Foundation Plan
7	Roof and Wall Sections
8	Garage and Floor Elevations
9	Sections and Details
10	Section, Roof Plan and Details

### General Notes

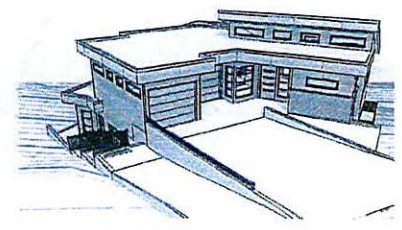
- All work to be in compliance with the current residential standards of the National Building Code of Canada, current electrical and plumbing codes and all local building codes and bylaws which may take precedence.
- All work shall be performed in all respects to good building practice.
- Written dimensions to be followed. Do not scale from the drawings.
- Site**
  - Building location to be verified by surveyor prior to construction.
  - Foundations to be poured on undisturbed engineered building pad.
  - All measurements, grades and levels to be verified on site before commencing construction.
- Framing and Foundations**
  - All dimensions to face of stud unless otherwise noted.
  - All headers, beams, columns and supporting foundations to be confirmed by the roof truss and floor system supplier.
  - Roof truss and floor joist layout will be provided by the manufacturer.
  - All suspended slabs and foundations walls over 8' must be designed and approved by a professional engineer.
  - All standard foundations to conform with engineering, soil conditions and best practices.
  - All concrete to have a minimum compressive strength of 20mpa at 28 days. Do not backfill soil foundations until floor structure is complete.
  - Any roof truss web configurations shown are for representation only.
  - Engineered drawings of each truss will be supplied by the truss supplier.
  - All joints open more than 7'-0" shall be bridged at mid span using 2x2 diagonal bracing installed as per N.B.C.C.
  - Flashing to be installed at all penetrations in roof system and changes in roof plane.
  - Flashing to be installed at all changes in horizontal exterior finishes and over all unprotected openings. Caulking to be installed around all unfinished exterior openings.

- Thermal Performance**
    - All new construction must conform to BCBC 9.36 thermal performance codes.
  - Plumbing, Electrical and Mechanical Details**
    - All plumbing to be designed and installed per current plumbing codes and by a qualified plumber.
    - Confirm layouts and dimensions with suppliers of all kitchens, bars, washrooms, laundry rooms, utility rooms, in-floor heating, etc.
    - All fixtures to be approved by the owner.
    - Heating and venting calculations and system design by engineer, supplier or qualified installer.
    - Electrical system to be designed and installed by qualified electrician.
  - Local Rules and Development Regulations**
    - All construction will be within local bylaw requirements. These include design restrictions, height restrictions, front coverage, water run off containment, water consumption, landscaping, etc.
    - Any changes required to these designs should be reported to Meyer Designs.
    - Perimeter drainage shall be installed where required by local authorities having jurisdiction and in their approval.
- Meyer Designs shall not be responsible for any variances from the structural drawings and specifications, or adjustments required resulting from conditions encountered at the job site, and is the sole responsibility of the owner and contractor.
- Meyer Designs makes every effort to provide complete and accurate construction drawings. However, we assume no liability for errors or omissions which may affect construction. It is the responsibility of all trades and sub trades to check and verify all dimensions and details before commencing with their portion of the construction. Should any discrepancies be found on these plans please advise Meyer Designs so we can make the necessary corrections.

### Proposed Residence for Ellen and Harry Fisher



④ Street Perspective



⑤ Birds Eye Perspective

For Permit and Construction v1.0

This building must comply with new thermal codes recently introduced in B.C. of the British Columbia Building Code (BCBC 9.36).

This building is designed to use a hot water recovery system (HWR) which makes the necessary adjustments to meet the new BCBC 9.36 requirements. It is a HWR based building and its construction must be updated to meet BCBC 9.36.

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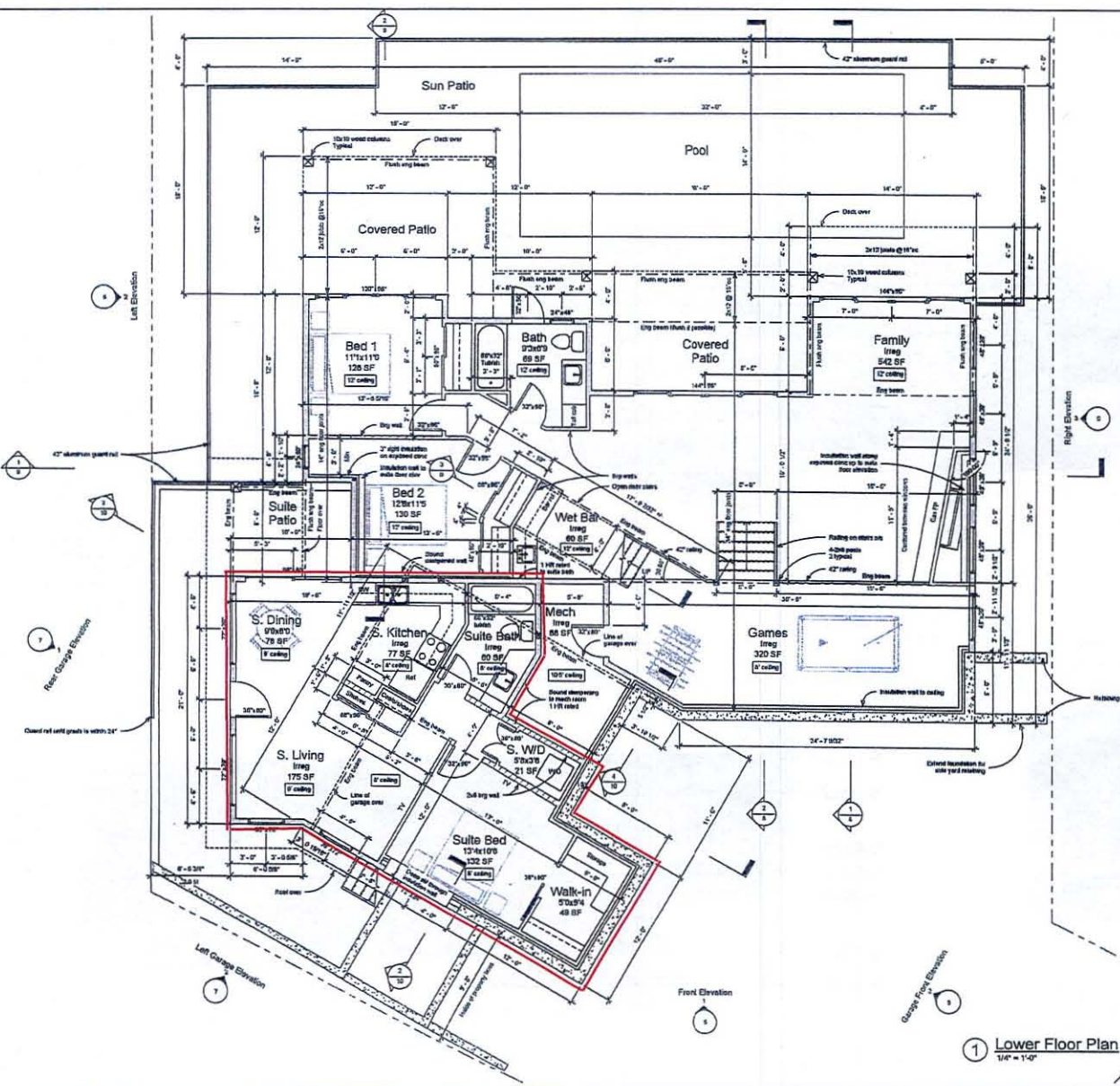
**Cover Page and Site Plan**

