



DEVELOPMENT and PLANNING SERVICES COMMITTEE

Monday, October 15, 2018

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 - 12	5.1	VP-481, Fowler, N. & Gomme, G & N.J. / Browne Johnson Land Surveyors, 1560 Lakeshore Road NE, Servicing Variance
13 - 22	5.2	VP-483, Owners, Strata Plan KAS2956 / Exel Construction Ltd., 611 Shuswap Street SW, Setback Variance
23 - 38	5.3	VP-484, Bowers, G. / Browne Johnson Land Surveyors, 2281 Auto Road SE, Servicing Variance
39 - 46	5.4	VP-485, Fennell, L. & S., 110 – 2 Street SE, Setback Variance
47 - 70	5.5	DP-421, 566562 BC Ltd., 131 Harbourfront Drive NE, Multi-Family Residential Development
	6.	<u>FOR INFORMATION</u>
71 – 74	6.1	Lakeshore Road Geotechnical Report, Director of Engineering and Public Works
	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: October 2, 2018

SUBJECT: Variance Permit Application No. VP-481 (Servicing)
 Legal: Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP61880
 Civic Address: 1560 Lakeshore Road NE
 Owner: N. Fowler, N. & G. Gomme
 Applicant: Browne Johnson Land Surveyors Ltd.

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. VP-481 be authorized for issuance for Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP61880 which will vary the provisions of Subdivision and Development Servicing Bylaw No. 4163 as follows:

1. Waive the requirement to upgrade the east half of Lakeshore Road NE for the entire frontage of the subject property;
2. Waive the requirement to upgrade the water main from 100 mm in diameter to 150 mm along the southern boundary of the subject property; and
3. Waive the requirement to extend the storm sewer main on 16 Street NE.

Subject to: Registration of a Section 219 Land Title Act Covenant that would prohibit further subdivision of and access to the Remainder shown on the sketch plan of subdivision attached as APPENDIX 6.

STAFF RECOMMENDATION

THAT The motion for consideration be adopted subject to removal of Item 3. Waive the requirement to extend the storm sewer main on 16 Street NE.

PROPOSAL

The subject property is located at 1560 Lakeshore Road NE (APPENDICES 1 and 2) and is under subdivision application to create two new lots and a remainder. The applicant is requesting that Council vary the provisions of the Subdivision and Development Servicing (SDS) Bylaw No. 4163 by waiving or reducing three requirements outlined in the Motion for Consideration. The proposed sketch plan of the subdivision is attached as APPENDIX 3 and a letter of rationale is attached as APPENDIX 4.

BACKGROUND

The property is currently designated Medium Density Residential in the City's Official Community Plan (OCP), and zoned Single Family Residential in the Zoning Bylaw. The property is approximately 1.02 ha in size and has dual frontage on both Lakeshore Road NE and 16 Street NE. There is an existing single

family dwelling and garage accessory building. The house will be retained on the Remainder Lot however the garage structure will have to be removed prior to final subdivision approval.

Section 4.0 of the SDS Bylaw requires that all subdivisions provide Works and Services in accordance with the standards and specifications set out in Schedule B. In this case, that includes road upgrades, utility upgrades and utility extensions to the urban standard. The present level of services in this area and fronting the subject property is below this standard with a noticeable absence of curbing, gutters, sidewalk construction, modern street lighting, and underground hydro / telecommunication infrastructure.

The property has had two recent subdivision applications; first (File 14.22) for a boundary adjustment and lot consolidation in 2014 and second (File 16.11) for another boundary adjustment in 2016. Because these two applications were applied under a boundary adjustment type subdivision, the requirements of the SDS Bylaw were limited compared to a conventional subdivision.

The current application is not a boundary adjustment and would create two new lots, 1780 m² and 1850 m² in area, leaving a remainder lot with an area of 6,580 m². The present gross area of the property (10,200 m²) far exceeds the area in which the Infill Exemption of the SDS Bylaw would be applicable; therefore full works and services of the bylaw are required. If the property's area could only accommodate two additional new lots at the minimum parcel size of 450 m² of the R-1 zone (i.e. if the present gross property area was less than or equal to 1,350 m²), then the SDS Bylaw's Infill Exemption would apply. Furthermore, the double frontage of the property along with its Medium Density Residential land use designation of the OCP provides significant potential in the future for small lot, single family and/or multiple family developments.

It is recognized the applicant's intent is to sever off and sell two single family lots at this time and to retain the remainder for the existing single family dwelling with no intentions to subdivide or develop that portion of land further. Staff also agree that the required works and servicing costs (approx. \$141,000 not including contingency, DCCs or new service connections) for two new lots that would only front one road (16 Street NE) are high – summary of works and services costs*:

Upgrades to the east half of Lakeshore Road to the Urban Local Street Standard	\$67,075
Upgrades to the water main from a 100 diameter mm to 150 mm (approximately 167 m in length)	\$35,500
Upgrades to the west half of 16 Street NE the Urban Local Street Standard	\$30,225
Extension of the 375 mm storm sewer main along 16 Street NE (approximate 30 m extension for road drainage)	<u>\$ 8,350</u>
	\$141,150*

* Opinion of Probable Costs by Gentech Engineering – does not include contingency, civil engineering consulting costs or Development Cost Charges (DCCs amount to \$19,058 for the proposed two lot subdivision).

To complicate this application, the City's Engineering Department commissioned a geotechnical report in October of 2017 on the stability of Lakeshore Road extending from 10 Street to 20 Avenue NE including the frontage of the subject property. The draft report (Fletcher Paine and Associates, August 2018) concluded that this vital Urban Collector Street continues to be undermined by a variety of sub-surface conditions and is in need of short-term repairs and extensive rehabilitation.

The area of Lakeshore Road adjacent to the subject property is in the area of most concern regarding overall road stability. The draft report noted that there are limited options for stabilizing this portion of roadway and likely the most feasible option requires shifting the road eastward from its present alignment approximately 8 m – i.e. further away from the embankment leading down to the CP Rail corridor. The

Engineering Department is recommending a 10 m (w) / 75 m (l) road reserve covenant (RRC) to protect for the realignment of Lakeshore road including potential sloping or retaining structures.

On September 7, 2018, staff met with the applicant and owners to explain some of the general implications of the geotechnical report and to discuss the idea of the owners granting a RRC to the City in exchange for the waiving of road upgrades along Lakeshore Road and 16 Street NE. It was further explained that with a Section 219 Land Title Act RRC the land remains privately owned yet becomes restricted from any development and will be dedicated to road if and when needed.

The subdivision plan attached in APPENDIX 5 has been marked-up to show (highlighted) the approximate extent of a 10 m wide RRC along the west boundary of the subject property. With that width, the existing dwelling would be setback further than the 6 m minimum. It is presently sited slightly greater than 20 m from the west lot line. The 2018 assessed land value of the approximate 750 m² needed for a RRC is calculated to be \$94,500 which is nearly equal to the combined cost estimate of \$97,300 for upgrades to Lakeshore Road and 16 Street NE. Factoring in the storm sewer extension and water main upgrade, if Council waived those requirements along with the road upgrades, the difference in assessed land value to the total off-site servicing costs would be \$46,650.

The owners confirmed with staff that they are not interested in negotiating a RRC with this variance application. On September 26, 2018, the owners/applicant have amended the subdivision plan to include two lots fronting 16 Street NE instead of one, and with that, the variance proposal was amended.

COMMENTS

Engineering Department

Comments pending.

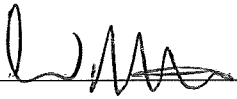
Planning Department

The total servicing costs to subdivide the subject property for two lots are cost prohibitive for the owners who have stated that they are not interested in subdividing further than two additional lots fronting 16 Street NE, or in rezoning the land to R-4 and developing it at a medium residential density.

The initial variance request was to waive all servicing requirements, except for a 50% cash contribution for road upgrades along 16 Street NE. That was prior to staff's knowledge of the Lakeshore Road geotechnical report. With the conclusion of that report, staff suggested the proposal of a RRC in exchange for waiving all of the servicing costs and the registration of a 'no further subdivision until full serviced' covenant. If it turns out that the extra width is not needed and Lakeshore Road can be upgraded and reinforced to a safe level in its present alignment, the RRC could be discharged from the property's title. Without the RRC or road dedication, the City could end up being in a situation where land acquisition of some kind may be needed. As mentioned the owners are not interested in the RRC proposal.

The latest proposal (the motion for consideration) coincides with a recent amendment to the original subdivision plan for two lots instead of one. The owners agree to register a Section 219 covenant (APPENDIX 6) that would prohibit further subdivision until such time that the remainder is fully serviced and offer to provide 100% cash in lieu of upgrades to the west half of 16 Street frontage is considered to be reasonable and consistent with other variance approvals by Council. The covenant would further restrict any additional accesses from Lakeshore Road until that stretch of road is deemed to be safe and fully serviced. With this latest proposal, upgrades to Lakeshore Road and the water main would be waived now and deferred to a future scenario.

