



DEVELOPMENT and PLANNING SERVICES COMMITTEE

July 17, 2017

City of Salmon Arm

Council Chamber

City Hall, 500 - 2 Avenue NE

8:00 a.m.

Page #	Section	Item#
	1.	<u>CALL TO ORDER</u>
	2.	<u>REVIEW OF THE AGENDA</u>
	3.	<u>DECLARATION OF INTEREST</u>
	4.	<u>PRESENTATION</u> n/a
	5.	<u>REPORTS</u>
1 – 6	5.1	VP-462, Kohlen, M. &M. / Lawson Engineering & Development Services, 7020 – 46 Street NE – Setback Variance
7 - 28	5.2	DP-413, Salmon Arm Developments Ltd. / Craven, Huston, Powers Architects, 100 – 5 Avenue SE – Residential Care Facility
	6.	<u>FOR INFORMATION</u> n/a
	7.	<u>IN CAMERA</u> n/a
	8.	<u>LATE ITEM</u> n/a
	9.	<u>ADJOURNMENT</u>

<http://www.salmonarm.ca/agendacenter>

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City of Salmon Arm

Development Services Department Memorandum

TO: Her Worship Mayor Cooper and Members of Council

DATE: July 6, 2017

SUBJECT: Development Variance Permit Application No. 462 (Building Setback)
Civic: 7020 - 46 Street NE
Owner/Applicant: M. & M. Kohlen / Lawson Engineering & Development Services

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP-462 be authorized for issuance for Lot 9 Section 6, Township 21, Range 9, W6M, KDYD, Plan EPP57614, which will vary Zoning Bylaw No. 2303 as follows:

Section 6.10.1 – R-1 Residential Zone – reduce the minimum front parcel line setback of the dwelling from 6.0 metres to 5.79 metres.

STAFF RECOMMENDATION

That the motion for consideration be adopted.

BACKGROUND

The subject property is part of the Parks Edge subdivision in Canoe (location map – Appendix 1). The building location certificate attached as Appendix 2 highlights the 0.21 metre, front yard setback encroachment.

The 689 m² lot was approved for subdivision last year and registered in May 2016.

In November 2014, Development Variance Permit (DVP) No. 405 was approved for nine proposed lots in the Parks Edge subdivision, which reduced the minimum front yard setback from 6 m to 5 m. At that time, none of the lots now registered in the subdivision existed and the DVP was registered on the title of the original parent parcel. The lots identified for that application were based on a conceptual subdivision layout. As can be seen on the map attached as Appendix 3, the subject property was not included in that DVP application.

The permit notation on the title of the original, single parent lot was carried over (*inter alia*) to the current title of the subject property and all other lots in the subdivision, even though the setback variance was neither approved for the subject property nor for several other lots.

The site plan filed with the Building Permit application in October 2017 referred to an approved setback variance. With the title notation, both the applicant and City staff assumed the variance applied to the subject property at that time.

When the building location certificate was provided to the City in March 2017, after construction of the dwelling was nearly completed, it became apparent to City staff that DVP-405 did not apply to the subject property. The owners were ready to move into the new home in May this year, and temporary occupancy permission was granted.

ANALYSIS

Sited at the end of a cul-de-sac, the dwelling's setback encroachment is unrecognizable from a street perspective (see photo attached as Appendix 4). Another new dwelling has been constructed west and adjacent to the subject property. To the east is 4.5 metre wide emergency access/egress and pedestrian walkway leading to 70 Ave. NE. Adjacent to that walkway / access is an undeveloped residential lot sloping down and away.

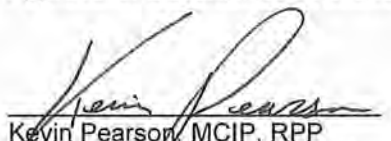
It appears there are no aesthetic concerns, traffic site line or view obstructions, or interference with utilities resulting from the setback encroachment.

CONCLUSION

The setback encroachment is very minor.

Approval of the building setback variance would relieve the non-conforming siting of the dwelling.

Approval of Development Variance Permit No. 462 is recommended.



Kevin Pearson, MCIP, RPP
Director of Development Services

APPENDIX 1



BROWNE JOHNSON LAND SURVEYORS*

BRITISH COLUMBIA AND CANADA LANDS

Box 362, Salmon Arm, B.C. V1E 4N5 250-832-9701

BC LAND SURVEYOR'S BUILDING LOCATION CERTIFICATE

To: Lawson Engineering & Development
c/o Blake Lawson
3481 4th Ave SE
Salmon Arm, BC V1E 1N3

Re: Lot 9, Section 6, Township 21, Range 9,
W6M, KDYD, Plan EPP57614

Your File:

Parcel Identifier(PID): 029-879-205

Civic Address: 7020 46th St NE, Canoe

Variance to Zoning Bylaw 2303, Section 6.10.1 -
Reduce front parcel line setback from 6.0 metres
to 5.79 metres.

List of documents registered on title which may
affect the location of improvements:

Covenant CA5266133

R/W J68130, KG117085

Building Scheme CA5266134



Scale 1:250



All distances are in metres.

Dimensions derived from Plan EPP57614

Offsets from property line to building are measured from the sheathing

The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document.

This plan was prepared for inspection purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

This building location certificate has been prepared in accordance with the Professional Reference Manual and is certified correct this 17th day of January, 2017.

BCLS

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LAND SURVEYORS

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**THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.**

Our File: 14-17 14-17.raw

APPENDIX 3



Highlighted Lots 4, 7, 11, 16 to 21 have Variance Permits (VP-405) to reduce front parcel line setback from 6.0 m. to 5.0 m.





City of Salmon Arm

Development Services Department Memorandum

TO: Her Worship Mayor Cooper and Members of Council

DATE: July 6, 2017

SUBJECT: Development Permit Application No. DP-413

Legal: Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP71970

Civic: 100 – 5 Avenue SE

Owner/Applicant: Salmon Arm Developments Ltd. / Craven, Huston, Powers Architects

MOTION FOR CONSIDERATION

THAT: Development Permit No. 413 be authorized for issuance for Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP71970 (100 – 5 Avenue SE) in accordance with the drawings as shown in Schedule A;

AND THAT: Development Permit No. 413 include the following variances to Zoning Bylaw No. 2303:

1. Section 4.3.10 – Setback Exceptions - reduce the permitted roof overhang projection from 0.6 metres (1.9 feet) to 0.41 metres (1.35 feet) along a portion of the south parcel line, and from 0.6 metres (1.9 feet) to 0.25 metres (0.82 feet) along a portion of the east parcel line;
2. Section 26.4 – Maximum Height – increase the permitted maximum height of a principal building from 12 metres (39.4 feet) to 14.5 metres (47.6 feet); and
3. Section 26.9.3 – Interior Side Parcel Line – reduce the minimum setback requirement from 3 metres (9.8 feet) to 2 metres (6.6 feet) along a portion of the south and east interior side parcel lines.