Project Number: 2015-039  
Date: Jan 9, 2017  
Drawn by: Kelly Meyer

Fisher Residence  
Lot 8 19th Ave SE  
Salmon Arm, BC

**1**





Door Schedule		
Room	Door Size	Comments
Lower Floor		
Pool	12' x 12'	Interior swing
Sun Patio	12' x 12'	Interior swing for patio glass
Suite 1	12' x 12'	Interior swing
Suite 2	12' x 12'	Interior swing
Suite 3	12' x 12'	Interior swing
Suite 4	12' x 12'	Interior swing
Suite 5	12' x 12'	Interior swing
Suite 6	12' x 12'	Interior swing
Suite 7	12' x 12'	Interior swing
Suite 8	12' x 12'	Interior swing
Suite 9	12' x 12'	Interior swing
Suite 10	12' x 12'	Interior swing
Suite 11	12' x 12'	Interior swing
Suite 12	12' x 12'	Interior swing
Suite 13	12' x 12'	Interior swing
Suite 14	12' x 12'	Interior swing
Suite 15	12' x 12'	Interior swing
Suite 16	12' x 12'	Interior swing
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Suite 19	12' x 12'	Interior swing
Suite 20	12' x 12'	Interior swing
Suite 21	12' x 12'	Interior swing
Suite 22	12' x 12'	Interior swing
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Suite 25	12' x 12'	Interior swing
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Suite 94	12' x 12'	Interior swing
Suite 95	12' x 12'	Interior swing
Suite 96	12' x 12'	Interior swing
Suite 97	12' x 12'	Interior swing
Suite 98	12' x 12'	Interior swing
Suite 99	12' x 12'	Interior swing
Suite 100	12' x 12'	Interior swing

Window Schedule			
Room	Window Opening Width x Height	Head Height	Comments
Lower Floor			
Pool	12' x 12'	12'-0"	Picture
Sun Patio	12' x 12'	12'-0"	Picture
Suite 1	12' x 12'	12'-0"	Picture
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Suite 87	12' x 12'	12'-0"	Picture
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Suite 92	12' x 12'	12'-0"	Picture
Suite 93	12' x 12'	12'-0"	Picture
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Suite 96	12' x 12'	12'-0"	Picture
Suite 97	12' x 12'	12'-0"	Picture
Suite 98	12' x 12'	12'-0"	Picture
Suite 99	12' x 12'	12'-0"	Picture
Suite 100	12' x 12'	12'-0"	Picture

For Permit and Construction v1.0

This building must comply with the current codes currently referenced in the City of Seattle Building Code (SBC 9.24).

This building is designed to use a lead recovery system (poly) which makes the building compliant to meet the new SBC 9.24 requirements. If a 100% lead recovery system is used, the building must be updated to meet SBC 9.24.

**MEYER DESIGN**  
800 Hill Top Drive  
Coldstream, BC  
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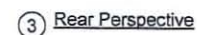
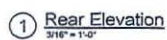
**Lower Floor Plan**

Project number: 2016-039  
Date: Jan 9, 2017  
Owner: Kelly Meyer

Fisher Residence  
Lot 5 18th Ave SE  
Bellevue, WA, BC

**3**

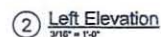




All exterior door and window sizes, patterns, combinations, configurations and separations to be confirmed by window manufacturer to Ensure NAFB (North American Fenestration Standards) compliance.

What is shown on the plans is a representation of the look and feel intended by the designer.

The type of material used and manufacturer specs may vary and therefore need to be confirmed prior to construction.



**A** Handmade Molding  
Hardie siding - 7" reveal  
Muntz trim on windows and doors  
Left painted steel lintel corners

**B** Cedar Siding  
3" lig reveal  
Muntz trim on windows and doors  
Muntz trim on the sides on corners

**C** Trimlines  
Hardie panel with vertical joints only  
Cedar trim on exterior corners covered evenly along trim  
Hardie trim 6" exposed painted reveal Railing  
Stained steel has metal water flashing at 6" painted  
Steel trim to match railing

**D** Detail Windows  
Culminated hork  
Insulated per manufacturer  
Culminated stone CSS



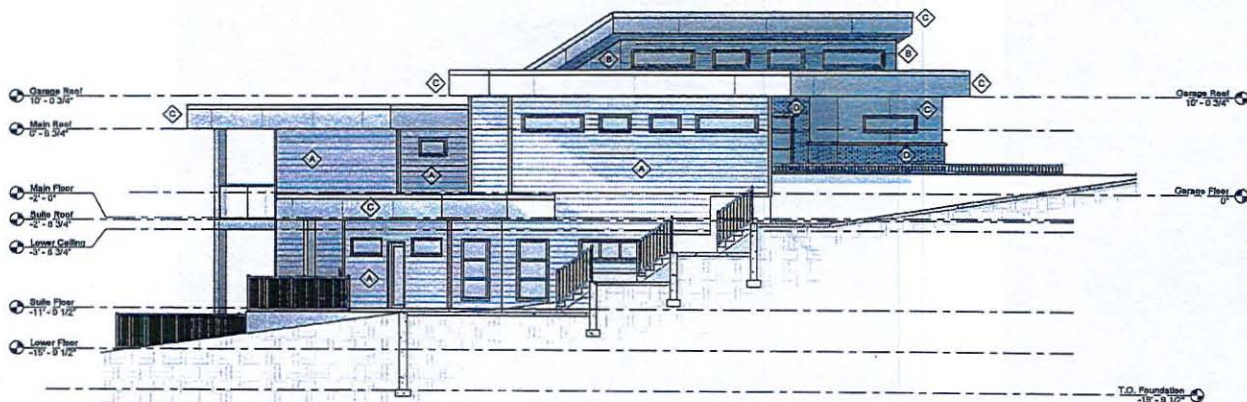
Fisher Residence  
Lot 5 19th Ave SE  
Salmon Arm, BC

**6**

For Permit and Construction v1.0

Appendix 4: Site Plans and Elevations





② Left Garage Elevation  
3/16" = 1'-0"

#### Windows and Doors

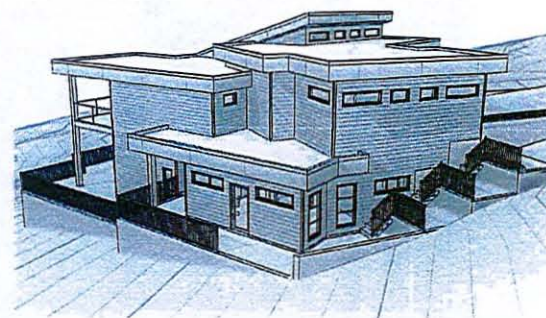
All window and door styles, patterns, combinations, configurations and materials to be confirmed or revised by the architect in accordance with the current (2015) International Building Code (IBC) and the current (2015) International Residential Code (IRC) and the current (2015) International Energy Conservation Code (IECC).

Window and door sizes are shown in this drawing as a representation of the look and feel intended by the architect.

The type of window and door materials used may vary and the architect shall be responsible for the final selection.