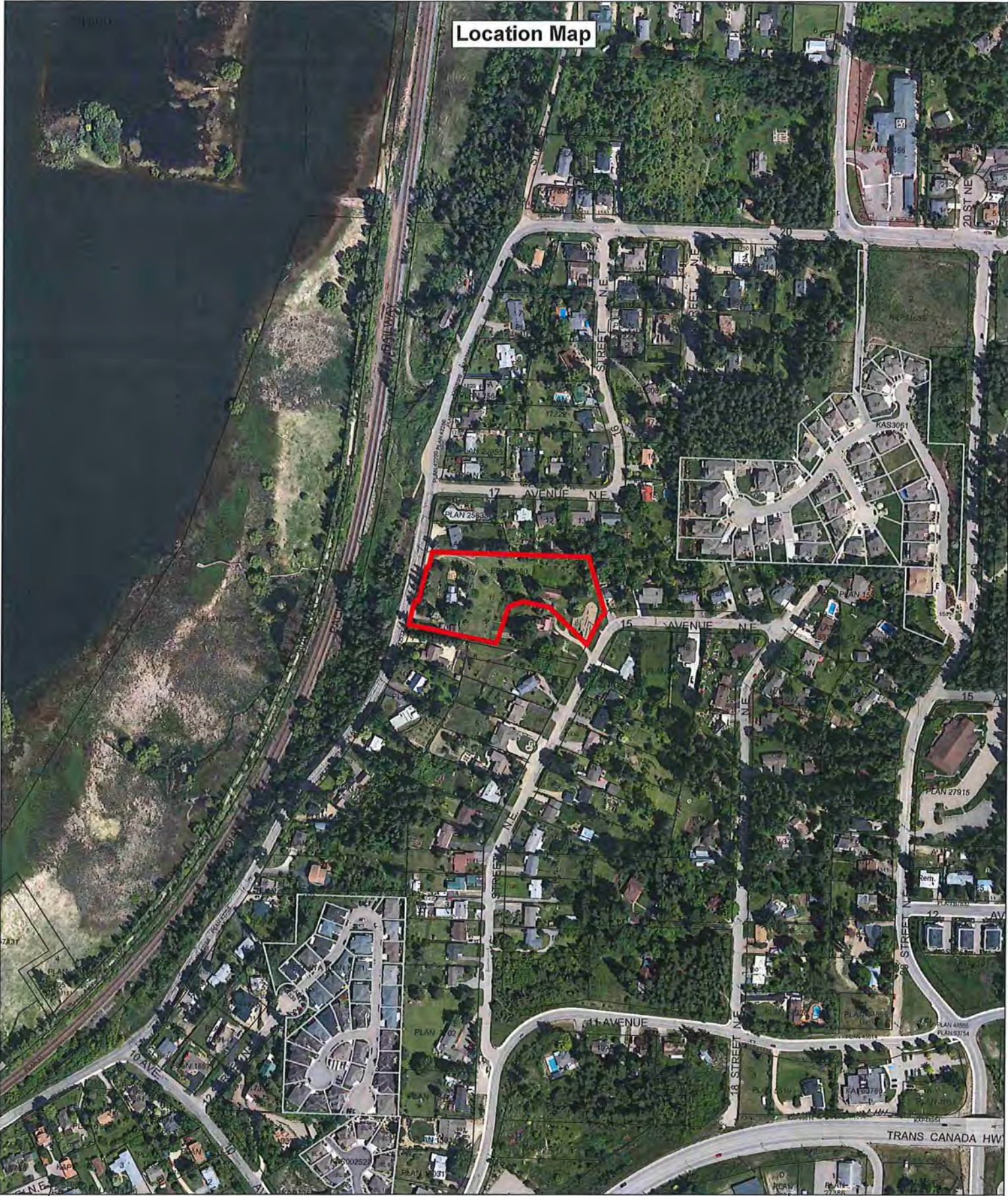
The applicants are requesting to waive the requirement to extend the storm sewer main on 16 Street NE. Staff support the proposal with the exception of this variance request. In staff's opinion, the approximate 30 m extension of storm sewer for road drainage is minor in cost and of higher priority due to potential slope instability further down slope on Lakeshore Road.

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

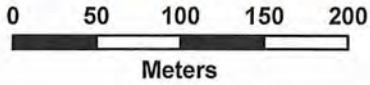
Prepared by: Wesley Miles, MCIP, RPP
Planning and Development Officer

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

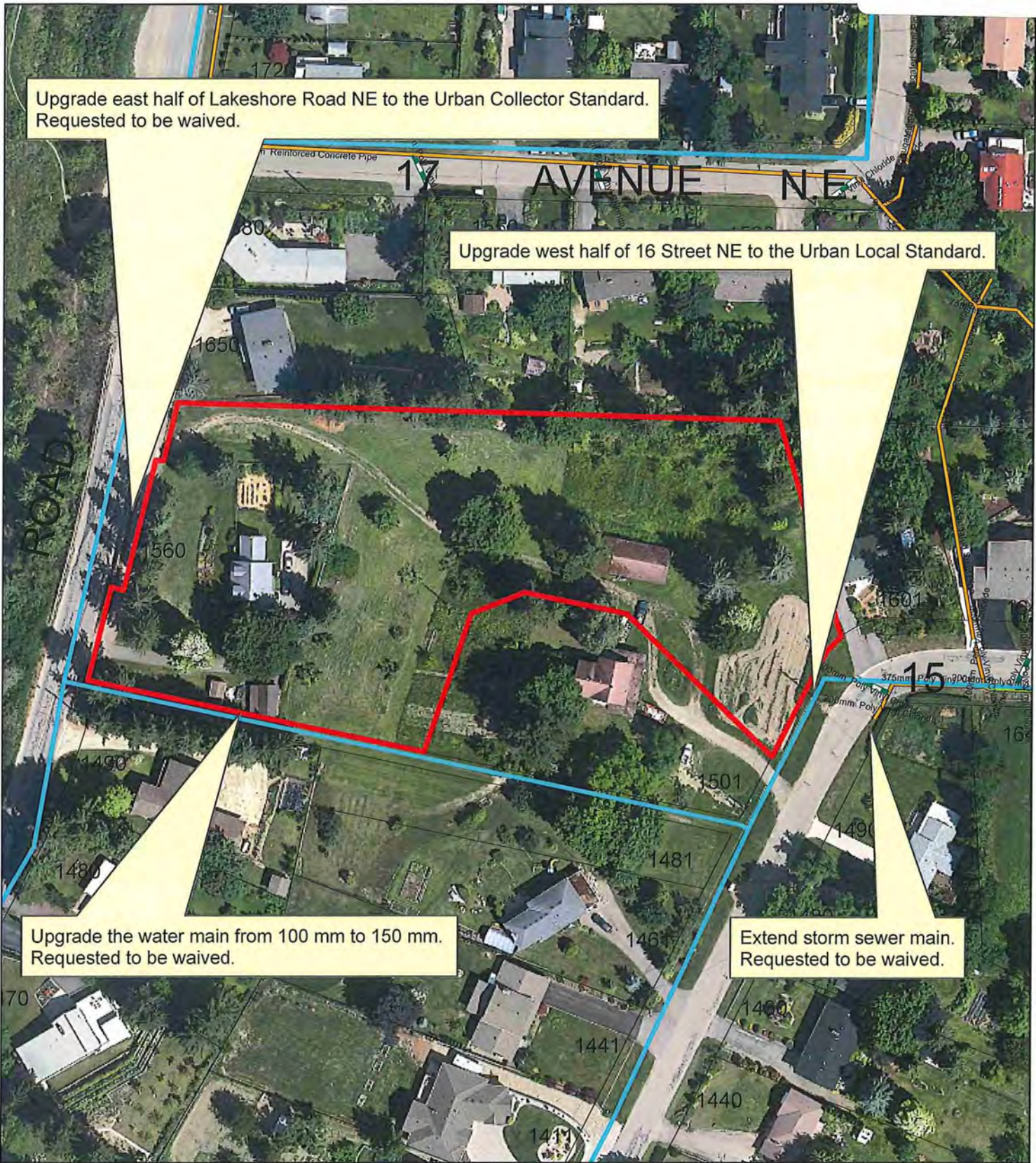
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services






Location Map

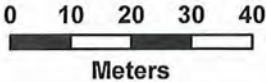


Subject Parcel



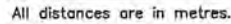
VP -481 (Fowler_Gomme)
1560 - Lakeshore Road NE

-  Subject_Property
-  Water Main
-  Storm Sewer Main



*This map was created for explanatory purposes only and is not intended for any other use.

BCGS 82L.074

[illegible]

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. 250-832-9701
File: 623-17 Fb.522 p.19
168-16.raw



*Providing Professional Services Since 1961 **

Box 362, 201-371 ALEXANDER ST
SALMON ARM, BC V1E 4N5
250-832-9701 | brownejohnson.com
office@brownejohnson.com

OUR FILE: 623-17

May 25, 2018

**RE: VARIANCE PERMIT APPLICATION
CITY OF SALMON ARM FILE 18.05(E)**

Dear Council,

On behalf of the owners and regarding the current Subdivision Application (CSA File 18.05, letter dated February 23, 2018), I would like to formally request a variance for the following Subdivision and Servicing Bylaw No. 4163 requirements:

1) Roads/Access (c): Upgrades to the east half of Lakeshore Road NE

We request this requirement be waived in full.

2) Water System (b): Upgrades to the water main along the entire length of the southern boundary

We request this requirement be waived in full.

3) Drainage (a): Extension of the storm sewer main on 15 Avenue NE

We request this requirement be waived in full.

~~4) Roads/Access (a): Upgrades to the west half of 15 Avenue NE~~

~~We request a variance to 50% cash contribution in lieu of future works (instead of 100%).~~

Rationale:

The proposed development of this property is a one lot subdivision. The potential for further development is minimal. Based on the small development proposal, we would consider the requirements above onerous and ask that Council consider the above variances for the following reasons:

- The development is proposed for 15 Avenue NE, not Lakeshore Road NE.
- Both the proposed lot and the remainder lot front adequate water mains on 15 Avenue NE and Lakeshore Road NE.
- Due to terrain, the proposed new lot will not be able to connect to the storm sewer main on 15 Avenue NE, even with the required extension.

Thank you for your time and consideration of this application.

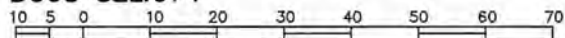
Please don't hesitate to contact me if you have any questions. I would be happy to discuss it further.