AND FURTHER THAT: Issuance of Development Permit No. 413 be withheld subject to amendment of applicable Statutory Right of Way Plan documents, to the satisfaction of the City of Salmon Arm and its legal counsel, and at the cost to the owner/applicant, to address realignment of City mains and structure trespasses presently proposed on the Development Permit drawings, including that:

1. The City of Salmon Arm, its crews and contractors shall have the right to dismantle all components of the walkway canopy at any time, by any means available and without notice, to inspect, service, upgrade and maintain its infrastructure within the right of way;
2. The City of Salmon Arm, its crews and contractors, are provided ancillary rights to enters lands beyond the right of way for the purpose of dismantling components of the walkway canopy, including excavation and dismantling of structural supports and fire suppression system;
3. The property owner will provide a detailed instruction manual clearly explaining procedures for dismantling the components of the walkway canopy, including

dismantling of structural supports, cover removal, disconnecting, and reconnecting any fire suppression system;

- 4. The property owner is responsible for reconstructing all components of the walkway canopy and all associated costs; and**
- 5. The property owner is responsible for all costs borne by the City of Salmon Arm for the dismantling the walkway canopy.**

AND FURTHER THAT: Issuance of Development Permit No. 413 be withheld subject to:

- 1. Adoption of the associated Zoning Amendment Bylaw No. 4215; and**
- 2. Receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of the landscaping plan.**

STAFF RECOMMENDATION

That the motion for consideration be adopted.

PROPOSAL

The subject parcel is located at 100 – 5 Avenue SE (Appendix 1), which has involved a recent property consolidation to support the proposed development. The parcel presently contains a 72 unit residential care facility, Mt. Ida Mews, and two single family dwellings (to be demolished). This application is to permit the development of a new 60-unit residential care building in addition to the existing care building as shown on the site plan and building elevations attached as Schedule A (Appendix 2).

BACKGROUND

The subject parcel is approximately 1.0 hectare (2.6 acres) and is designated High Density Residential (HDR) in the City's Official Community Plan (OCP). The larger portion of the parcel is currently zoned P-3, and a concurrent application (ZON-1098) has been made to similarly rezone the rest of the property (from present R-1 zoning to P-3) to facilitate this proposed development.

The proposed building is a contemporary style, 3 storeys with articulated facades and varied rooflines. The form and character of the proposed building has been designed to match the existing building. Staff note that institutional development does not require a Development Permit, and that this is a voluntary application to address form and character, similar to the recent development of the new CSRD building.

However, associated variances are subject to an application. The variances requested associated with the proposal relate to the roof projections and setbacks at the south and east parcel lines, as well as for height. At 14.5 metres tall, the building exceeds the 12 m maximum height permitted, and the proposed building site encroaches 1 metre into required setback area at the south east corner of the parcel, along a portion of both the south and east parcel line (see Appendix 2). A letter of rationale has been provided by the applicant to detail the intent of their submission (Appendix 3). Additionally, the proposal includes a request for a covering for one ground-level walkway spanning the existing drive aisle and City's right-of-way. A letter of rationale has been provided by the applicant to this request (Appendix 4).

COMMENTS

Building Department

Subject to full review by registered professionals. No concerns with requested variances.

Fire Department

Should canopy be constructed with combustible material, it will require fire suppression to NFPA 13.

Engineering Department

Concerns noted regarding the right-of-way. Right-of-way trespass is not supported. Comments attached (Appendix 5).

Design Review Panel

While the proposal is for institution use, with the proposal for development similar to a high density residential building and involving associated variances, the application was referred to the Design Review Panel (DRP) for review. The Panel was supportive of the proposal, appreciative of the level of detail provided and the quality of the building design presented, subject to the reconfiguration of the eastern parking area to widen the perimeter greenspace and the inclusion of hardy landscape species. The May 30, 2017 DRP meeting minutes are attached as Appendix 6.

Staff agree with the DRP recommendations, noting the benefits of increased landscape screening. The applicant has adopted all of the DRP suggestions and has revised their site plan in response. The attached site plan reflects the changes.

Planning Department

The proposed development is subject to the Zoning Bylaw and the guidelines of the "Residential Development Permit Area" as described in the OCP, suggesting characteristics under the topics of siting and building, access, circulation and parking area, as well as landscape and screening guidelines.

Siting and Building

The applicant is proposing a 60-unit building to be developed in the form of a three-level, multi-unit building in addition to the existing building on the parcel. The building would have a footprint of 1,270 square metres in area, a total of 3,790 square metres of floor area, and a maximum height of 14.5 metres above grade. The proposed building is situated at the south east parcel boundary of the present site (100 5 Ave SE).

The building design is a contemporary style with varied facades and rooflines. While it is institutional in nature, this design aligns with OCP Residential Development Permit Area policies 8.4.14 and 8.4.17 which encourage varied facades and rooflines. The articulation of the facades and roofline of the proposed building limits the impacts of the proposed building mass and could be considered complimentary, if not an enhancement, to existing development in the area. The proposed building design and materials are intended to complement the existing building (as described in the applicant's letter of rationale). Staff feel the design is within the OCP guidelines and note that the DRP was supportive and appreciative of the design's form and character.

Access and Parking Area

The subject parcel is proposed to feature dual vehicular access primarily via 5 Avenue SE to the north, and from 2 Street SE to the east. The additional access/egress from 2 Street is considered to be important and necessary for the development layout and density. The 48 parking spaces as proposed exceeds the 44 required (1 parking spaces per every 3 units), as specified by the Zoning Bylaw. The suggested reconfiguration by the DRP as adopted by the applicant provides enhanced landscaping and separation around the eastern parking area relative to the street and adjacent residential parcels, and should limit traffic impacts to some extent by distributing vehicular access to both accesses.

Landscape and Screening

The landscape plan has been completed and prescribes a range of trees and hedging for screening along the parcel lines, as well as decorative ground cover, aligned with OCP guidelines. As previously noted, the DRP's suggestion to increase the landscaping around the eastern parking area has been incorporated into the proposal moving forward. As well, the applicant has noted that the DRP's suggested hardy plantings will be incorporated.

Height and Density

The proposed institutional use offers some challenge in comparing it to a potential high density residential development scenario. The proposal would facilitate the provision of 60 new residential care units. The maximum residential density permitted under high density (R-5) zoning with a density bonus is 46.9 units per acre, or 121 units on the subject parcel. A total of 132 units are proposed (60 in the proposed building, with 72 units existing). While the proposed total number of units is higher, the nature of residential care units does not offer a direct comparison to the use associated with high density residential units. For example, the daily traffic generated by a residential care facility will be far less than a high density residential scenario.

In reference to Zoning Bylaw regulations (see Table 1 below) the proposed 14.5 m height proposed may be considered as favourable relative to a potential high density scenario (as supported by the OCP) involving a maximum permitted height of 15 m with the provision of an amenity (such as rental housing).