① Rear Garage Elevation  
3/16" = 1'-0"



③ Left Perspective

#### Typical Cladding

- ① **Horizontal Siding**  
Horizontal siding - 7' reveal  
Minimum 1/2" on windows and doors  
1/2" reveal on all other walls
- ② **Vertical Siding**  
Vertical siding - 7' reveal  
Minimum 1/2" on windows and doors  
1/2" reveal on all other walls
- ③ **Brick**  
Brick - 7' reveal  
Minimum 1/2" on windows and doors  
1/2" reveal on all other walls
- ④ **Block**  
Block - 7' reveal  
Minimum 1/2" on windows and doors  
1/2" reveal on all other walls



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V1B 3Y6

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#### Garage Left and Rear Elevations

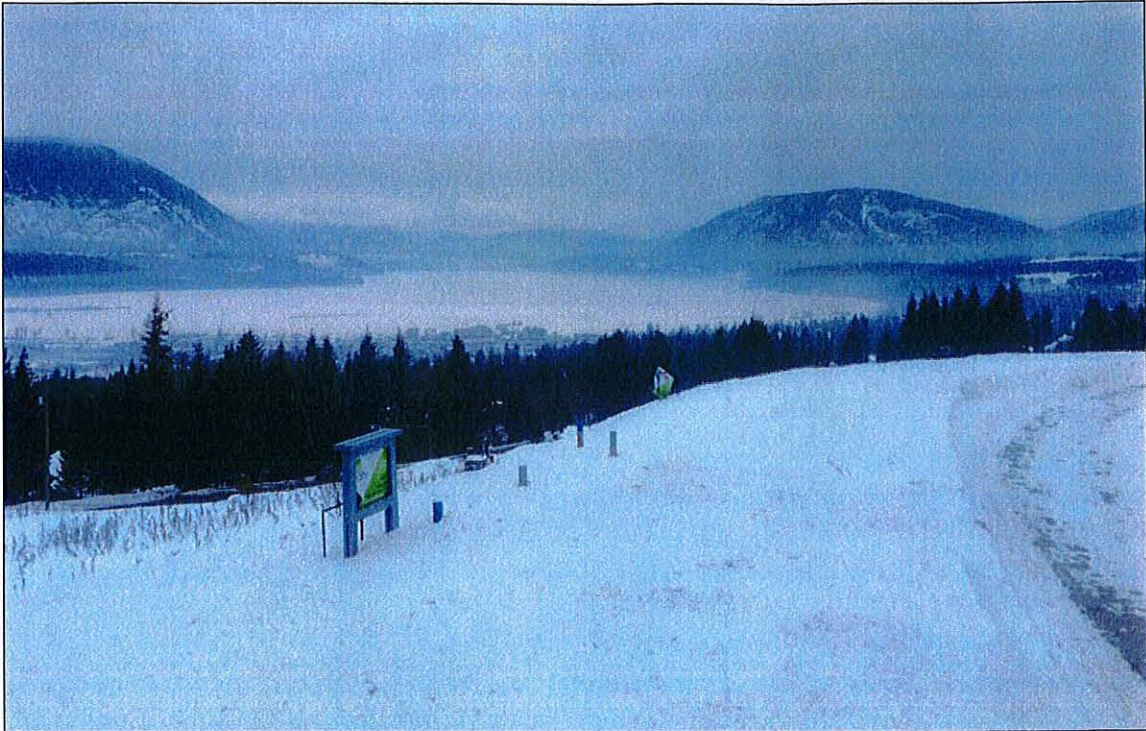
Project number: 2016-030  
Date: Jan 6, 2017  
Drawn by: Kelly Meyer

Flower Residence  
Lot 8 19th Ave SE  
Salem, BC

7

For Permit and Construction v1.0





View of subject parcel looking north.



View of subject parcel looking south-west.

**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 in the Council Chamber of the City Hall, 500 - 2 Avenue NE, Salmon Arm, BC, on **Monday, February 27, 2017 at 7:00 p.m.**

**3) Proposed Amendment to Official Community Plan Bylaw No. 4000:**

**Redesignate** a 975.5 m<sup>2</sup> portion of Lot 1, Plan 2927, except Plan 16170, Sec. 24, Tp. 20, R. 10, W6M, KDYD from Medium Density Residential to Park; and

**Redesignate** a 975.5 m<sup>2</sup> portion of Lot 3, Plan KAP81689, Sec. 24, Tp. 20, R. 10, W6M, KDYD from Park to Medium Density Residential.

**Civic Address:** 1890 - 20 Avenue NE and 1830 - 17 Street NE

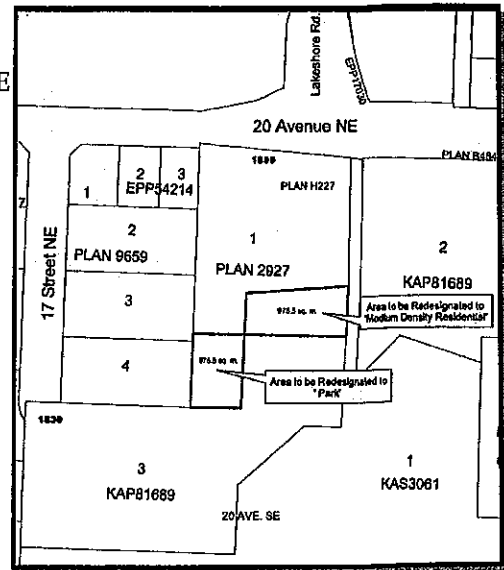
**Location:** Just south of the intersection of Lakeshore Road NE and 20 Avenue NE

**Present Use:** Vacant Property (1890 - 20 Avenue NE), Park (1830 - 17 Street NE)

**Proposed Use:** To re-align park and parcel boundaries

**Owner / Applicant:** C. & C. Hostman

**Reference:** OCP4000-28/ Bylaw No. 4187



The file for the proposed bylaws are available for inspection between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday, excluding holidays from February 15, 2017 to February 27, 2017, both inclusive, in the office of the Corporate Officer at the City of Salmon Arm, 500 - 2 Avenue NE.

Those who deem their interest affected by the proposed bylaw are urged to review the file available in the Development Services Department (or telephone 250-803-4021) to obtain the facts of the proposal prior to the Public Hearing.

Erin Jackson, Corporate Officer

Salmon Arm Observer: February 15 and 22, 2017





# **Development Services Department Memorandum**

TO: Her Worship Mayor Cooper and Council

FROM: Development Services Department

DATE: January 27, 2017

SUBJECT: Proposed Land Exchange and Parkland Disposal and Exchange Bylaw No. 4175  
 Official Community Plan Amendment Application No. OCP4000-28  
 Part of Lot 1, Plan 2927, except Plan 16170 and Part of Lot 3, Plan KAP81689, Sec. 24,  
 Tp. 20, R. 10, W6M, KDYD  
 1890 - 20 Avenue NE and 1830 - 17 Street NE  
 Owners/Applicants: C. & C. Hostman  
 Agent: Browne Johnson Land Surveyors (J. Johnson, BCLS,CLS)

## **Motion for Consideration**

THAT: Council agree to proceed with an exchange of Part of Lot 1, Plan 2927, except Plan 16170 for Part of Lot 3, Plan KAP81689, Sec. 24, Tp. 20, R. 10, W6M, KDYD, as shown on the attached Appendix 3, subject to the following:

- i) Compliance with Section 27 of the Community Charter; and
- ii) The applicant being responsible for all associated costs.