Kind Regards,



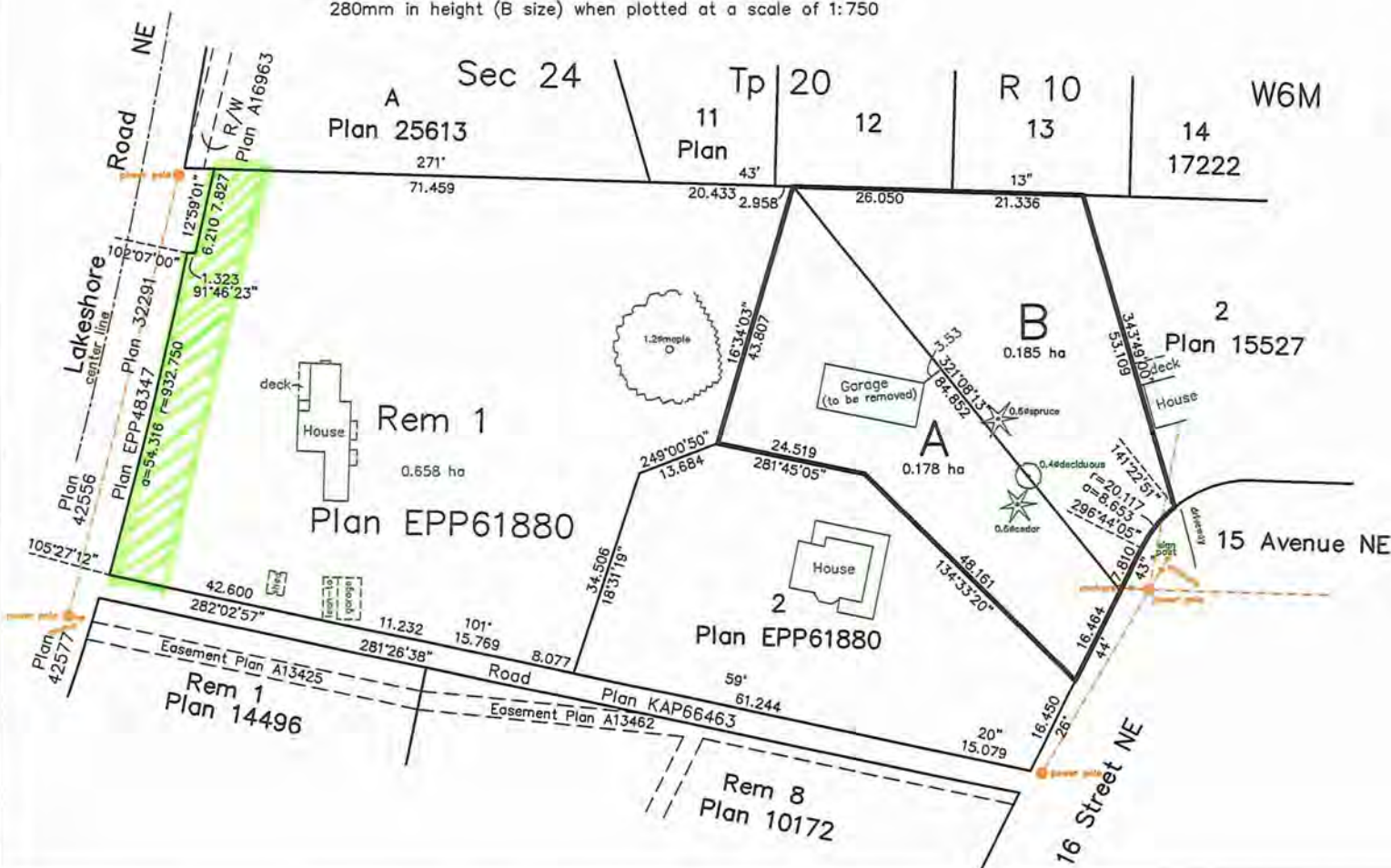
Nicole Bird, BCLS
Browne Johnson Land Surveyors

BCGS 82L.074



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 1:750



September 26, 2018

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. 250-832-9701
File: 623-17 Fb.522 p.19
168-16.row

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City of Salmon Arm
Development Services Department Memorandum

TO: Her Worship Mayor Cooper and Council

FROM: Development Services Department

DATE: October 4, 2018

SUBJECT: Development Variance Permit Application No. VP-483
Strata Plan KAS2956, Sec. 14, Tp. 20, R.10, W6M, KDYD
611 - Shuswap Street S.
Owners/Applicants: Owners, Strata Plan KAS2956
Agent: Exel Construction Ltd. (R. Semenzin & W. Laird)

Motion for Consideration

THAT: Development Variance Permit No. VP-483 be authorized for issuance for Strata Plan KAS2956, Sec. 14, Tp. 20, R.10, W6M, KDYD to vary the provisions of Zoning Bylaw No. 2303 as follows:

1. Section 10.9.2:
 - i) Reduce the minimum setback requirement of a principal building from the rear parcel line from 5.0 metres to 0.76 metres.

Staff Recommendation

THAT: The Motion for Consideration be adopted.

Proposal

The subject property is located at 611 Shuswap Street S. and contains the 16 unit Graystone East strata building. Graystone East was originally intended to be the first phase of a two phase building strata development but the developers have now advised that they do not wish to proceed with the second phase. Without the second phase, the Graystone East building will not meet the required rear setback requirement for a 'stand-alone' parcel and the owners are applying to have the setback requirement reduced. A location map, ortho photo, site plan and letter of rationale from the developer are attached as Appendices 1 through 4. (Note: Following submission of the application, it was determined that a variance to the paved aisle width, as identified in the agent's letter of rationale, is not required.)

Background

The property is designated High Density Residential in the Official Community Plan and is zoned R-5 (High Density Residential). In 2005, a Development Permit was issued for the two phase, building strata development and construction of Graystone East was completed in 2006. At that time, the property was a single parcel and with the registration of the strata plan, the property was divided into two parcels with the Graystone East building located on the eastern parcel (Plan KAS2956) and the remainder parcel, Phase Two, adjacent to its west and south property lines (Plan KAP77842), see Appendix 5.

In the R-5 Zone, the minimum setback requirement for a principal building from the rear parcel line is 5.0 metres. As shown on Appendix 3, the northwest corner of the Graystone East building is 4.82 metres from the rear parcel line and the southwest corner is 0.76 metres. The applicant's are therefore requesting that the minimum setback be reduced from 5.0 metres to 0.76 metres.

Discussion

Staff and affected agencies have reviewed the proposal and provide the following:

BC Hydro

BC Hydro will need a registered statutory right of way.

Telus

No concerns

FortisBC

No concerns.

Building Department

No concerns with variance application. The affected portion of the building is a concrete foundation wall with no openings, therefore conforms to the Building Code for spatial separation and wall construction requirements.

Fire Department

No concerns.

Engineering Department

No concerns with the setback variance. The agents have been advised of the servicing deficiencies on the Remainder parcel.

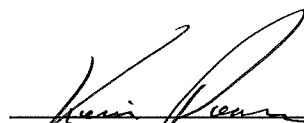
Planning Department

Setback requirements prevent owners from crowding neighbouring properties, ensure that fire separation distances are adhered to and protect traffic site lines along roadways. The building's location complies with Building Code requirements for spatial separation, it does not interfere with traffic site lines and the reduced setback only impacts the Remainder parcel which is owned by the developers.

The owners of Strata Plan KAS2956 have no concerns with the requested variance or with the developer's decision to not proceed with Phase Two. A letter from the strata's president and the Minutes of a General Meeting of the strata held on March 19, 2018 are attached as Appendices 6 and 7.

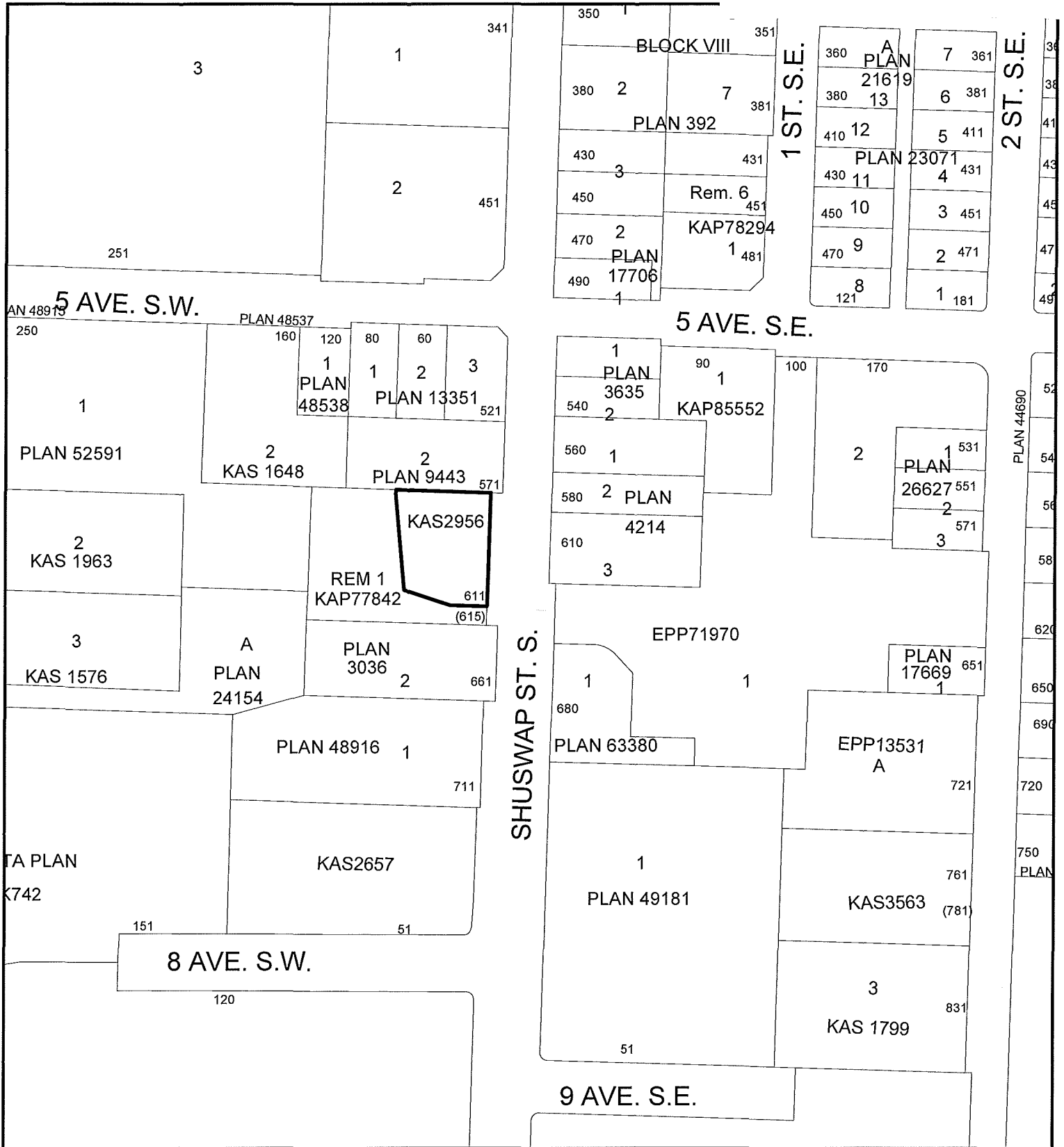
Staff have no concerns with the requested setback variance.