Table 1 – Zoning Analysis

	<u>P-3 Permitted/Required</u>	<u>R-5 with Density Bonus</u>	<u>Proposed</u>
Density	n/a	121 units	132 units
Height	12 m	15 m	14.5 m
Parcel Coverage	40 %	55 %	34.5 %
Setback – north (road)	6 m	5 m	5 m
Setback – east	3 m	2.4 m	2 m
Setback – south	3 m	2.4 m	2 m
Setback - west	3 m	2.4 m	n/a
Parking	44	152	48
Small Car Spaces	20 % (8)	20 % (31)	15 % (7)

Right of Way Request: Canopy Structure

As previously noted, the applicant has submitted a letter of rational describing their request for the proposed canopy structure crossing the City's right-of-way included in the DP drawings and site plan. This canopy structure is proposed to have a 5 metre clear height above the ground, providing an approximately 5.5 metre wide cover extending 11.5 metres across the drive aisle between the proposed and existing building, and is intended to be removable in case a such a need arises.

Typically, staff would not entertain a proposal for a structure in trespass over a right-of-way, as right-of-ways must remain unencumbered in case there is any need for immediate emergency access. The City's right-of-way contains vital water, sanitary sewer and storm water service infrastructure at this location. The Engineering Department does not support the canopy structure shown to be in trespass. Staff suggest Council could support this proposal in consideration of the benefit to the community of such a facility, balanced with the security provided to the City by the steps detailed in the Motion For Consideration.

Should Council support this concept, as per the Motion For Consideration, staff suggest that the right-of-way document revisions include detailed reference to the walkway cover which is proposed over the City's right-of-way, with the applicant prepared to provide detailed removal instructions to the City, address any future related removal costs, and accept that the City be held harmless in the event of any damage related to removal or during any future works conducted within the right-of-way (precise wording to be revised by City of Salmon's legal counsel).

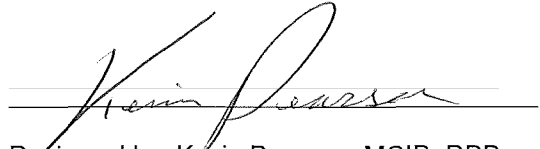
Should Council not agree with the staff recommendation and not support the canopy structure over the right of way, the Motion can be amended to delete the canopy structure from the development plan.

CONCLUSION

Development Services staff recommends approval of Development Permit No. 413.

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Prepared by: Chris Larson, MCP
Planning and Development Officer

A handwritten signature in black ink, appearing to be 'Kevin Pearson', written over a horizontal line.

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



0 25 50 100 150 200 Meters



Subject Parcels



FRONT (NORTH-WEST) PERSPECTIVE



SIDE (NORTH) PERSPECTIVE



REAR (WEST) PERSPECTIVE

OWNER

INSITE HOUSING, HOSPITALITY & HEALTH SERVICE INC.

520 - 1122 Mainland Street,
Vancouver, BC V6B 5L1
Tel: 604-699-6040
Contact: Johann Burger
Dafene Haslock

ARCHITECT

CRAVEN HUSTON POWERS ARCHITECTS

9355 Young Road,
Chilliwack, BC V2P 4G3
Tel: 604-793-9445
Contact: Alvin Baril
Leon Schroeder
Andy Sidhu

STRUCTURAL

VAN DEN BRINK ENGINEERING LTD.

101-45691 Airport Road,
Chilliwack, BC V2P 1A3
Tel: 604-762-2288
Contact: Iwan van den Brink
Kurt Haugseang

CIVIL

OMEGA ENGINEERING SALMON ARM LLP

PO Box 1162
120th 8th Street NE,
Salmon Arm, BC V1E 4P3
Tel: 250-833-5843
Contact: Jan van Lindert

MECHANICAL

SMITH + ANDERSON

210 - 1715 Dickson Avenue,
Kelowna, BC V1Y 9G6
Tel: 250-470-3952
Contact: Marjorie Bennett
Andrew Stringer
Jubel Wright

ELECTRICAL

SMITH + ANDERSON

210 - 1715 Dickson Avenue,
Kelowna, BC V1Y 9G6
Tel: 250-470-3952
Contact: Geoff Hahn
Andrew Stringer

BUILDING ENVELOPE

CSA BUILDING SCIENCES WESTERN LTD.

12 - 62 Fawcett Road,
Coquitlam BC V3K 6V5
Tel: 604-523-1366
Contact: Ralph Jeck

GEOTECHNICAL

INTERIOR TESTING SERVICES LTD.

#1 - 1925 Kitchener Road,
Kelowna, BC V1Y 4N7
Tel: 250-860-6940
Contact: Jonnifer Anderson
Petar Hanenburg

INTERIOR DESIGN

CATHERINE YOUNGREN
INTERIOR DESIGNERS INC.

#225 - 1028 West First Avenue,
Vancouver, BC V6J 1G1
Tel: 604-736 - 5510
Contact: Catherine Youngren

LANDSCAPE

CRAVEN HUSTON POWERS ARCHITECTS

9355 Young Road,
Chilliwack, BC V2P 4G3
Tel: 604-793-9445
Contact: Kyung Bae Park

CODE CONSULTANT

JENSEN HUGHES

1195 W Broadway,
Vancouver, BC V6H 3X5
Tel: 604-732-3751
Contact: Bruce Campbell

CONSTRUCTION MANAGER

KASPER DEVELOPMENT CORPORATION

100 - 8020 Enterprise Drive,
Chilliwack, BC V2R 5N8
Tel: 604-391-1320
Contact: Doug Kasper
Jeannie Simmons