AND THAT: Parkland Disposal and Exchange Bylaw No. 4175 receive three readings;

AND THAT: Final reading of Bylaw No. 4175 be withheld pending approval of the electors being obtained through the Alternative Approval Process in accordance with Section 86 of the Community Charter;

AND THAT: The fair determination of the total number of elector responses required is 1,336 (10% of electors);

AND THAT: The deadline for elector responses to be received on the Elector Response Form as shown on the attached Appendix 10 is April 3, 2017;

AND THAT: A bylaw be prepared for Council's consideration, adoption of which would amend Official Community Plan Bylaw No. 4000, as follows:

- i) Map A-1 (Land Use):
  - a) Redesignate that Part of Lot 1, Plan 2927, except Plan 16170, Sec. 24, Tp. 20, R. 10, W6M, KDYD as shown on Appendix 9 from Medium Density Residential to Park; and
  - b) Redesignate that Part of Lot 3, Plan KAP81689, Sec. 24, Tp. 20, R. 10, W6M, KDYD as shown on Appendix 9 from Park to Medium Density Residential.



---

AND THAT: Pursuant to Section 882(3)(a) of the Local Government Act, Council has considered the proposed Official Community Plan amendments in conjunction with:

1. The Financial Plans of the City of Salmon Arm; and
2. The Liquid Waste Management Plan of the City of Salmon Arm.

AND THAT: Final reading of the Official Community Plan amendment bylaw be withheld pending:

1. Adoption of Parkland Disposal and Exchange Bylaw No. 4175.
- 

### **Staff Recommendation**

THAT: The Motion for Consideration be adopted.

---

### **Proposal**

The applicants would like to improve the configuration of their property to allow for future development and have inquired about exchanging part of their property for part of Hoadley Park. A location map, ortho photo, sketch plan of the proposed land exchange and a letter from the owner's agent are attached as Appendices 1 through 4.

### **Background**

The applicant's property is designated Medium Density Residential in the Official Community Plan and Hoadley Park is designated as Park. The applicant's property and the northeastern portion of Hoadley Park are zoned R-1 (Single Family Residential) and the western portion of Hoadley Park is zoned P-1 (Park & Recreation). O.C.P. and Zoning maps are attached as Appendices 5 and 6.

The applicant's property is approximately 0.6 ha. in size and contains their residence. Hoadley Park is approximately 1.1 hectare and is undeveloped. (The applicant's residence is also known as the 'Leech House' which is on the City of Salmon Arm Community Heritage Register, see Appendix 7.)

As shown on Appendices 1 and 2, a narrow portion of the applicant's property extends southward into the northeastern portion of Hoadley Park. As shown on Appendix 3, the applicant's are proposing to exchange part of this area for an equal portion of Hoadley Park. The areas to be exchanged are both 975.5 square metres in size.

The proposed land exchange may be considered under Section 27 of the Community Charter, see Appendix 8. In accordance with Section 27(2), the exchange must proceed by bylaw adopted with the approval of the electors, which involves an alternative approval process (AAP) or a referendum. Should Council agree to proceed with the proposal, staff recommend it proceed under the AAP process after 3<sup>rd</sup> Reading of the Parkland Disposal and Exchange Bylaw.

To accommodate future residential development on the portion of park land to be consolidated with the applicant's property, an O.C.P. amendment to redesignate that portion to Medium Density Residential is also part of the proposal along with an amendment to redesignate that portion of the applicant's property being consolidated with Hoadley Park to Park. A map showing the proposed OCP amendments is attached as Appendix 9. The amendments are being processed concurrently with the proposed land exchange for convenience but will only be considered for adoption if the Parkland Disposal and Exchange Bylaw is adopted. It should also be noted that adoption of the Parkland Disposal and Exchange Bylaw does not bind Council to approve the O.C.P. amendments.

Should the O.C.P. amendments be adopted, staff will bring forward a zoning bylaw amendment to rezone the new park area from R-1 (Single Family Residential) to P-1 (Park and Recreation), along with other recently acquired or dedicated parks in the City.

### **Alternative Approval Process**

Pursuant to Section 86 of the Community Charter, once Parkland Disposal and Exchange Bylaw No. 4120 has received third reading, notice will be posted at City Hall, on the City website and in two consecutive issues of the Salmon Arm Observer. The public notice will include a description of the proposed bylaw, elector response procedure, the deadline for elector responses and a statement that Council may proceed with the exchange unless at least 10% (1,336) of the electors indicate that Council must obtain the assent of the electors through a referendum before moving forward. Elector responses will be collected by the Corporate Officer for not less than 30 days following the second public notice, on a form which includes the full name, residential address and signature of each elector, and, if applicable, the address of the property in relation to which the person is entitled to register as a non-resident property elector, see Appendix 10. It is estimated the process could be completed by April 3, 2017 however, the date must be confirmed by Council.

At the end of the 30 days, the Corporate Officer must determine and certify whether enough elector response forms have been submitted to exceed the 10% (1,336) threshold. This determination is final and conclusive. If more than 10% have responded, Council can not adopt the bylaw and will need to decide whether to continue to a referendum or to put the project on hold until a later date.

### **Discussion**

Staff and affected agencies have reviewed the proposal and provide the following:

#### Greenways Liaison Committee

See Appendix 11.

#### Salmon Arm Economic Development Society

See Appendix 12.

#### BC Hydro

No concerns.

#### FortisBC

No concerns.

#### Building Department

No concerns.

#### Fire Department

No concerns.

#### Engineering Department

See Appendix 13.

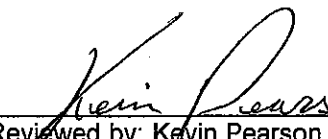
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Planning Department

The area to be acquired by the applicants will improve the configuration of their property and assist with future residential development. The area to be acquired by the City will improve the configuration of Hoadley Park and provide a more useful area for future park development. The City will also obtain additional road dedication for 20 Avenue NE.

As Hoadley Park is currently undeveloped, the proposed exchange will not impact any existing park amenities and the areas to be exchanged are exactly equal in size. Staff support the proposed exchange subject to the conditions outlined in the Motion for Consideration and the outcome of the Alternative Approval Process.