Prepared by: Jon Turlock
Planning & Development Officer


Reviewed by: Kevin Pearson MCIP
Director of Development Services


Appendices

1. Location map
2. Ortho photo
3. Site plan
4. Agent's letter dated Apr. 26/18
5. Plan KAS2956 (page one)
6. Owners letter dated July 13/18
7. Minutes of Strata Council Meeting of Mar. 19/18



Subject Property



 Subject Property

DETAIL



April 26, 2018

To whom it may concern-

Variance Permit Application – Letter of rationale.

Re: 611 & 615 Shuswap Street S.W.

The property was originally designed to be a Phased project of two buildings -
1st Phase – Graystone East - 16 units & 2nd Phase - Graystone West – 24 units.

Graystone East was completed in 2006 and all 16 units were occupied in 2007.

With the economic recession of 2008 and the ensuing stagnant condo market Phase 2 did not proceed by the documented May 15, 2010 start date. Exel Construction Ltd. now desires to sell the Phase 2 property.

In order to achieve a separate title, the development phases must be legally separated.

Upon discussion with the Graystone East Strata Group (Phase 1) it was determined that the owners did not want to share the use of the Workshop amenity which was intended to benefit both phases.

Further the Phase 1 Strata Group do not want to dilute the existing Contingency Reserve Fund (10 years of contributions) and will therefore support the subdivision of the Phases.

To achieve this subdivision of parcels we are requesting 2 variances:

1. Reduction of paved aisle width at entrance for 2 way traffic from 7.3M to 6.8M.
The existing paved entrance has been used successfully without incident for 2 way traffic since 2007.
2. Reduction of rear yard setback on Phase 1 building from 5M to .76M.
The variance would accommodate a small, essentially underground concrete structure attached to the parking garage which is used to store seldom used items.

We trust with review of the accompanying documentation that our requests can be supported.

Respectfully,



R. Semenzin – Exel Construction Ltd.

Acknowledged – President – Strata KAS2956 PH1



Phased Strata Plan of Lot 1, Plan KAP77842, Sec.14, Tp.20, R.10, W6M, K.D.Y.D.

Strata Plan KAS_____

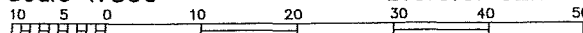
Deposited and Registered in the Land Title Office
at Kamloops, B.C. this 12th day of JAN 2006

S. LISCHKA

Registrar

Scale 1:500

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

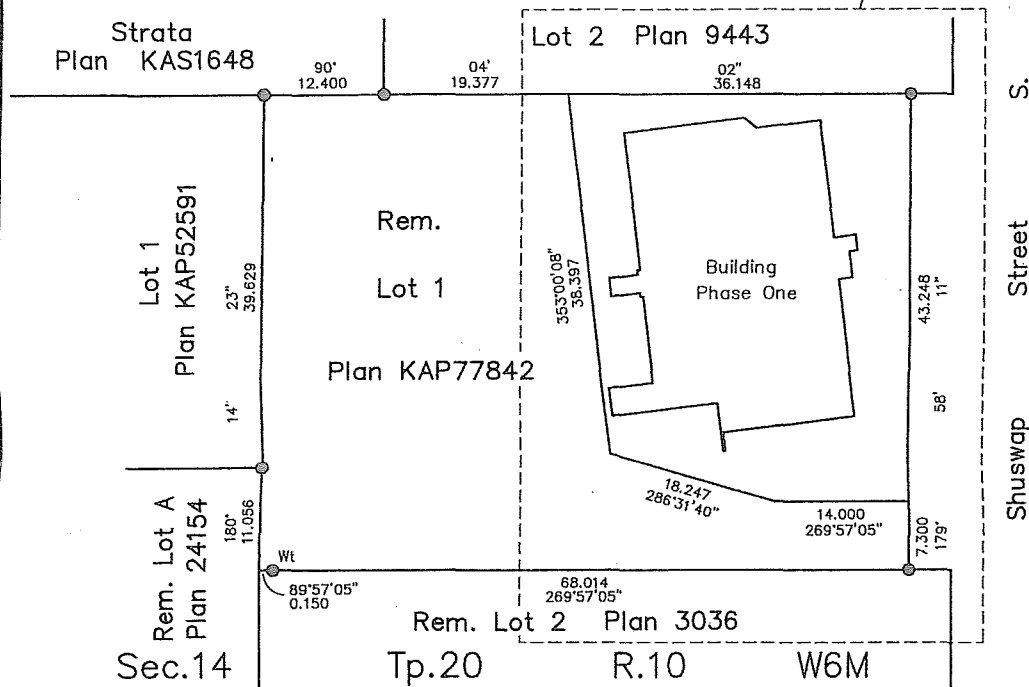


All distances are in metres.

This plan lies within the City of Salmon Arm, the Vernon Assessment Area and the Columbia Shuswap Regional District.

The civic address of the building is: 611-Shuswap Street S., Salmon Arm, B.C.

see Detail
Sheet 2



Owner: 692259 B.C.Ltd.

Assignment of Rents:

Mortgagee:
Salmon Arm Savings and
Credit Union

Authorized
Signatory
(print name) Grant Adams

Authorized
Signatory
(print name) Michael Adams

Witness(as to both)
(print name) Jean Adams

occupation: Manager, Commercial

address: 370 LAKEVIEW DRIVE NE
SALMON ARM, B.C. V1E 4N9

Authorized
Signature
(print name) Rie Semeng

Authorized
Signature
(print name) Bill Land

Witness(as to both)
(print name) Gary M. Brooke

occupation: Lawyer
address: PO Box 67
Salmon Arm B.C.

Phase One

Form 'P' File No. _____

I, J.C. Johnson, a British Columbia land surveyor, of the City of Salmon Arm, in British Columbia, certify that I was present at and personally supervised the survey represented by this plan, and that the survey and plan are correct. The field survey was completed on the 24th day of November, 2005. The plan was completed and checked, and the checklist filed under #41548, on the 6th day of December, 2005.

I, J.C. Johnson, a British Columbia land surveyor, certify that the buildings shown on this strata plan are within the external boundaries of the land that is the subject of the strata plan. Dated at Salmon Arm, B.C., this 28th day of November, 2005.

LEGEND

Bearings are astronomic and are derived from Plan KAP77842.

● Standard Iron Post Found

'Common' Denotes common property as defined in the Strata Property Act

S.L. Denotes Strata Lot

© Denotes limited Common Property

Approved as to Phase One of a two phase strata plan under Section 224 of the Strata Property Act this 4th day of JANUARY 2006

Approving Officer for the
City of Salmon Arm

I, J.C. Johnson, a British Columbia land surveyor, certify that the buildings included in this strata plan have not, as of November 28th, 2005, been previously occupied.

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. Ph. 832-9701
File: 148-05 Fb.R100p.28

The Owners Strata Plan KAS 2956

(Graystone East)

c/o Box 1270, Salmon Arm, BC V1E 4P4

Ph. (250) 832-3033

²¹
APPENDIX 6

July 13, 2018

To Whom It May Concern,

Re: Strata Plan KAS 2956:

Background: Strata Plan KAS 2956 was planned as a two Phase strata development. Phase I was completed and Phase II was not completed as planned in the original Disclosure documents.

The owners of KAS 2956 Phase I at a Special General Meeting on March 19, 2018 approved a motion to support in principle the separation of the Phase I land and the proposed Phase II land into two separate properties.

The owners of KAS 2956 Phase I at their Annual General Meeting on July 9, 2018 passed a motion to approve the Development Permit Waiver Application and Variance Permit Application to the City of Salmon as per the documents prepared by Exel Construction Ltd.

Yours truly,



Strata Plan KAS 2956

Margaret Cooper: President

THE OWNERS STRATA PLAN KA
(The Graystone)
MINUTES OF SPECIAL GENERAL MEETING
March 19, 2018

APPENDIX 7

Registration: Following registration, Strata President Peter Jobbins, called the meeting to order at 1:58 PM. Strata manager Fred Puetz attended and recorded meeting minutes.

There were 13 units represented including 10 in person and 3 by proxy. The quorum requirement was satisfied.

Peter Jobbins reviewed the rules for voting: One vote per strata unit and that voting cards would not be used.

Peter Jobbins acknowledged that Harmony Strata Management had hand delivered the notice of Special General Meeting on March 1, 2018, thereby satisfying the notice requirement of the Strata Property Act.

Peter Jobbins provided background information to the purpose of the meeting and the options to consider for KAS 2956 – Phase I going forward. KAS 2956 was originally planned as a phased strata development, Phase I Greystone East 16 units and Phase II 24 units. Phase II was never constructed and the date of completion of Phase II as per the original Discloser Documents filed at Land Titles has long expired. The developer, Exel Developments is looking to move forward on the property where Phase II would have been located. Strata Council had previously met with the developer on this matter.