MT. IDA MEWS - PHASE 2

100 - 5TH AVE, S.E.
SALMON ARM, BC

SCALE
JOB NO. 18101

DP0.1

ARCHITECTURE & LANDSCAPE ARCHITECTURE

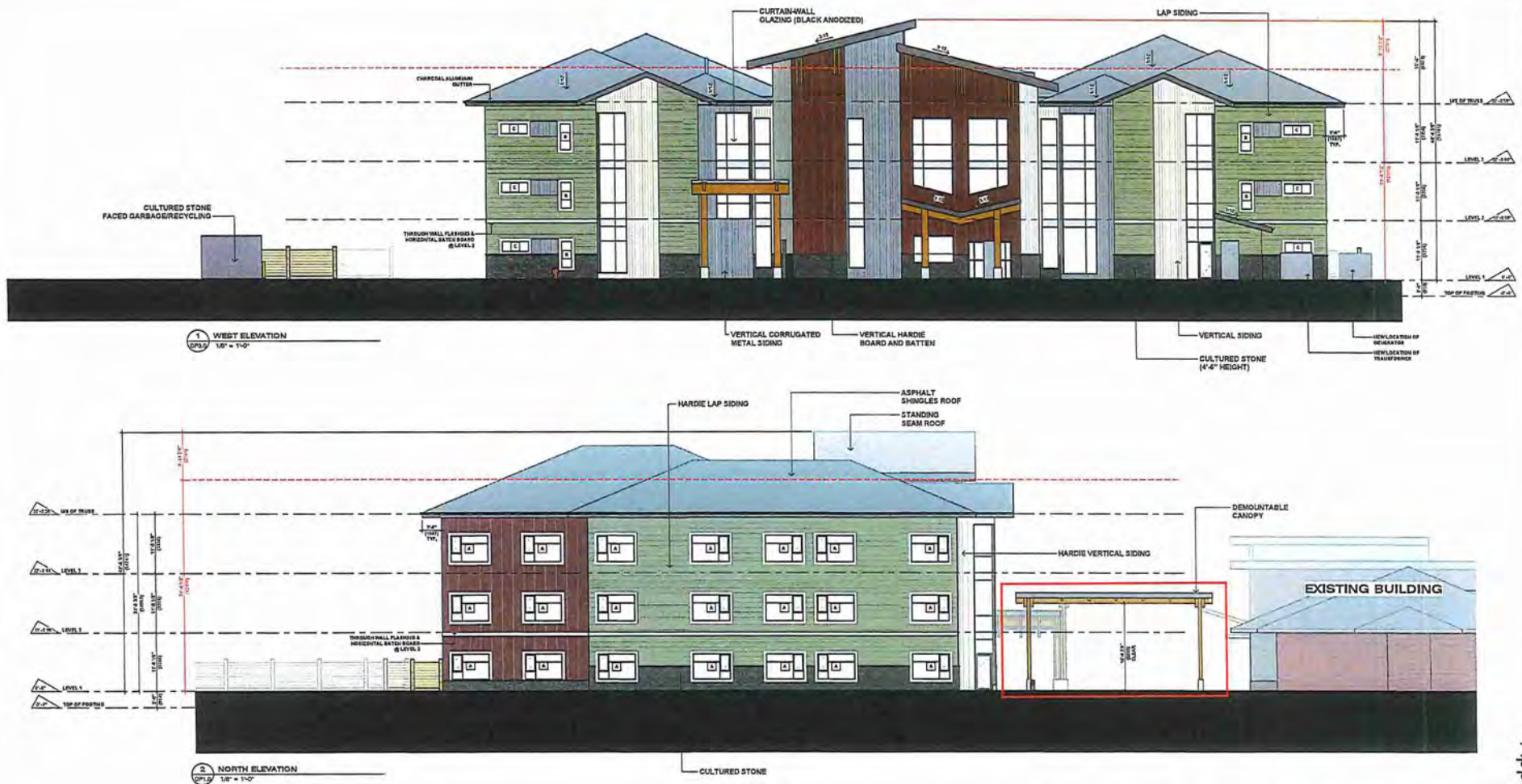
9355 YOUNG ROAD
CHILLIWACK, B.C. CANADA
V2P 4G3

TEL: 604 | 793 | 9445
FAX: 604 | 793 | 9446
EMAIL: cpa@cravenhustonpowers.com

Craven Huston Powers Architects

CHPA

APRIL 10TH, 2017



ELEVATION

MT. IDA MEWS - PHASE 2
100 - 5TH AVE. S.E.
SALMON ARM, BC

SCALE 1/8" = 1'-0"
JOB NO. 16101

APPROXIMATE EXTERIOR WALL MATERIAL TAKE-OFF		
Material Name	Material ID Mark	Area
FINISHED EXTERIOR - CORRUGATED VERTICAL METAL PANEL - GRAY		2200 SF
FINISHED EXTERIOR - CULTURED STONE - CHALKED GRAY		1000 SF
FINISHED EXTERIOR - HARDIE PANEL, PRO VERTICAL BOARD & BATTEN SIDING - COUNTRYLARK KED		4400 SF
FINISHED EXTERIOR - HARDIE PANEL VERTICAL SIDING - COBBLE STONE CERAMIC		2500 SF
FINISHED EXTERIOR - HARDIE PLANK LAP SIDING - MOUNTAIN SHARP CERAMIC		1900 SF

DP3.0

ARCHITECTURE & LANDSCAPE ARCHITECTURE

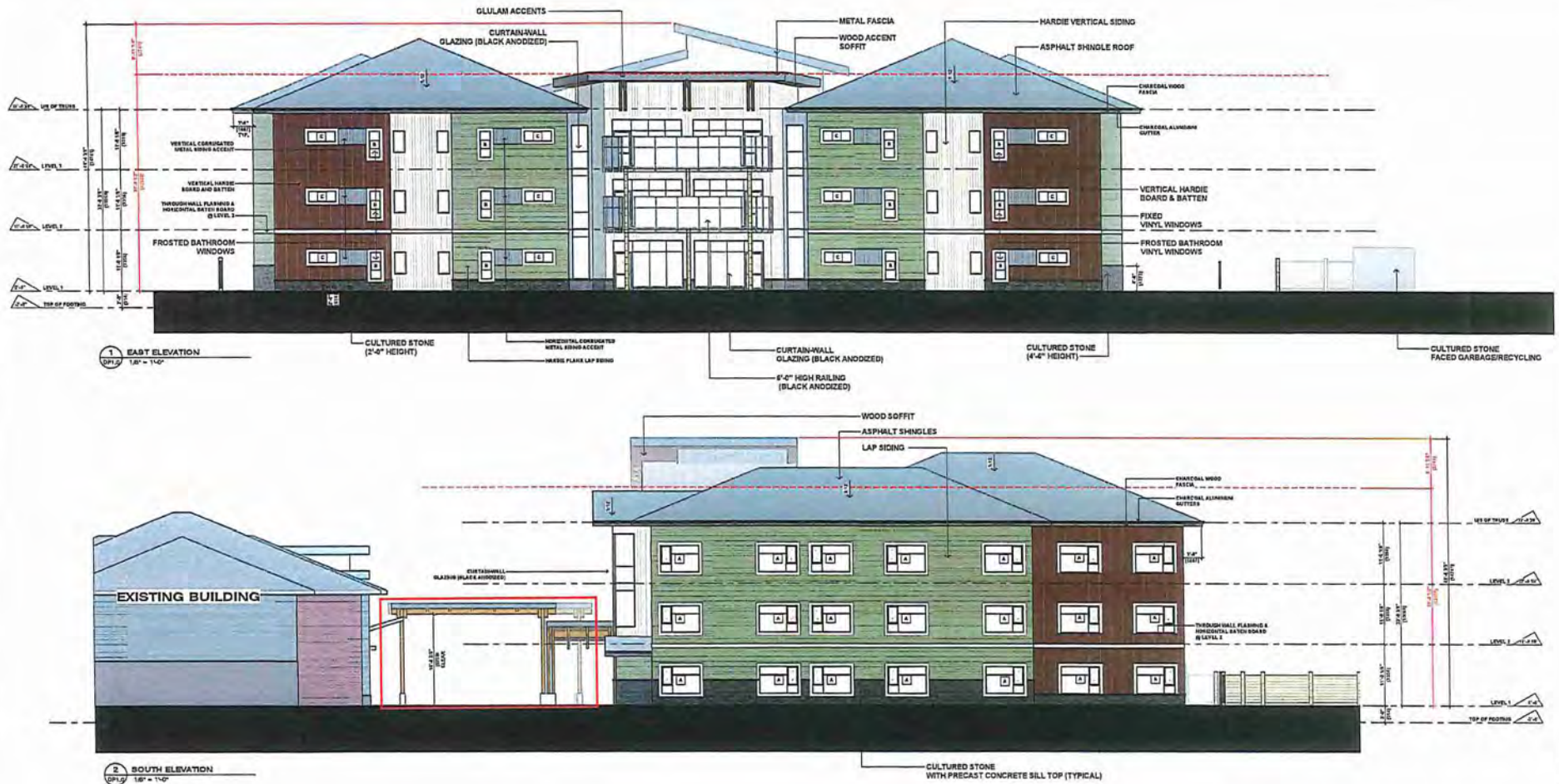
1000 YOUNG ROAD
CHILLIWACK, B.C. CANADA
V2P 4S3