  
Prepared by: Jon Turlock  
Planning & Development Officer

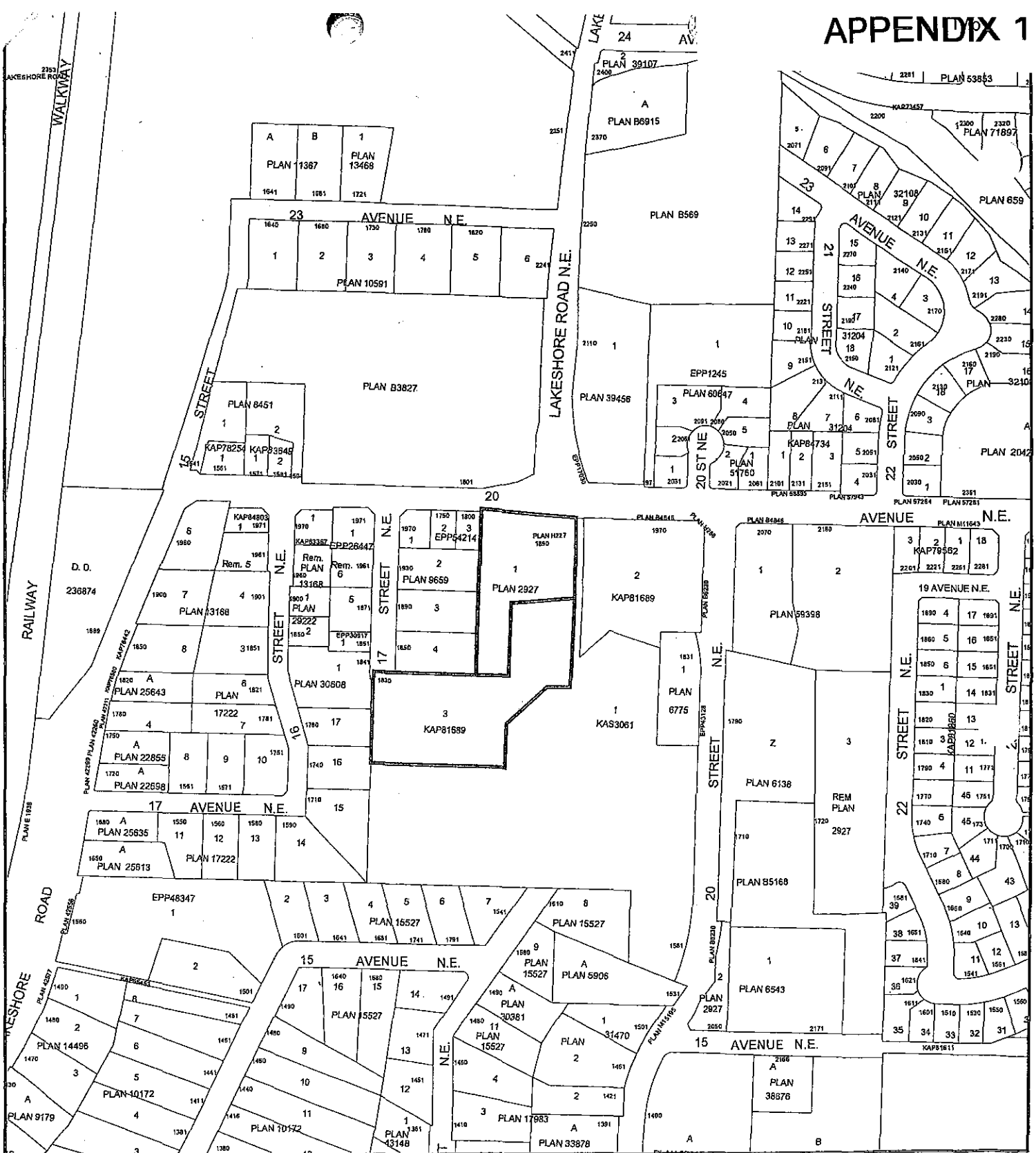
  
Reviewed by: Kevin Pearson MCIP  
Director of Development Services

**Appendices**

1. Location map
2. Ortho photo
3. Sketch plan of proposed land exchange
4. Agent's letter dated Oct. 13/16
5. O.C.P. map
6. Zoning map
7. Community Heritage Register extract
8. Community Charter extract
9. Proposed O.C.P. amendments
10. Elector Response Form
11. GLC Minutes extract
12. EDS comments
13. Engineering Dept. comments



# APPENDIX 1







### Subject Properties







**BROWNE JOHNSON LAND SURVEYORS\***

British Columbia and Canada Lands  
Salmon Arm, B.C. V1E 4N5

OFFICE: 201-371 Alexander Street  
MAIL: P.O. BOX 362  
TELEPHONE: (250) 832-9701  
FAX: (250) 832-8004  
EMAIL: office@brownejohnson.com

October 13, 2016

File 92-15

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

Attention Kevin Pearson

RE: Proposed Land Exchange between Lot 1, Plan 2927 (Except Plan 16170) and Hoadley Park  
(Lot 3, Plan KAP81689), Sec 24, Tp 20, R 10, W6M, KDYD

Dear Mr. Pearson:

My clients, Rod and Carol Hostman would like the City to consider a land exchange between their Lot and Hoadley Park, as shown on the attached sketch plan.

Listed below are some of the benefits to City and to Hoadley Park, in considering this land exchange:

- Eliminates the finger of private land extending into the Park
- Increases the width of the Park backing on Strata Lots 33 through 36
- Has the potential to increase the range of future uses of the Park, by creating a more useful parcel shape. Also creates a more useful parcel shape for the Hostman's
- The City will acquire road dedications along the north boundary of the Hostman property

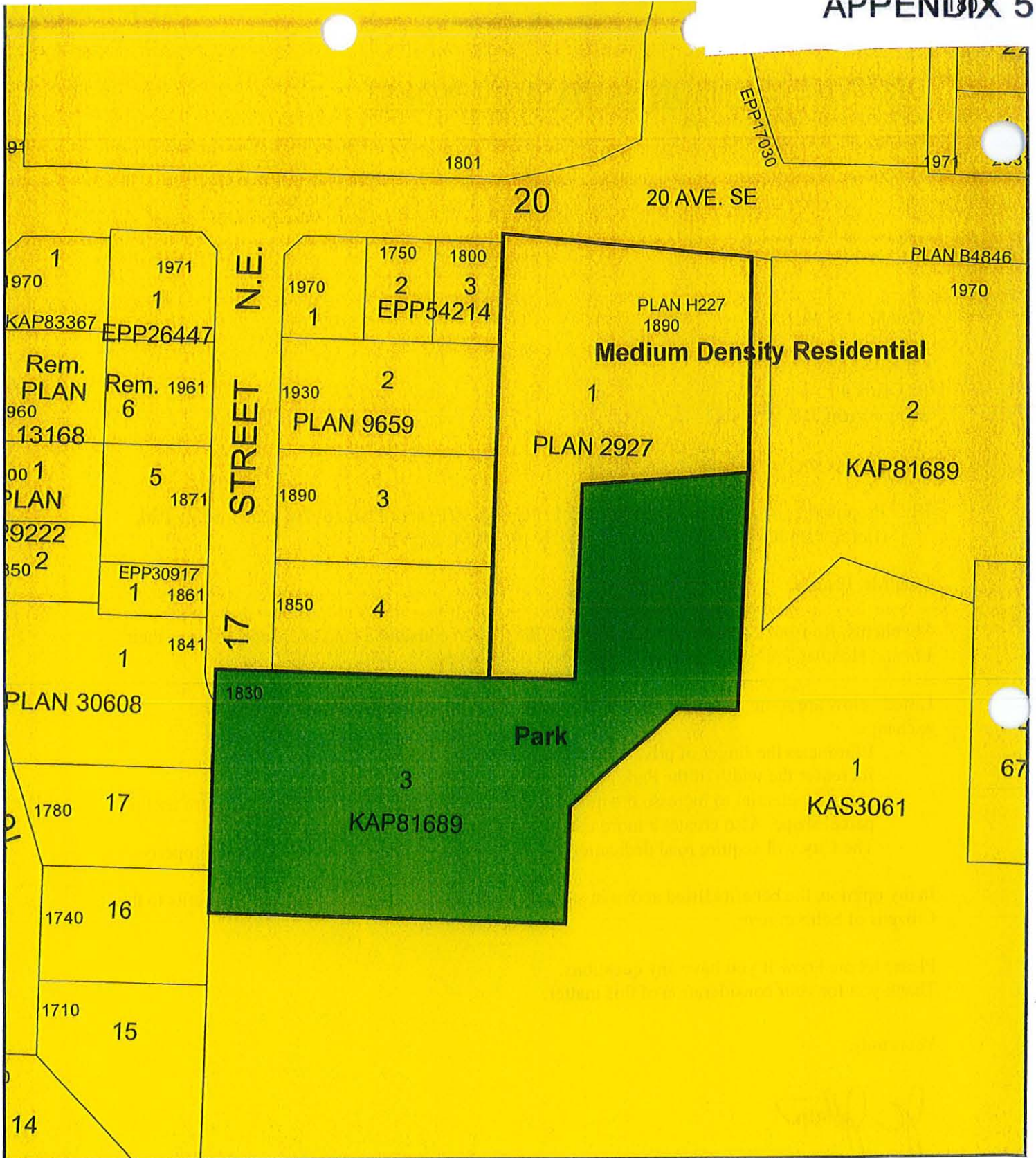
In my opinion, the benefits listed above in support of this land exchange, create clear benefits to the Citizens of Salmon Arm.