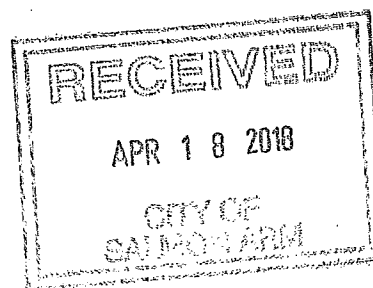
Two primary options were discussed.

1. Have Phase II developed as originally planned and have KAS 2956 become a 40 unit phased strata complex where the current Phase I is 16 units out of 40 units.
2. Separate the land into two separate titles where Phase I and a new development located on the original Phase II planned location are separate properties and entities.

A lengthy discussion was held. Numerous questions were raised by owners, some of which could not be answered by Council or strata management.

MOTION by Paul Scherba to support in principle the separation of the KAS 2956 land title into two separate properties subject to review of all documentation by KAS 2956 Phase I representatives. 2nd by Larry Martello. 12 in Favor. 0 Opposed. 1 Abstained.
Motion Carried.

MOTION by Jill Bingham to terminate the meeting at 2:58 PM. 2nd by Myrna Jobbins. A Clear Majority in Favor. **Carried.**





City of Salmon Arm
Development Services Department Memorandum

TO: Her Worship Mayor Cooper and Council

FROM: Development Services Department

DATE: October 9, 2018

SUBJECT: Development Variance Permit Application No. VP-484
Lot 11, Plan EPP75660, Sec. 13, Tp. 20, R.10, W6M, KDYD
2281 - Auto Road SE
Owner: G. F. Bowers
Agent: Browne Johnson Land Surveyors

Motion for Consideration

THAT: Development Variance Permit No. VP-484 be authorized for issuance for Lot 11, Plan EPP75660, Sec. 13, Tp. 20, R.10, W6M, KDYD to vary the provisions of Subdivision & Development Servicing Bylaw No. 4163 as follows:

1. Section 3.0
 - i) Waive the requirement to upgrade the north half of the Auto Road SE frontage to the Interim Urban Arterial standard;
 - ii) Reduce the requirement for a cash contribution equivalent to 100% of the estimated cost for the required water main extension to a 50% cash contribution;
 - iii) Waive the requirement for a cash contribution equivalent to 100% of the estimated cost for the required sanitary sewer main extension; and
 - iv) Waive the requirement for a cash contribution equivalent to 100% of the estimated cost for the required storm sewer extension.

Staff Recommendation

THAT: The Motion for Consideration be defeated.

AND THAT: Development Variance Permit No. VP-484 be authorized for issuance for Lot 11, Plan EPP75660, Sec. 13, Tp. 20, R.10, W6M, KDYD to vary the provisions of Subdivision & Development Servicing Bylaw No. 4163 as follows:

- i) Waive the requirement to upgrade the north half of the Auto Road SE frontage to the Interim Urban Arterial standard subject to registration of a Land Title Act, Section 219 covenant prohibiting any further subdivision and/or boundary adjustments until the north half of the Auto Road SE frontage is upgraded to City standards; and

.../2

-
- ii) Reduce the requirement for a cash contribution equivalent to 100% of the estimated cost for the required water main extension to a 50% cash contribution;
-

Proposal

The subject property is located at 2281 Auto Road SE. The owner has received preliminary approval to subdivide the property into two parcels and is applying for four variances to Subdivision and Development Servicing Bylaw No. 4163. A location map, ortho photo, sketch plan of the proposed subdivision and a letter from the applicant's agent are attached as Appendices 1 through 4.

Background

The property is located in Residential Development Area 'A' and is designated Low Density Residential in the Official Community Plan. The property is zoned R-1 (Single Family Residential) and is approximately 1.3 hectares in size. Proposed Lot A is vacant and a residence is located on the Remainder parcel.

As shown on Appendix 1, the property has frontage on both 4B Avenue SE and Auto Road SE. 4B Avenue SE is classified as an Urban Local Road and is constructed to the Urban Local Road standard. Dedication and construction of 4B Avenue SE to the west boundary of the property is not required for the current subdivision proposal, however, registration of a Road Reserve Covenant, as shown on Appendix 3, to allow for its future extension westward is required and the owner/developer is prepared to register this covenant. Auto Road SE is classified as an Urban Arterial Road and is constructed to an interim Urban Local Road Standard. The owner/developer is required to upgrade the Auto Road SE frontage to the Interim Urban Arterial Road standard in accordance with Specification Drawing No. RD-4 and is requesting that this requirement be waived. A copy of Specification Drawing No. RD-4 is attached as Appendix 5 and a pre-plan showing other potential road extensions through the property is attached as Appendix 6. The owner/developer has also agreed to protect the potential road extensions through the southern portion of the Remainder parcel with a Road Reserve Covenant.

As a condition of subdivision approval, Subdivision and Development Servicing Bylaw No. 4163 requires that all works and services be extended from their existing termination points to the furthest parcel line of the subdivision. This ensures that properties beyond the subdivision can connect to City services and can also be further subdivided or developed. With this subdivision proposal, three City utilities will need to be extended to allow for future subdivision or development of the adjacent parcel to the west and the proposed Remainder parcel, see Appendix 7. However, installation of these mains is not required at this time and cash contributions equivalent to the estimated costs of the extensions would be sufficient to meet the bylaw requirements:

1. A 150 mm diameter water main terminates at the east boundary of the site on 4B Avenue SE. A cash contribution equivalent to 100% of the estimated cost of extending this main to the west boundary of proposed Lot A is required. The owner/developer is requesting that this be reduced to 50% of the estimated cost;
2. A 200 mm diameter sanitary sewer main is located adjacent to the north and east boundaries of proposed Lot A. A cash contribution equivalent to 100% of the estimated cost of extending this main along the west boundary of the site to the south boundary of proposed Lot A is required. The owner/developer is requesting that this requirement be waived; and
3. A 250 mm diameter storm sewer main is also located adjacent to the north and east boundaries of the proposed Lot A. A cash contribution equivalent to 100% of the estimated cost of extending this main along the west boundary of the site to the south boundary of proposed Lot A is required. The owner/developer is requesting that this requirement be waived.

Discussion

Staff and affected agencies have reviewed the proposal and provide the following:

BC Hydro

No concerns.

Telus

No concerns.

FortisBC

No concerns.

Building Department

No concerns.

Fire Department

No concerns.

Engineering Department

See Appendix 8.

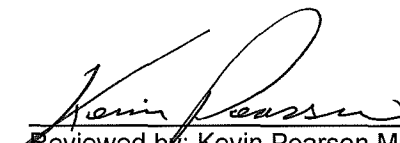
Planning Department

Staff support the request to waive the requirement to upgrade Auto Road SE to the Interim Urban Arterial Road standard provided a covenant is registered on the proposed Remainder parcel prohibiting any further subdivision until this frontage is upgraded to City standards. Auto Road SE only provides access to the proposed remainder parcel and this parcel has further subdivision potential. Upgrading this frontage is not required for the current subdivision proposal and can be deferred to the time of future subdivision or development of the proposed Remainder parcel.

Staff also support the request to reduce the cash contribution for the required water main upgrade from 100% of the estimated cost to 50%. This main will be located in the future 4B Avenue SE road right of way which fronts both proposed Lot A and the Remainder parcel. The remaining 50% of the cost can therefore be deferred to the time of future subdivision or development of the proposed Remainder parcel.

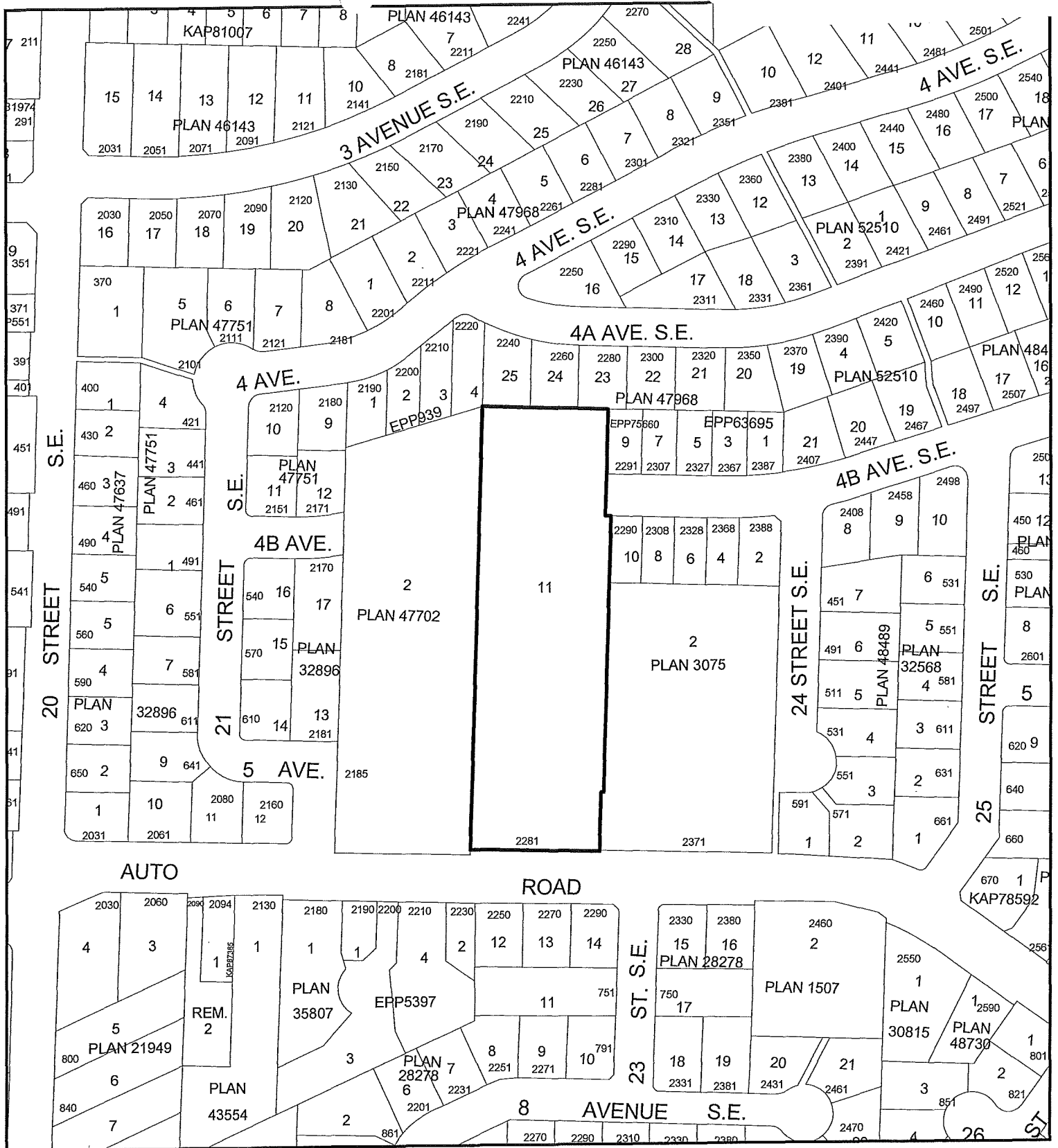
Staff do not support the request to waive the cash contributions for the required extensions of the sanitary and storm sewer mains. Due to the topography in this area, extensions of these mains will be required to service the proposed Remainder when it is further subdivided or developed. These mains are located along the north boundary of proposed Lot A and if the cost of their construction is not addressed at this time, the proposed Remainder parcel will be responsible for 100% of the cost for extending them at the time of future development.