TEL: 604 | 702 | 9445
FAX: 604 | 702 | 9445
EMAIL: chpa@chparchitect.com

Craven|Huston|Powers|Architects

CHPA

Appendix 2: Schedule A



ELEVATION

MT. IDA MEWS - PHASE 2
 100 - 5TH AVE. S.E.
 SALMON ARM, BC

SCALE 1/8" = 1'-0"
 JOB NO. 16101

DP3.1

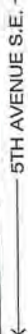
10255 YOUNG ROAD
 CHELSEA, B.C. CANADA
 V2P 4S3

TEL: 604 | 750 | 8445
 FAX: 604 | 750 | 8446
 EMAIL: info@chpa.ca

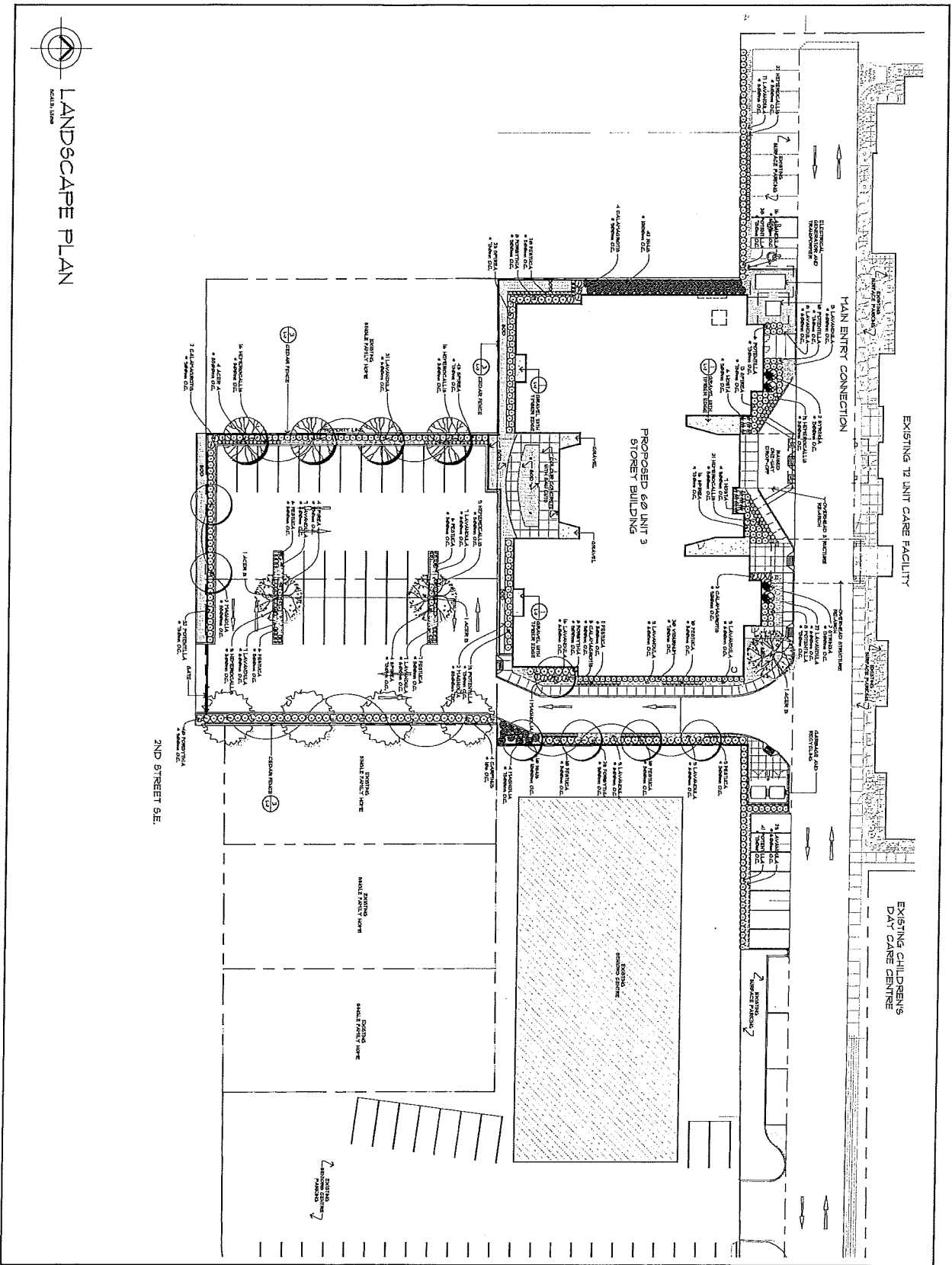
Craven | Nisonger | Powers Architects

CHPA

Appendix 2: Schedule A



Appendix 2: Schedule A



CRAVEN/HUSTON/POWERS ARCHITECTS ARCHITECTURE AND LANDSCAPE ARCHITECTURE 9355 YOUNG ROAD, CHILLIWACK B.C., V2P 4S3 TEL: 793-9445

PROJECT NUMBER: 16101

SCALE: 1/2" = 1'

DATE: 2010-04

DRAWING NAME: LANDSCAPE AND SITE DETAILS

ALL DIMENSIONS TO BE VERIFIED ON SITE

NO.	REVISION/ISSUE	DATE
1	PRELIMINARY SET	11/05/07
2	ISSUED FOR CP	05/04/11

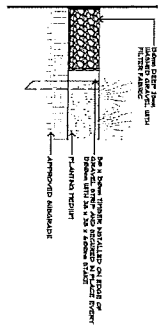
SALMON ARM RESIDENTIAL CARE FACILITY - PHASE 2

100 - 5TH AVE, S.E.