Please let me know if you have any questions.  
Thank you for your consideration of this matter.

Yours truly,



J.C. (Joe) Johnson, *BCLS, CLS.*  
JCJ/jj



Subject Properties

O.C.P.







## City of Salmon Arm Community Heritage Register

30

**Leech House**  
**1890 – 20 Avenue NE**  
**Salmon Arm, B.C.**  
**Circa 1909**

**Description**

Leech House is a one-and-a-half-storey, wood-frame structure, currently serving as a Bed and Breakfast. It is situated on the south side of 20 Avenue NE, north of Hoadley Park on what is commonly referred to as "Leech Hill" in Salmon Arm, British Columbia. The historic place includes the building and the surrounding landscaped lot.



Carol Hostman photo

**Values**

Constructed circa 1909, Leech House is valued for its historic, aesthetic, scientific and cultural significance within the community.

Of particular cultural significance is Leech House's association with early settlement in the Shuswap area. Tyn-y-Coed is the Welsh name given to the house by its builder, Daniel Leech, meaning 'house in the woods'. The house was constructed at a time when obtaining certain building materials was often a challenge. For example, bricks were hauled by horse and sleigh from Enderby Brickyard in the winter of 1908-1909 to construct the fireplace and chimney.

The house is important scientifically for its association with the development of agricultural practices in the region. In 1928, Mr. Leech represented Canada as a delegate at a meeting of the World Dairy Congress in London, England. He strongly believed in the use of scientific knowledge as a basis for agricultural practice and, in conjunction with Dominion Experimental Farms, he operated his farm as an Illustration Station using these principles.

Leech House is also valued historically for its association with the Hoadley family who occupied the house starting in the 1940s through to 1965. Winifred Daisy Hoadley, daughter of William Ernest Hoadley, was a prominent teacher in Salmon Arm for many years and past Worthy Matron of the Shuswap Eastern Star. William Hoadley was also a long-standing teacher in the province and a former Master of the Masonic Order. Hoadley Park immediately south of the property was named so to honour the Hoadley family's presence in Salmon Arm and the contributions they made to the community.

Valued for its aesthetic qualities, Leech House continues as a 'house in the woods' one hundred years later. The placement of the building among mature coniferous trees and generously landscaped yards sets it apart from the surrounding residential properties. The large bay window, exterior building materials, form and detailing, and the simple gable form and verandah are representative of houses built in the early 1900s. The verandah on the front of the house is significant because it represents a time when the interface between indoor and outdoor space was appreciated for its social value.

**Character Defining Elements**

Key elements that define the heritage character of Leech House include:

**Site:**

- House set back from and perpendicular to the road
- Mature vegetation
- Generous yards surrounding house
- Decorative landscaping
- Relationship and proximity to Hoadley Park

**Building:**

- Gable roof form with shallower-pitched section over verandah
- Verandah element on the west façade of the house with wood support posts
- Brick fireplace and chimney
- Large bay-style window on lower floor
- Wood frame structure
- Original siding and shingle façade on gable ends

**Extract from the Community Charter**

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**Exchange or other disposal of park land**

27 (1) This section applies to land vested in a municipality under

(a) section 29 [*subdivision park land*] of this Act,

(b) section 510 (13) [*provision of park land in relation to subdivision*] of the *Local Government Act*, or

(c) section 567 (5) (a) [*provision of park land in place of development cost charges*] of the *Local Government Act*.

(2) A council may, by bylaw adopted with the approval of the electors,

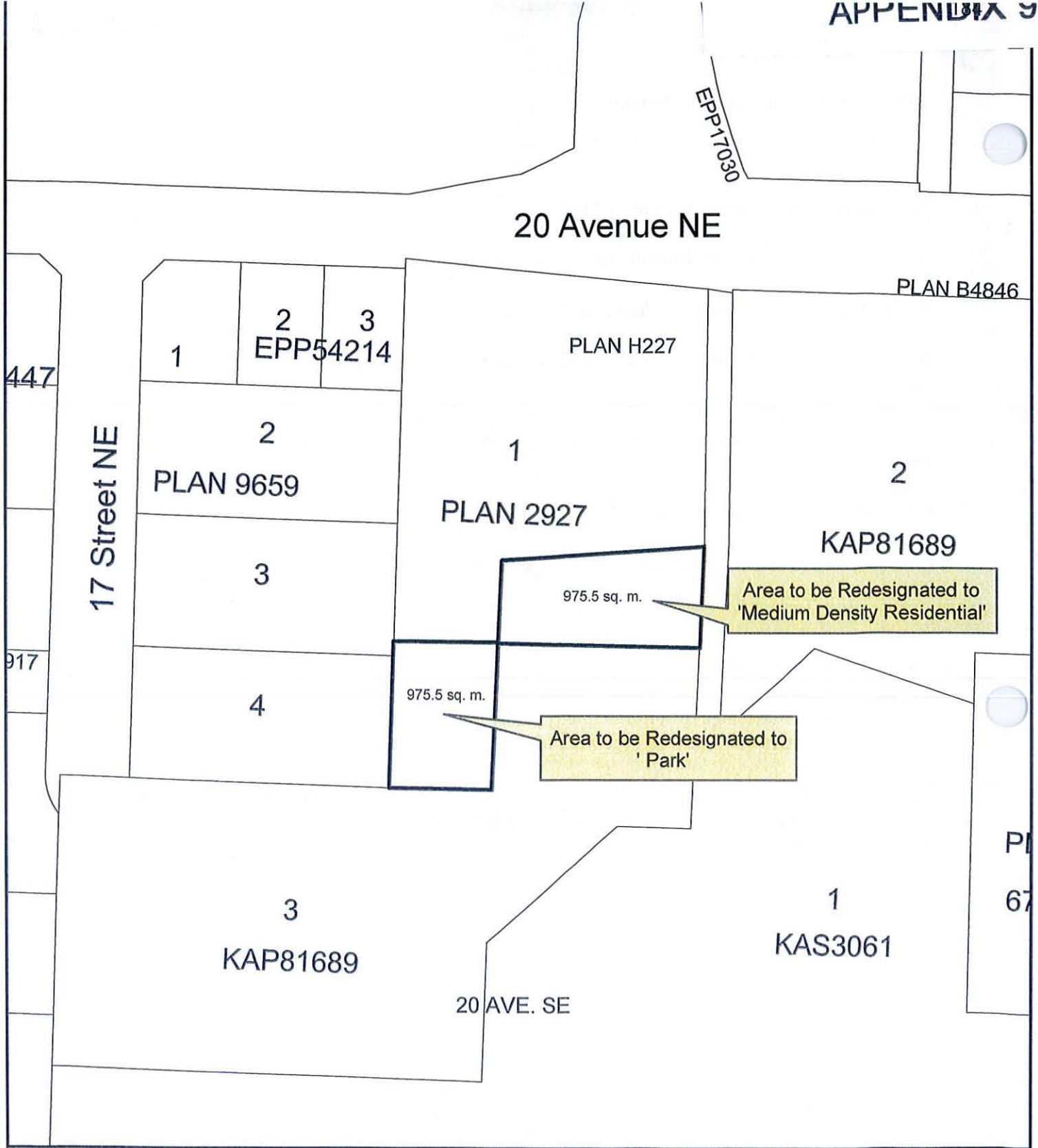
(a) dispose of all or part of the land in exchange for other land suitable for a park or public square, or