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 subdivision
4. Specification Drawing No. RD-4
5. Subdivision pre-plan
6. Letter from applicant
7. Utility map
8. Engineering Dept. comments




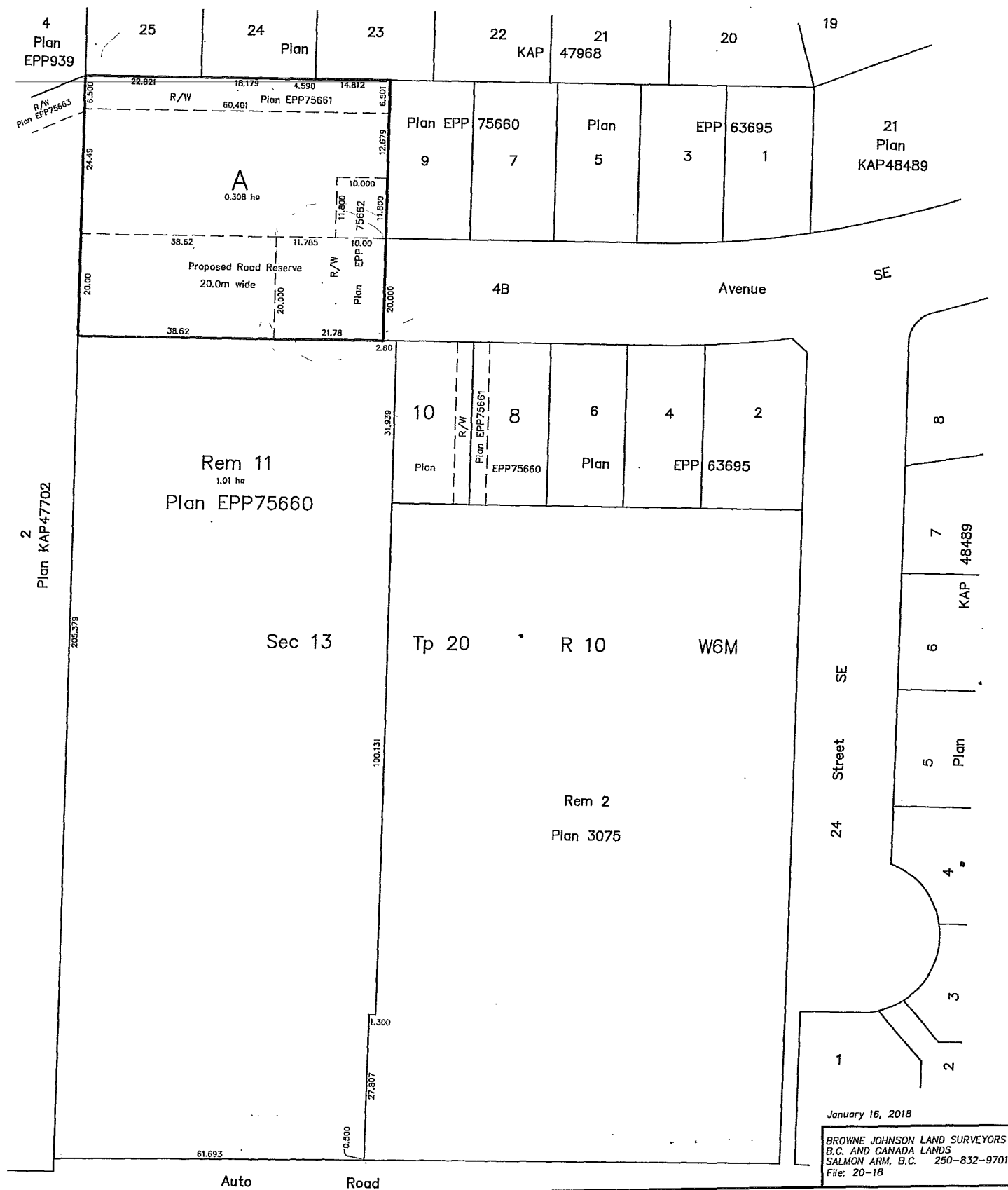
Subject Property



 Subject Property

BCGS 82L.064

10 5 0 10 20 30 40 50

 All distances are in metres.
 The intended plot size of this plan is 432mm in width by 560mm in height (C size) when plotted at a scale of 1:500



OUR FILE: 20-18

June 26, 2018

**RE: VARIANCE PERMIT APPLICATION
CITY OF SALMON ARM FILE 18.12(E)**

Dear Council,

On behalf of the owners and regarding the current Subdivision Application (CSA File 18.12, letter dated May 25, 2018), I would like to formally request a variance for the following Subdivision and Servicing Bylaw No. 4163 requirements:

1) Roads/Access (a & b): Upgrades 4B Avenue SE

- (a) Provide road reserve for 4A Ave, pave temporary turnaround
- (b) Request variance from upgrading Auto Road.

2) Water System (a): Upgrades to the water main along the entire length of the eastern boundary

- (a) Request variance to reduce cost of water main extension on 4B Ave to half the cost

3) Sanitary Sewer

- (a) Request variance from construction of sanitary line along the west boundary and provide right of way only.

4) Drainage (a): Extension of the storm sewer main on 15 Avenue NE

- (a) Request variance from construction of storm line along the west, provide right of way only

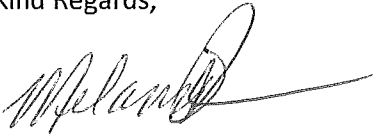
Rationale:

The proposed development of this property is a one lot subdivision. The requirements are better suited for future development of the large remainder of the lot. Based on this small development proposal, we consider the above requirements onerous and ask that Council consider the above variances

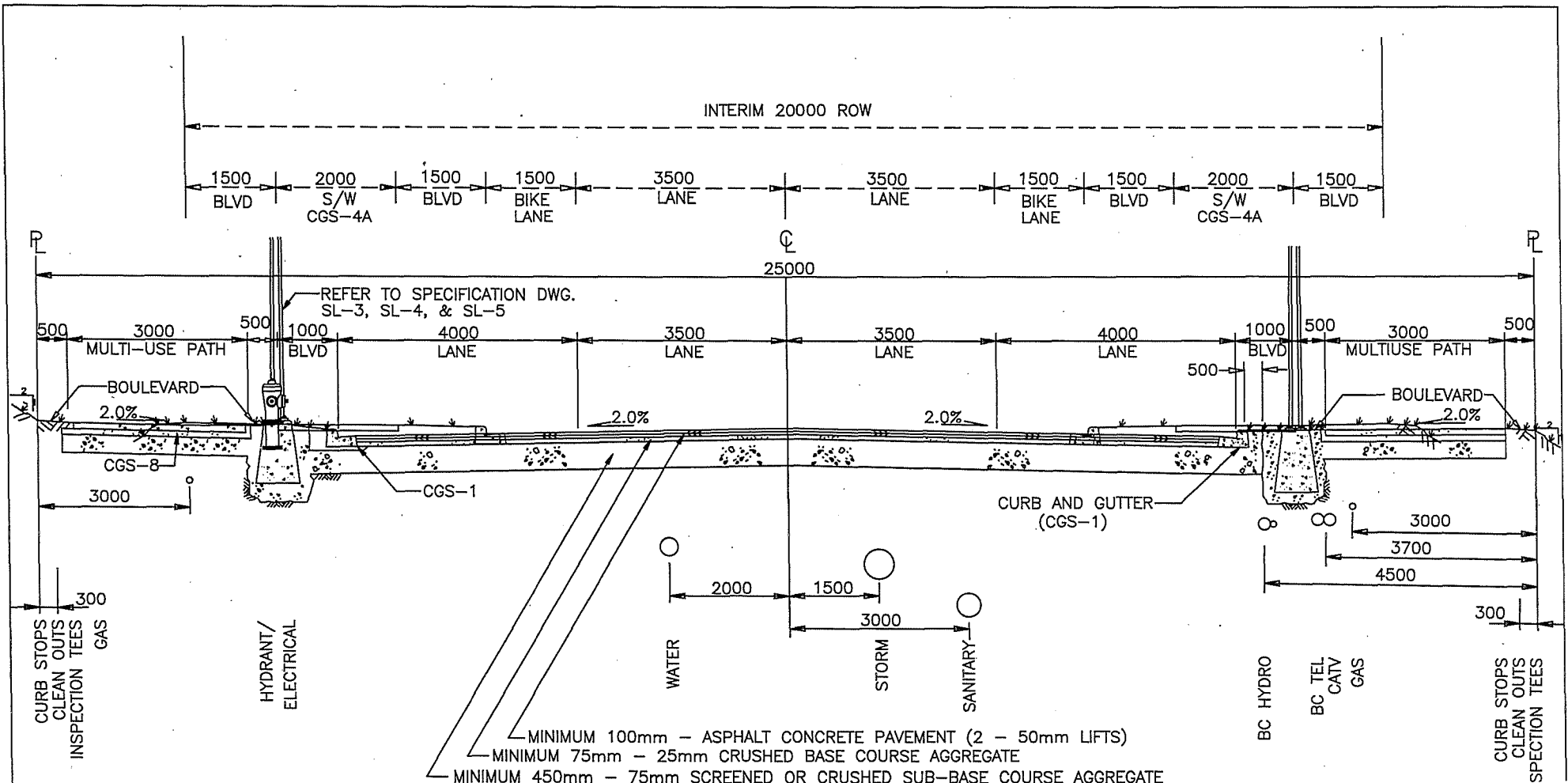
Thank you for your time and consideration of this application.