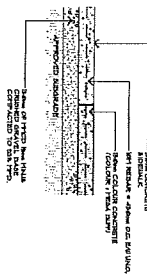
SALMON ARM, BC

1 OF 2

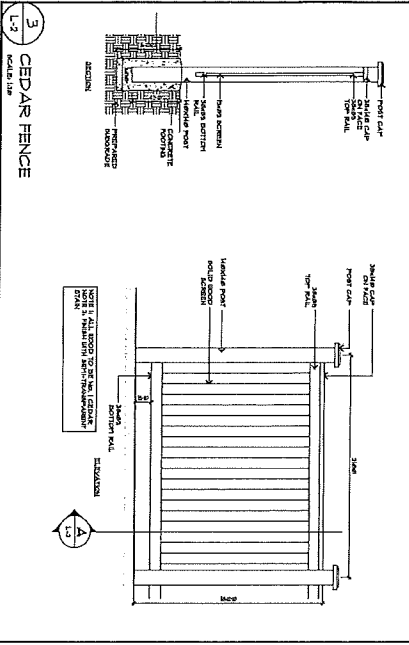
Appendix 2: Schedule A



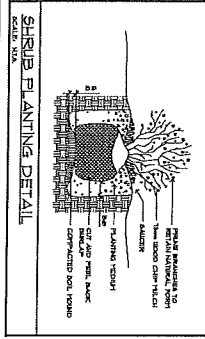
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SCALE: 1/8" = 1'-0"



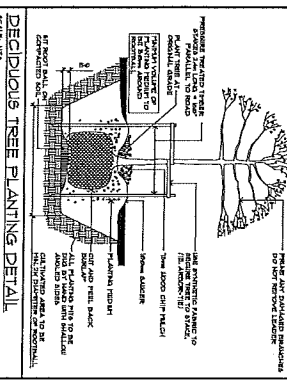
2 CONCRETE PATHWAY
SCALE: 1/8" = 1'-0"



3 CEDAR FENCE
SCALE: 1/8" = 1'-0"



SHRUB PLANTING DETAIL
SCALE: 1/8" = 1'-0"



DECIDUOUS TREE PLANTING DETAIL
SCALE: 1/8" = 1'-0"

PLANT LIST

NOTE: PLANT LIST COUNTS ARE FOR CONFORMANCE WITH THE LAYOUT. PLANT LIST COUNTS ARE NOT TO BE USED FOR ORDERING. PLANT LIST COUNTS ARE NOT TO BE USED FOR ORDERING. PLANT LIST COUNTS ARE NOT TO BE USED FOR ORDERING.

TYPE	PLANT	SIZE	QUANTITY	NOTES
A	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
B	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
C	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
D	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
E	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
F	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
G	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
H	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
I	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
J	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
K	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
L	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
M	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
N	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
O	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
P	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
Q	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
R	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
S	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
T	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
U	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
V	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
W	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
X	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
Y	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.
Z	ACER FRECKLE	1 1/2" DIA.	1	1 1/2" DIA.

CRAVEN/HUSTON/POWERS ARCHITECTS ARCHITECTURE AND LANDSCAPE ARCHITECTURE

9355 YOUNG ROAD, CHILLIWACK B.C., V2P 4S3 TEL: 793-9445

PROJECT NUMBER: 16101

SCALE: 1/8" = 1'-0"

DATE: 2/12/04

PROJECT NAME: LANDSCAPE AND SITE DETAILS

ALL DIMENSIONS TO UNLESS OTHERWISE NOTED

1. PRELIMINARY SET

2. ISSUED FOR CONSTRUCTION

PROJECT NAME: SALMON ARM RESIDENTIAL CARE FACILITY - PHASE 2

100 - 5TH AVE. S.E.

SALMON ARM, BC

Appendix 3: Design Rationale Letter

A R C H I T E C T U R E A N D L A N D S C A P E A R C H I T E C T U R E

9355 Young Road
Chilliwack, British Columbia
Canada V2P 4S3

Telephone: 604/793/9445
Facsimile: 604/793/9446
E-mail: chp@chparchitects.com

April 12, 2017

Craven|Huston|Powers|Architects **CHPA**

City of Salmon Arm
Attention: Development Services department
200 – 2nd Avenue N.E., Salmon Arm, BC V1E 4N2
Telephone: 250-803-4000

• Ryan Huston Architect A.I.B.C.
• Alvin Bartel Architect A.I.B.C.
• Justin Dyck Architect A.I.B.C.

Re: Mt. Ida Mews – Phase 2: Letter of Proposal
CHPA Job #16101

To whom it may concern:

We are pleased to apply for a Development Permit for a new residential care facility, to be located at 100 – 5th Avenue SE, which is the same property as the existing Mt. Ida Mews residential care facility, run by inSite Housing, Hospitality & Health Services Inc. As part of this development, the campus will be enlarged by including two adjacent properties to the east, which are currently being consolidated and rezoned to P-3, to be used for surface parking.

The proposed building is directly to the east of the existing facility, with their main entrances facing each other. There will be a new one-way driveway to the north of the proposed building, which will connect the existing parking area on the west side to the new surface parking area to the east. This new surface parking on the east side will also connect to 2nd Street SE.

The proposed building will accommodate 60 residential care suites, with 20 suites for each of the 3 floors. On each floor, the plan is mostly symmetrical in layout, with neighborhoods of 10 suites, each with its own amenity spaces and service rooms. The total floor area on the 3 residential floors is 40,794 square feet, plus the small basement area that contains service and storage rooms.

The philosophy of the building design emphasizes that it is essential to have a comforting, residential feel that aesthetically ties to the design of the existing building and also to the surrounding neighbourhood. The main pitched hip asphalt shingle roof exudes a residential feel, with some mono-pitched roofs at the main entry for a modern flare. Large windows will bring an abundance of natural light into the building. The exterior finishes include cementitious siding ("Hardie board") in both horizontal lap siding and vertical board and batten configurations. A dark stone veneer encompasses the entire base of the building, which matches the stone veneer of the existing care facility on site and provides a solid base visually. There is a limited amount of vertical corrugated metal cladding in a few key areas to incorporate a modern design element to the elevations.

The exterior cladding colours are vibrant to bring a feeling of optimism to residents and visitors. These colours compliment the colours of the existing building on the campus and bring visual unity to the area.

As part of this proposed development, we are requesting 4 variances as part of the Development Permit approval process:

1. Building setback variance of 1.0m on the south property line, adjacent to 651 2nd Street S.E. The proposed building setback is 2.0m instead of the required 3.0m. The reason for this request is to allow for the one-way driveway, sidewalk and some landscaping on the north side of the proposed building.