(b) dispose of the land, provided that the proceeds of the disposal are to be placed to the credit of a reserve fund under section 188 (2) (b) [*park land acquisition reserve fund*].

(3) Land taken in exchange by a municipality under this section is dedicated for the purpose of a park or public square and the title to it vests in the municipality.

(4) A transfer of land by a municipality under this section has effect free of any dedication to the public for the purpose of a park or a public square and section 30 (3) [*removal of park dedication*] does not apply.

\* \* \*







**Jon Turlock**

---

**From:** Chris Larson  
**Sent:** Friday, January 20, 2017 3:20 PM  
**To:** Jon Turlock  
**Subject:** GLC Minutes - Hoadley Park proposal  
**Attachments:** GLC Minutes - Jan 19 2017.pdf

Text from the meeting minutes:

"The GLC discussed a proposed land exchange involving a portion of Hoadley Park. There are existing informal or social trail connections through the area of Hoadley Park under consideration. The STA recently explored this network (2016) in researching urban connector routes and has suggested some future upgrade options. The GLC commented that the land exchange appeared logical and, due to the lack of investment to date in the existing informal or social trail connections as well as the relative ease to reroute such trails, noted no concerns with the proposal."

Minutes attached.

**Chris Larson, MCP - Planning and Development Officer**  
**City of Salmon Arm**  
500 2nd Avenue NE  
Box 40 Salmon Arm V1E 4N2  
(250) 803 - 4051 fax (250) 803 - 4041  
[clarson@salmonarm.ca](mailto:clarson@salmonarm.ca)

# CITY OF SALMON ARM GREENWAYS LIAISON COMMITTEE

## MEETING MINUTES

Thursday, January 19, 2017  
3:00 p.m.  
Room 100, City Hall

Committee Members:	Joe Johnson, Citizen at Large (acting Committee Chair) Brian Browning, Shuswap Trail Alliance Phil McIntyre-Paul, Shuswap Trail Alliance (Non-Voting) Rob Bickford, Citizen at Large Steve Fabro, Shuswap Trail Alliance Ian Clay, Salmon Arm Greenways
City Staff:	Chris Larson, Planning & Development Officer (Non-Voting) Rob Hein, Manager of Roads & Parks (Non-Voting)
Guests:	Anita Ely, Environmental Health Officer, Interior Health Sutra Brett, Shuswap Trail Alliance
Regrets:	Ken Jamieson, Committee Chair Ed Hinman, Salmon Arm Greenways

The GLC appointed Joe Johnson as acting Committee Chair.

The meeting was called to order at 3:01 p.m.

### **Item 1: Update on Greenway Planning Initiatives and Projects**

#### **STA Updates**

The STA provided a summary list of 2016 City of Salmon Arm greenway projects (Attachment 1).

The Committee reviewed a number of detailed trail plans, including an Ida View Trail Plan, the South Canoe Master Plan, the Gayle Creek Loop Trail Plan, the Turner Creek Trail Plan, and an Okanagan to 4<sup>th</sup> Trail Plan. The GLC was impressed with the substantial detail provided by the plans.

Sutra Brett of the STA presented work completed in developing the Sign Plan. Establishing signage helps to promote and activate trail corridors. The Sign Plan has involved identifying all of the trail connections, corridors and segments throughout the City, and requires an impressive amount of data and detail highlighting the interconnectivity of City amenities (schools, parks and facilities) and presenting feature loop options. The GLC commented on this excellent effort and look forward to these works rolling out over time.

#### **City Initiatives**

As agent for the following proposal, Joe Johnson left the meeting for the discussion and Rob Bickford acted as Committee Chair.



The GLC discussed a proposed land exchange involving a portion of Hoadley Park. There are existing informal or social trail connections through the area of Hoadley Park under consideration. The STA recently explored this network (2016) in researching urban connector routes and has suggested some future upgrade options. The GLC commented that the land exchange appeared logical and, due to the lack of investment to date in the existing informal or social trail connections as well as the relative ease to reroute such trails, noted no concerns with the proposal.

Following this discussion, Joe Johnson returned to the meeting and resumed as acting Committee Chair.

The planned Canoe Beach Connection trail was discussed, involving a trail through the ball-fields and a crosswalk across Canoe Beach Drive (previously discussed and supported by the GLC). Staff again clarified that even if a pathway through the ball-fields is established, the City would still pursue sidewalk installation along Canoe Beach Drive in the future as development occurs. The GLC is supportive of improving connections to provide as many options as possible. Staff expect this connection to be established in 2017 as a project featured in the 2017 Budget.

## **Item 2: Other**

Shuswap Trail Legacy Fund – The STA reported on a new program in support of the Shuswap Trail. The Shuswap Legacy Fund is a registered charity managed by the Shuswap Community Foundation to enable continued building and maintenance into the future.

## **Item 3: Late Items**

Park Hill Trails – Upper Trail – GLC members discussed potential drainage issues along this portion of the Park Hill trail network. This was highlighted as an area that may need future attention and maintenance.

Park Hill Trails – Trailhead – the GLC discussed the lack of a dedicated trailhead area for the Park Hill network, noting that while the Canoe Beach Park overflow parking lot serves as the trailhead, this space has not been developed as of yet into a trailhead area as per the Greenways Plan (with signage, a kiosk sign, garbage can, and other infrastructure). The GLC noted that this would promote the network and may become increasingly important as the area becomes more used.

**Item 4: Next Meeting** - Thursday, March 9, 2017.

**Item 5: Adjournment** - The meeting adjourned at 4:35 p.m.




---

Chris Larson, Planning & Development Officer  
(minutes endorsed by acting Committee Chair)

:CL

ATTACHMENT 1: STA – 2016 Summary



January 19, 2017

City of Salmon Arm  
Kevin Pearson, Director of Development Services  
PO Box 40  
Salmon Arm BC  
V1E 4N2

Re: OCP Amendment Application No OCP4000-28  
1890-20<sup>th</sup> Ave NE & 1830-17st. NE

Dear Kevin

The Salmon Arm Economic Development Society (SAEDS) Board of Directors has reviewed the information for the above-noted OCP amendment referral to re-designate a portion of 1890-20<sup>th</sup> Ave NE from Park to Medium Density Residential and a portion of 1830-17st. NE from Medium Density Residential to Park.