Please don't hesitate to contact me if you have any questions. I would be happy to discuss it further.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Melanie Howard', with a long, sweeping horizontal line extending to the right.

Melanie Howard
Browne Johnson Land Surveyors

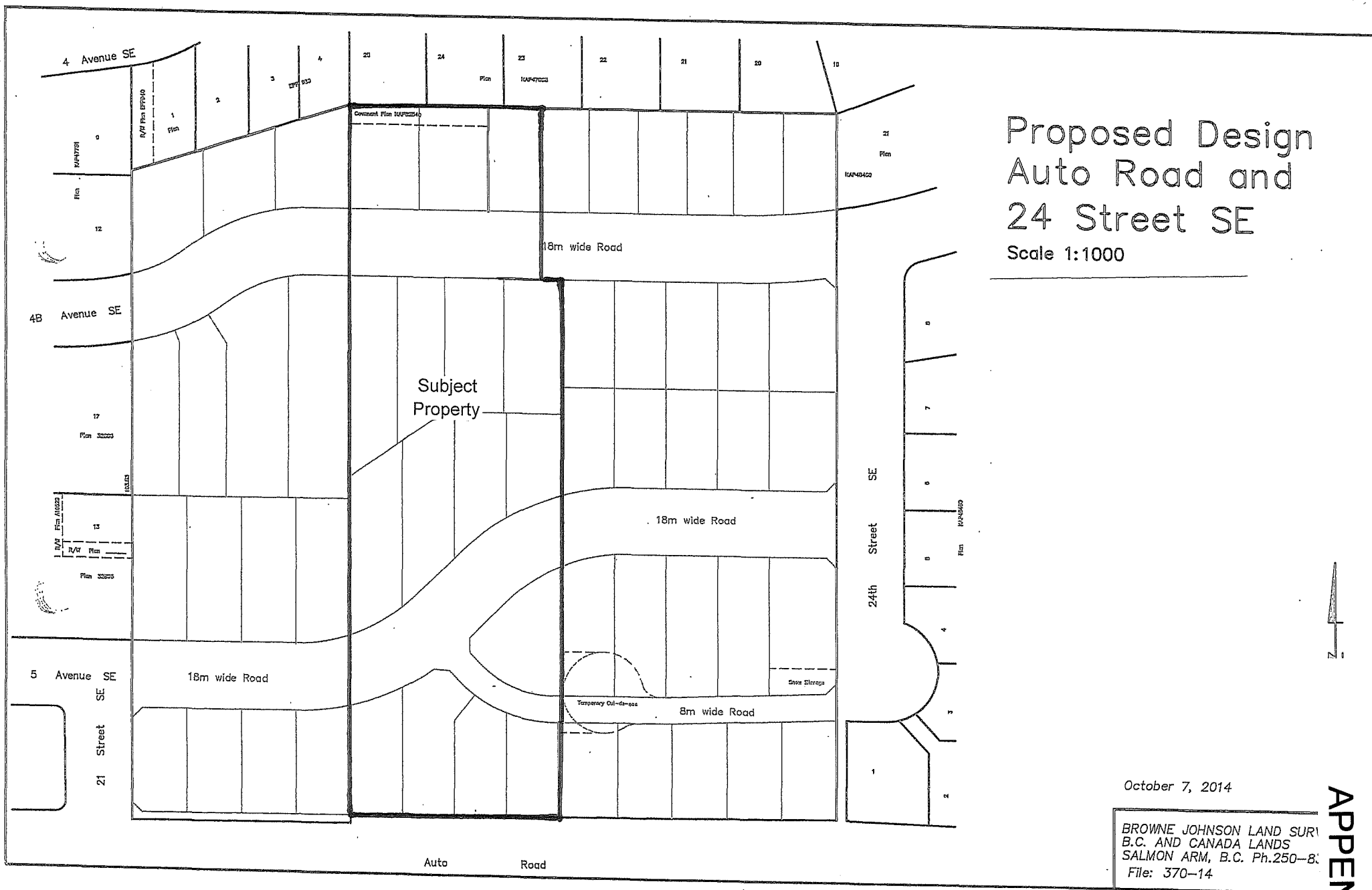


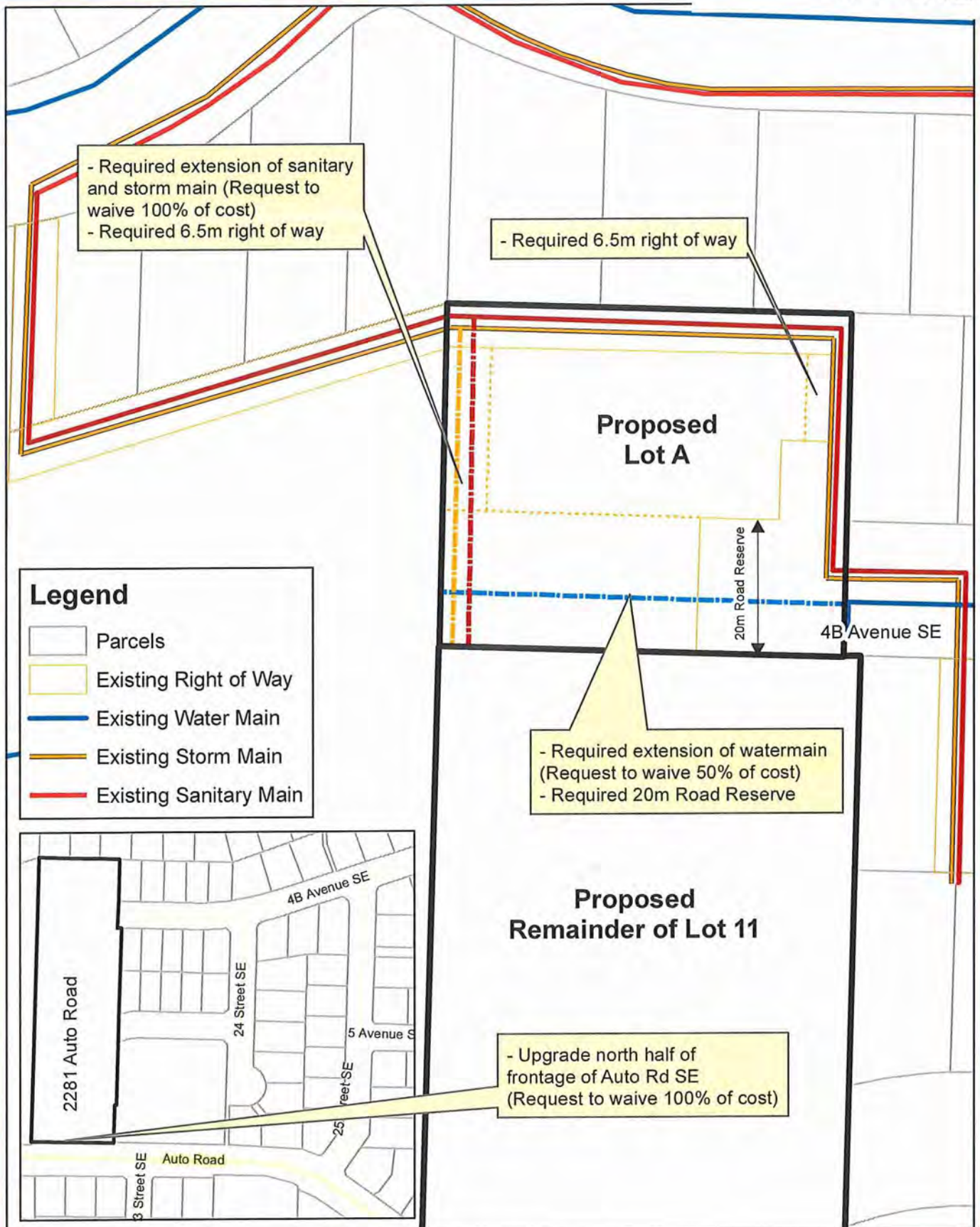
NOTES:

- 1) All utility appurtenances to be set to designed boulevard grade.
- 2) Boulevards to be graded towards the Roadway (Maximum 5% and Minimum 2%)
- 3) All materials shall be supplied and placed in accordance with schedule B, Part 3.0 and Schedule D, Approved material list.
- 4) Grades in excess of 2H:1V shall be recommended by a geotechnical engineer and approved by the City Engineer.