Appendix 3: Design Rationale Letter


Mt. Ida Mews – Phase 2: Letter of Proposal
CHPA Job #16101
April 10, 2017

Page 2 of 2

2. Building setback variance of 1.0m on the east property line, adjacent to 721 2nd Street S.E. The proposed building setback is 2.0m instead of the required 3.0m. The reason for this request is to avoid conflicting with some existing underground service on west side of the proposed building.
3. Roof overhang projection over setback by an additional 0.41m on the south property line and an additional 0.25m on the east property line. The zoning bylaw allows a roof projection of 0.6m, and this variance allows a slightly larger roof overhang, which provides a more residential feel to the building, as well as providing better building envelope performance.
4. Building height variance of 2.5m to allow a building height of 14.5m instead of the maximum 12.0m allowed under the zoning bylaw. Note that this maximum height only occurs on one small mono-pitched roof at the main entry, and all the main pitched roofs are lower than this. This higher roof faces the existing care facility on the site and will not impact any neighboring properties.

If you need any further information, please contact us. We thank the City of Salmon Arm for the opportunity to bring this new facility to the community.

Regards,

A handwritten signature in black ink, appearing to read 'Alvin Bartel', with a stylized flourish at the end.

Alvin Bartel, Architect AIBC
CHP Architects

9355 Young Road
Chilliwack, British Columbia
Canada V2P 4S3

Telephone: 604/793/9445
Facsimile: 604/793/9446
E-mail: chp@chparchitects.com

May 18, 2017

Craven|Huston|Powers|Architects

CHPA

City of Salmon Arm
Development Services department, attention: Chris Larson
200 – 2nd Avenue N.E., Salmon Arm, BC V1E 4N2
Telephone: 250-803-4000

• Ryan Huston Architect A.I.B.C.
• Alvin Bartel Architect A.I.B.C.
• Justin Dyck Architect A.I.B.C.

**Re: Mt. Ida Mews – Phase 2: Detachable Roof Rationale
CHPA Job #16101**

Mr. Larson:

We are proposing to construct a detachable roof structure over the right-of-way that is located along the main existing north-south maneuvering vehicle driving aisle, and wish to provide rationale for this proposed design.

The purpose of this roof structure is to provide a covered protection from the weather when transporting cooked food and laundry between the existing residential care building and the new proposed building. The existing building has a large commercial kitchen and a large commercial-grade laundry facility, both of which were originally designed and sized to have capacity to serve the existing and proposed new buildings. However, the care provider would like weather protection when transporting the food and laundry items on carts.

The proposed roof structure will not be connected or attached in any way to either the existing care facility or the new proposed care facility, but will be a separate, free-standing structure. The columns and foundation for this roof structure will be outside of the right-of-way, so only the roof itself will cross above the right-of-way. Due to the length of the span, it will be constructed with steel columns and beams, structurally sized to accommodate the local snow loads and snow drifting.

A fabric type roof structure is not a viable option for a few reasons. The appearance would drastically clash with the aesthetic of the two care buildings. Fabric roof structures look temporary and cheap, which is not the image that the care provider, nor the city, I'm sure, would like to portray, as this roof is in a high visibility location, by the main entrance of both buildings. Their durability from the elements is poor, with rips and failures being fairly common, especially during winter snow and wind storms. From a building code perspective, they are a flammable material, and as a separate structure, cannot be located near other buildings, which would defeat the purpose of this roof. In our experience with fabric structures, they are only viable if located far away from all other structures.

We acknowledge that the city engineering department has concerns about allowing aerial encroachments over right-of-ways. We understand that this concern is potentially being restricted in doing any potential work in the right-of-way.

With this in mind, we are proposing a two-pronged approach that we feel should satisfy the engineering department's concerns:

1. Approach #1: In our proposed design, the lowest clear point of the detachable roof structure be 5.0m in height from the asphalt driveway. This is higher than the 4.5m height clearance that the City of Salmon Arm Fire Department requires for their fire trucks. It should be noted that this proposed 5.0m clearance is also higher than many highway overpasses. This 5.0m clear height should be sufficient for any potential work that may be done in the right-of-way.

Mt. Ida Mews – Phase 2: Detachable Canopy Rationale
CHPA Job #16101
May 18, 2017

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2. Approach #2: In addition, the roof structure will be detachable, so it can be easily removed in the unlikely circumstance that the 5.0m clear height is insufficient. This roof structure is proposed to be constructed with steel and bolt connections. If it needs to be taken down, a truck-mounted crane should be sufficient to do this work quickly and easily.

We feel that the proposed roof structure is a good compromise in achieving the requirements of the care provider, providing an appealing aesthetic, and a safe structure while still allowing the city engineering department to access the right-of-way for any future maintenance needs.

If you need any further information, please contact us. We thank the City of Salmon Arm for their willingness to hear our rationale for this roof structure and your understanding in this matter.

Regards,

A handwritten signature in black ink, appearing to read 'Leon', followed by a long, sweeping horizontal stroke that extends to the right.

Leon Schroeder, Project Coordinator
Architectural Technologist AIBC, LEED Green Associate, CPTED Practitioner



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

To: Kevin Pearson, Director of Development Services
 Date: June 9, 2017
 Prepared by: Darin Gerow, Engineering Assistant
 Subject: **Development Permit Application DP-413E**
 Civic: 100 – 5 Avenue SE
 Legals: Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP14107
 Owner: Salmon Arm Developments Ltd., 520 – 1122 Mainland Street, Vancouver, BC, V6B 5L1
 Applicant: Craven | Huston | Powers | Architects, 9355 Young Road, Chilliwack, BC, V2P 4S3

Further to your referral dated May 17, 2017, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Development; 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 properties to be serviced completely by underground electrical and telecommunications wiring.
4. Properties under the control and jurisdiction of the municipality shall be reinstated to City of Salmon satisfaction.
5. Owner/developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required at time of construction. ESC Plans to be approved by the City of Salmon Arm
7. The applicant will be required to submit for City review and approval a detailed site servicing/lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

DEVELOPMENT PERMIT APPLICATION DP - 413E

June 9, 2017

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8. 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. 5 Avenue SE on the subject properties north boundary is designated as an Urban Collector Road and requires 20.0 meters dedication (10.0 meters from centerline). Available records indicate that further dedication is not required from the subject property.

5 Avenue SE is currently constructed to an interim Urban Road standard. No upgrades are required.

2. Shuswap Street South on the subject properties west boundary is designated as an Urban Arterial Street and requires an ultimate 25.0m road dedication (12.5 meters from centerline). Although the City can only require 10.0m of road dedication from centerline at this time, all structures must be setback to the ultimate dedication. Available records indicate that further dedication is not required from the subject property.

Shuswap Street South is currently constructed as an interim urban road. No improvements are anticipated at this time.

3. 2 Street SE along the properties east boundary is designated as an Urban Local Road and requires 20.0 meters dedication (10.0 meters from centerline). Available records indicate that further dedication is required from the subject properties; however this is not required for Development.

2 Street SE is currently constructed to an interim urban road. Upgrading to an Urban Local Road standard as shown in specification drawing RD-2 is required. Upgrades may include but not limited to, concrete sidewalk and boulevard construction.