The SAEDS Board supports this application and has no noted concerns.

We thank you for the opportunity to comment on this OCP Amendment Referral.

Sincerely,

A handwritten signature in black ink, appearing to read "William Laird". The signature is fluid and cursive, with a large loop at the end.

William Laird, Chairperson



*City of Salmon Arm*  
*Memorandum from the Engineering*  
*and Public Works Department*

To: Kevin Pearson, Director of Development Services  
 Date: December 7, 2016, 2016  
 Prepared by: Darin Gerow, Engineering Assistant  
 Subject: Proposed Subdivision Application No. 16-33E  
 Legal: Lot 1 Plan 2927, except Plan 16170 and Lot 3, Plan KAP81689, Sec. 24-20-10  
 Civic: 1890 – 20 Avenue NE & 1830 – 17 Street NE  
 Owner: C. & C. Hostman & City of Salmon Arm  
 Applicant: Same

Further to your referral dated December 1, 2016, the Engineering Department provides the following servicing information.

The proposed parcel line adjustment is subject to the exemptions provided under Section 5.1 of the Subdivision and Development Servicing Bylaw No. 4163, which states the provision of new Works and Services shall not be required. It is assumed that the servicing is adequate for the proposed use.

20 Avenue NE on the subject property's north property line is designated as an Urban Collector Street requirement road right of way dedication of 20.0 meters (10.0 meters on either side of the road centerline). Available records indicate that additional dedication is required from existing Lot1, to be confirmed with BCLS.

Darin Gerow, ASCT  
 Engineering Assistant

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





*City of Salmon Arm  
Memorandum from the Engineering  
and Public Works Department*

To: Kevin Pearson, Director of Development Services  
 Date: December 22, 2016  
 Prepared by: Darin Gerow, Engineering Assistant  
 Subject: **Official Community Plan Amendment Application No. OCP4000-28E**  
 Civic: 1890 – 20 Avenue NE & 1830 – 17 Street NE  
 Legals: Lot 1 Plan 2927, except Plan 16170 and Lot 3, Plan KAP81689, Sec. 24-20-10  
 Owner: Hostman, Carl & Carole, 1890 – 20 Avenue NE, Salmon Arm, BC, V1E 2H3  
 City of Salmon Arm, Box 40, Salmon Arm, BC, V1E 4N2  
 Applicant: Owner

---

Further to your referral dated December 20, 2016, the Engineering Department has thoroughly reviewed the site and has no objections to the proposed OCP Amendment. Site servicing is not affected by the proposed change.

Darin Gerow, ASCT  
Engineering Assistant

Jennifer Wilson, P.Eng.  
City Engineer

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Item 21.1

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Flynn

Seconded: Councillor Harrison

THAT: the bylaw entitled Zoning Amendment Bylaw No. 4185 be read a third time.

[ZON-1082; Olsen, M.; 361 – 10 Street SE; R-5 to R-4]

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



# CITY OF SALMON ARM

## BYLAW NO. 4185

### 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 Chamber of City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia, on , 2017 at the hour of 7:00 p.m. was published in the and , 2017 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 as follows:

Lot 4, Section 14, Township 20, Range 10, W6M, KDYD, Plan 11087 except Plan 20146 from R-5 (High Density Residential Zone) to R-4 (Medium Density Residential Zone) as shown on Schedule "A" attached hereto and forming part of this bylaw.

2. SEVERABILITY

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.

3. ENACTMENT

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.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited as **"City of Salmon Arm Zoning Amendment Bylaw No. 4185"**.

READ A FIRST TIME THIS                      14th    DAY OF        February        2017

READ A SECOND TIME THIS                      14th    DAY OF        February        2017

READ A THIRD TIME THIS                                      DAY OF                                      2017

APPROVED PURSUANT TO SECTION 52 (3) (a) OF THE TRANSPORTATION ACT  
ON THE            DAY OF                                      , 2017

\_\_\_\_\_  
For Minister of Transportation & Infrastructure

ADOPTED BY COUNCIL THIS                                      DAY OF                                      2017

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

SCHEDULE "A"





Item 21.2

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Jamieson

Seconded: Councillor Eliason

THAT: the bylaw entitled Zoning Amendment Bylaw No. 4186 be read a third and final time.

[ZON-1083; Fisher, E. & H.; 1061 – 19 Avenue SE; R-1 to R-8]

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

# CITY OF SALMON ARM

## BYLAW NO. 4186

### 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 Chamber of City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia, on \_\_\_\_\_, 2017 at the hour of 7:00 p.m. was published in the \_\_\_\_\_ and \_\_\_\_\_, 2017 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 as follows:

Lot 8, Section 12, Township 20, Range 10, W6M, KDYD, Plan EPP56083 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone) as shown on Schedule "A" attached hereto and forming part of this bylaw.

2. SEVERABILITY

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.

3. ENACTMENT

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.

4. EFFECTIVE DATE

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

This bylaw may be cited as **"City of Salmon Arm Zoning Amendment Bylaw No. 4186"**.

ADOPTED BY COUNCIL THIS                      DAY OF                      2017

CORPORATE OFFICER





Item 21.3

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Harrison

Seconded: Councillor Eliason

THAT: the bylaw entitled Official Community Plan Amendment Bylaw No. 4187  
be read a third time.

[OCP4000-28; Hostman, C. & C./ Browne Johnson Land Surveyors; 1890 – 20 Avenue NE & 1830  
– 17 Street NE]

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond

# CITY OF SALMON ARM

## BYLAW NO. 4187

### **A bylaw to amend "City of Salmon Arm Official Community Plan Bylaw No. 4000"**

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chamber of City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia, on \_\_\_\_\_, at the hour of 7:00 p.m. was published in the \_\_\_\_\_ and \_\_\_\_\_, 2017, issue 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. "City of Salmon Arm Official Community Plan Bylaw No. 4000" is hereby amended as follows:
  - a) Redesignate that Part of Lot 1, Plan 2927, except Plan 16170, Sec. 24, Tp. 20, R. 10, W6M, KDYD as shown on Schedule "A" from Medium Density Residential to Park; and
  - b) Redesignate that Part of Lot 3, Plan KAP81689, Sec. 24, Tp. 20, R. 10, W6M, KDYD as shown on Schedule "A" from Park to Medium Density Residential.

#### 2. SEVERABILITY

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.

#### 3. ENACTMENT

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.

#### 4. EFFECTIVE DATE

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



5. CITATION

This bylaw may be cited as **"City of Salmon Arm Official Community Plan Amendment Bylaw No. 4187"**.

READ A FIRST TIME THIS                      14th    DAY OF        February        2017

READ A SECOND TIME THIS                      14th    DAY OF        February        2017

READ A THIRD TIME THIS                      DAY OF                                      2017

ADOPTED BY COUNCIL THIS                      DAY OF                                      2017

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



Item 23.

## CITY OF SALMON ARM

Date: February 27, 2017

Moved: Councillor Lavery

Seconded: Councillor Flynn

THAT: the Regular Council Meeting of February 27, 2017, be adjourned.

### Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously

Opposed:

- ☐ Cooper
- ☐ Flynn
- ☐ Eliason
- ☐ Harrison
- ☐ Jamieson
- ☐ Lavery
- ☐ Wallace Richmond



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