4. A 3.0m wide sanitary statutory right-of-way exists along the northwest property line. No concerns or upgrades required.
5. A 13.0m wide right-of-way containing a storm sewer bisects 100 - 5 Avenue SE. A 5.974m wide sanitary sewer statutory right-of-way partially overlaps the right-of-way on the west side and a 4.5m wide watermain statutory right-of-way partially overlaps the right-of-way on the east side. The total statutory right-of-way is 15.731m wide. We note that the proposed care facility appears to be located within these right-of-ways. As previously discussed with the owner's consulting engineer, if the building is proposed to be located within these right-of-ways, all affected utilities must be relocated to City of Salmon Arm specifications and right-of-ways shall be altered to ensure a safe trench excavation is achievable if exposing the infrastructure is necessary in the future.

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It is also noted there are two (2) overhead structures proposed from the existing building to the proposed building shown on submitted plans. As these will be crossing over the above mentioned rights-of ways these overhead structures will not be permitted

6. A right-of-way containing a storm sewer and sanitary sewer runs along the southern property line. No concerns or upgrades are required.
7. Confirmation that 90 & 170 – 5 Avenue SE have a reciprocal access agreements in place.
8. The owner/developer will be required to identify existing right-of-ways and provide plan showing proper right-of-way widths. A consolidated plan may be required.

Water:

1. The sites front a 200mm watermain (Zone 1) on Shuswap Street South, a 200mm watermain (Zone 1) within the statutory right-of-way bisecting the property from north to south and a 100mm watermain (Zone 1) on 2 Street SE. Upgrading the 100mm watermain to 200mm is required; however, City of Salmon Arm has budgeted for this replacement to be completed in 2017, therefore no upgrades are required.
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 and Fire Departments.
4. Subject property is currently serviced from the watermain within the right-of-way that bisects the property from north to south with a 150mm to the existing building and a 150mm water service stub to the proposed building. All services shall be metered and complete with approved backflow prevention devices. Meters will be provided by the city at the owner's expense; owners shall allow for 4 week delivery on water meters, please contact Engineering Department for more information. All unused services must be abandoned at the main. Owner/developer is responsible for all associated costs

In correspondence with owner's consulting engineer a proposal to relocate the watermain will be submitted to the City of Salmon Arm to decrease a section of right-of-way to enable the proposed building construction. Owner/developer will be required to tie in all services.

Sanitary Sewer:

1. The site fronts a 200mm diameter sanitary main in the central statutory right-of-way, a 150mm diameter sanitary main in the southwest statutory right-of-way and a 150mm diameter sanitary main in the northwest statutory right-of-way and 200mm diameter sanitary main on 2 Street SE. As the 150mm sanitary mains are at the end of pipe they will not require upgrading.

DEVELOPMENT PERMIT APPLICATION DP - 413E

June 9, 2017

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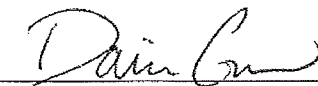
2. Existing building is currently serviced from the 150mm diameter sanitary main in the southwest statutory right-of-way. The proposed building shall be serviced with a sanitary service connection adequately sized to suit the needs of the development. All unused services must be abandoned at the main. Owner/developer is responsible for all associated costs.

Drainage:


1. The site fronts a 300mm diameter storm main in a statutory right-of-way immediately adjacent to the south property line, a 1500mm diameter storm main in the central statutory right-of-way and a 300mm diameter storm main on 2 Street SE. No upgrading of the storm mains is anticipated. It should be noted that The City of Salmon Arm has budgeted for this replacement of the storm main on 2 Street SE, to be completed in 2017.
2. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided. Should discharge into the City Storm Sewer be part of the ISMP, owner/developers 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. Subject to item 2, the proposed lots may be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. All existing inadequate/unused services must be abandoned at the main; applicant is responsible for all associated costs.
4. It should be noted the proposed building is positioned on the existing storm water retention system. The system shall be relocated and confirm size and orifice is sufficient.

Geotechnical:

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference Category A (Building Foundation and Site Drainage) is required.



Darin Gerow, ASCT
Engineering Assistant



Rob Niewenhuizen, ASCT
Director of Engineering and Public Works



CITY OF SALMON ARM

DESIGN REVIEW PANEL MINUTES

May 30, 2017
Room No. 100, City Hall

Present: Bill Laird (Panel Chair)
Lianne Longdo (Panel Member)
Bill Remphrey (Panel Member)
Paul Burrows (Panel Member)
John Coulson (Panel Member)

Bernd Hermanski (Applicant DP-412)
Alvin Bartel (Applicant DP-413)

Wes Miles (Planning and Development Officer)
Chris Larson (Planning and Development Officer)

Absent: Warren Welter (Panel Member)
Marc Lamerton (Panel Member)

Applications: **Proposed Multiple Family Residential Development at 1151 – 8 Avenue NE**
Development Permit Application No. DP-412

Proposed Institutional Development at 100 – 5 Avenue SE
Development Permit Application No. DP-413

The meeting was called to order at 2:01 p.m.

Development Permit Application No. DP-412

The Applicant summarized the proposal, referring to the site plans and building elevations, noting that the scale and traditional design are attempts to complement the existing development in the area.

Panel members discussed the proposal, noting the need for increased density. Questions were addressed regarding the building spacing, landscaping (noting it would be possible to feature less dense planting), parking and access. Panel members sought clarification on the requested variances, questioning the utility of the narrow space requested between units 5 and 6. The panel was not supportive of this variance regarding the separation between buildings 5 and 6.

Panel Recommendation

THAT the application drawings under review for application DP-412 be supported, subject to:

- eliminating the variance regarding the separation between buildings 5 and 6.

The DRP would support a duplex as an option combining units 5 and 6. The DRP suggests that should Council support the requested variance, that the landscape plan be revised to include hard landscaping to be installed between buildings 5 and 6.

Design Review Panel – May 30, 2017 Meeting Minutes

Development Permit Application No. DP-413

The Applicant summarized the proposal, referring to the site plans and building elevations. The design attempts to tie the new building to the existing structure, with similar colours, stone finishing, and rooflines.

Panel members discussed the proposal, commenting positively on the design proposal, as well as the form and character of the building, questioning proposed plantings, the access, and potential options to lessen the impact of the parking area. The DRP was not concerned with the requested variances, and viewed the requested right-of-way trespass for the covered walkway as reasonable. It was noted that by limiting a portion of the eastern parking area to one-way traffic, that potentially the perimeter landscaping could be widened and enhanced, softening the impact of the parking area on adjacent homes.

Panel Recommendation

THAT the application drawings under review for application DP-413 be supported, subject to:

- the review and substitution of potential zone intolerant plantings for hardy species; and
- reconfiguring the eastern parking area to one-way traffic to increase perimeter landscaping.

The DRP noted the level of detail in the proposal, the quality of the design, and was supportive of the project.

The meeting adjourned at 3:10 p.m.


Bill Laird, Panel Chair