CITY OF SALMON ARM			25m R/W Urban Arterial Road Cross-Section		
No.	Revision	Date	Date	Approved	SPECIFICATION DRAWING No.
A	ISSUED FOR APPROVAL	07/14/16	10-11-2016	<i>[Signature]</i> City Engineer	RD-4

Adopted by Council October 11, 2016





Date: 09/10/2016

Coordinate System: NAD 1983 UTM Zone 11W

Document Path: P:\GIS\Templates\2016\poba18.5x11_VP484.mxd
 This is a consolidated map compiled from representational data to be used for convenience only and has no legal sanction. The City of Salmon Arm makes no warranty to the correctness or accuracy of the information on this map.

CITY OF SALMON ARM
 DEPARTMENT OF ENGINEERING & PUBLIC WORKS
 VARIANCE PERMIT 484 - 2281 AUTO ROAD SE



Salmon Arm

DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-484

Page 1



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

TO: Kevin Pearson, Director of Development Services
 DATE: 17 September 2018
 Prepared by: Xavier Semmelink, Engineering Assistant
 OWNER: **Gayle Fusaye Bowers**, Box 388, Salmon Arm, BC V1E 4N5
 AGENT: **Browne Johnson Land Surveyors**, Box 362, Salmon Arm, BC V1E 4N5
 SUBJECT: **DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-484**
 LEGAL: Lot 11, 13-20-10, Plan EPP75660
 CIVIC: **2281 Auto Road SE**
 ASSOCIATED: 18.12
 PREVIOUS: n/a

Further to the request for variance dated 31 July, 2018; the Engineering Department has thoroughly reviewed the site and offers the following comments and recommendations, relative to the variance requested:

The applicant is requesting a variance to Subdivision & Servicing Bylaw 4163:

1. Waive the requirement to upgrade the north half of Auto Road SE.
2. Reduce the 100% cash contribution for the watermain extension on 4B Avenue SE to 50% cash contribution.
3. Waive the requirement to provide a 100% cash in lieu for the future construction of a 200mm sanitary sewer along the west boundary of proposed Lot A.
4. Waive the requirement to provide a 100% cash in lieu for the future construction of a 250mm storm sewer along the west boundary of proposed Lot A.

1. Waive the requirement to upgrade the north half of Auto Road SE.

The Subdivision & Development Servicing Bylaw 4163 (SDSB) requires that developers upgrade their frontage onto all City roads to meet the current bylaw standards. This helps the City to move towards a more uniform road standard and reduces the burden on the City to fund upgrades across the frontage of development properties.

Auto Road SE is currently constructed to an Interim Urban Local Road standard. Upgrading to the Urban Interim Arterial standard is required, in accordance with Specification Drawing No. RD-4. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, sidewalk, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications.

DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-484

Page 2

Proposed Lot A does not front or require access off of Auto Road SE. The current subdivision is unlikely to increase the traffic load on Auto Road SE. The proposed Remainder of Lot 11 fronts Auto Road SE and is developable.

Recommendation:

The Engineering Department recommends that the requested variance be granted, subject to a covenant placed on the proposed Remainder of Lot 11 for these works at the time of any future subdivision or development.

2. Reduce the 100% cash contribution for the watermain extension on 4B Avenue SE to a 50% cash contribution.

The owner/developer is required to extend the 150mm diameter watermain on 4B Avenue SE from its current termination point at the east boundary of the site to the west boundary of the site. No existing lots or lots created by the subdivision require the extension, therefore the extension of the main is deemed to be premature at this time. The City will accept a cash contribution equivalent to the estimated cost of the main extension.

There is further development potential to the west of the subject property and in the proposed Remainder of Lot 11. If the property to the west is developed, provided sufficient fire flows, this extension may not be required for development. If the proposed Remainder of Lot 11 is developed the extension would be required at that time. The proposed Remainder of Lot 11 would front the proposed extension of the 150mm diameter watermain along 4B Avenue SE.

Recommendation:

The Engineering Department recommends that the requested variance be granted. The remainder 50% of the cash contribution could be recovered at the time of further development of the proposed Remainder of Lot 11.

3. Waive the requirement to provide a 100% cash in lieu for the future construction of the 200mm sanitary sewer along the west boundary of proposed Lot A.

The owner/developer is required to extend the 200mm sanitary sewer main from the north boundary of the site along the west boundary of proposed Lot A to the south boundary of proposed Lot A to service the proposed Remainder of Lot 11. No existing lots or lots created by the subdivision require the extension at this time, therefore the extension of the main is deemed to be premature. The City will accept a cash contribution equivalent to the estimated cost of the main extension. If this requirement was waived, the owner of the proposed Remainder of Lot 11 would bear 100% of the cost of the extension at the time of future development.

Recommendation:

The Engineering Department recommends that the requested variance be denied.

DEVELOPMENT VARIANCE PERMIT APPLICATION NO. VP-484

Page 3

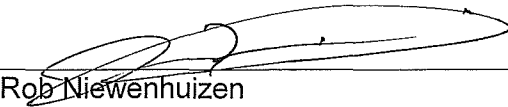
4. Waive the requirement to provide a 100% cash in lieu for the future construction of a 250mm storm sewer along the west boundary of proposed Lot A.

The owner/developer is required to extend the storm main from the north boundary of the site along the west boundary of proposed Lot A to the south boundary of proposed Lot A to service the proposed Remainder of Lot 11. No existing lots or lots created by the subdivision require the extension at this time, therefore the extension of the main is deemed to be premature. The City will accept a cash contribution equivalent to the estimated cost of the main extension. If this requirement was waived, the owner of the proposed Remainder of Lot 11 would bear 100% of the cost of the extension at the time of future development.

Recommendation:

The Engineering Department recommends that the requested variance be denied.



Xavier Semmelink
Engineering Assistant

Rob Nieuwenhuizen
Director of Engineering & Public Works

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City of Salmon Arm

Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council

Date: October 10, 2018

Subject: Development Variance Permit Application No. 485

Legal: Lot 8, Block 3, Section 14, Township 20, Range 10, W6M, KDYD, Plan 392

Civic: 110 – 2 Street NE

Applicant: Fennell, L

MOTION FOR CONSIDERATION

THAT: Development Variance Permit No. 485 be authorized for issuance for Lot 8, Block 3, Section 14, Township 20, Range 10, W6M, KDYD, Plan 392 (110 2 Street SE) to vary provisions of Zoning Bylaw No. 2303 as follows:

1. Section 13.14.3 – R-8 Residential Suite Zone – reduce the minimum setback from an interior side parcel line from 2.0 m (6.5 ft) to 1.25 m (4.0 ft) to allow for the siting of a detached suite, as shown in Schedule A;
2. Section 13.14.5 – R-8 Residential Suite Zone – reduce the minimum setback from a parcel line adjacent a lane from 1.2 m (3.9 ft) to 0.96 m (3.0 ft) to allow for the siting of a detached suite, as shown in Schedule A; and
3. Section 4.3.10 – General Regulations – reduce the minimum setback of a projected roof eave from 0.6 m (1.9 ft) to 0.1 m (0.32 ft) for the detached suite as shown in Schedule A.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

The subject parcel is located at 110 2 Street NE (Appendix 1 and 2) and presently contains an existing single family dwelling and accessory building. The subject parcel is designated High Density Residential in the City's Official Community Plan (OCP) and currently zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 3 & 4). An application (ZON-1132) to rezone the parcel from R-1 (Single Family Residential) to R-8 (Residential Suite) to permit the repurposing of the existing accessory building under Building Permit to a *detached suite* has recently been under consideration, and is supported by staff.

BACKGROUND

The subject parcel is located in the residential portion of the city centre and contains an existing single family dwelling and accessory building, similar to surrounding development. The parcel has potential to meet the conditions for the development of a *detached suite*, including sufficient space for an additional off-street parking stall, with the exception of the siting of the accessory building (Schedule A – Appendix 5). Set in the south-east corner of the lot, adjacent the lane, this existing building does not meet the more restrictive setbacks applied to a detached suite (2 metres from the interior side parcel line, and 1.2 metres from the rear lane, as opposed to 1 metre setbacks for an accessory building).

Furthermore, the roof eaves are non-conforming with respect to the General Regulations of the Zoning Bylaw, set just 10 cm from the rear parcel line (such a projection is required to be no closer than 60 cm to the rear parcel line under the Zoning Bylaw). Site photos are attached as Appendix 6.

COMMENTS

Engineering Department

No concerns. Records indicate an additional 0.602 m of dedication may be required for future lane widening.

Building Department

No concerns with limiting distance at varied setback distances.

Fire Department

No concerns.

Planning Department

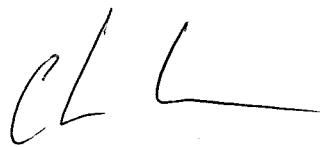
The proposed R-8 zoning of the subject parcel is consistent with the parcel's High Density Residential land use designation and residential policies within the OCP, and is supported by staff. The variances requested are relatively minor in size and the parcel meets the other zone requirements, including on-site parking. The proposal involves a building that has been in place since 2002, thus it is the opinion of staff that the character of the parcel will not be unreasonably or significantly altered by approval of the proposed variances.

CONCLUSION

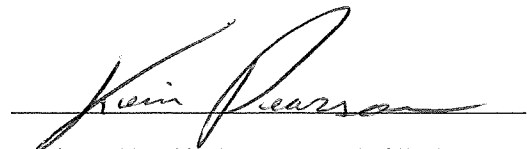
Considering current OCP policy including the High Density land use designation, the relatively minor size of the variances requested, and that the proposal involves an existing building in place for almost 20 years, Staff support the requested variances.

Under current regulations, a minimum lane width of 7.3 m is required, whereas previous standards called for a 6 m wide lane. While the future widening of the lane is unlikely, staff note that such future widening would result in an encroachment of the eave projection. There are several accessory buildings along this lane which would be similarly impacted by future lane widening.

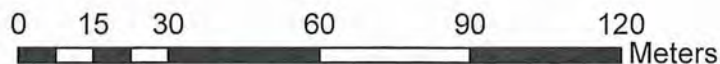
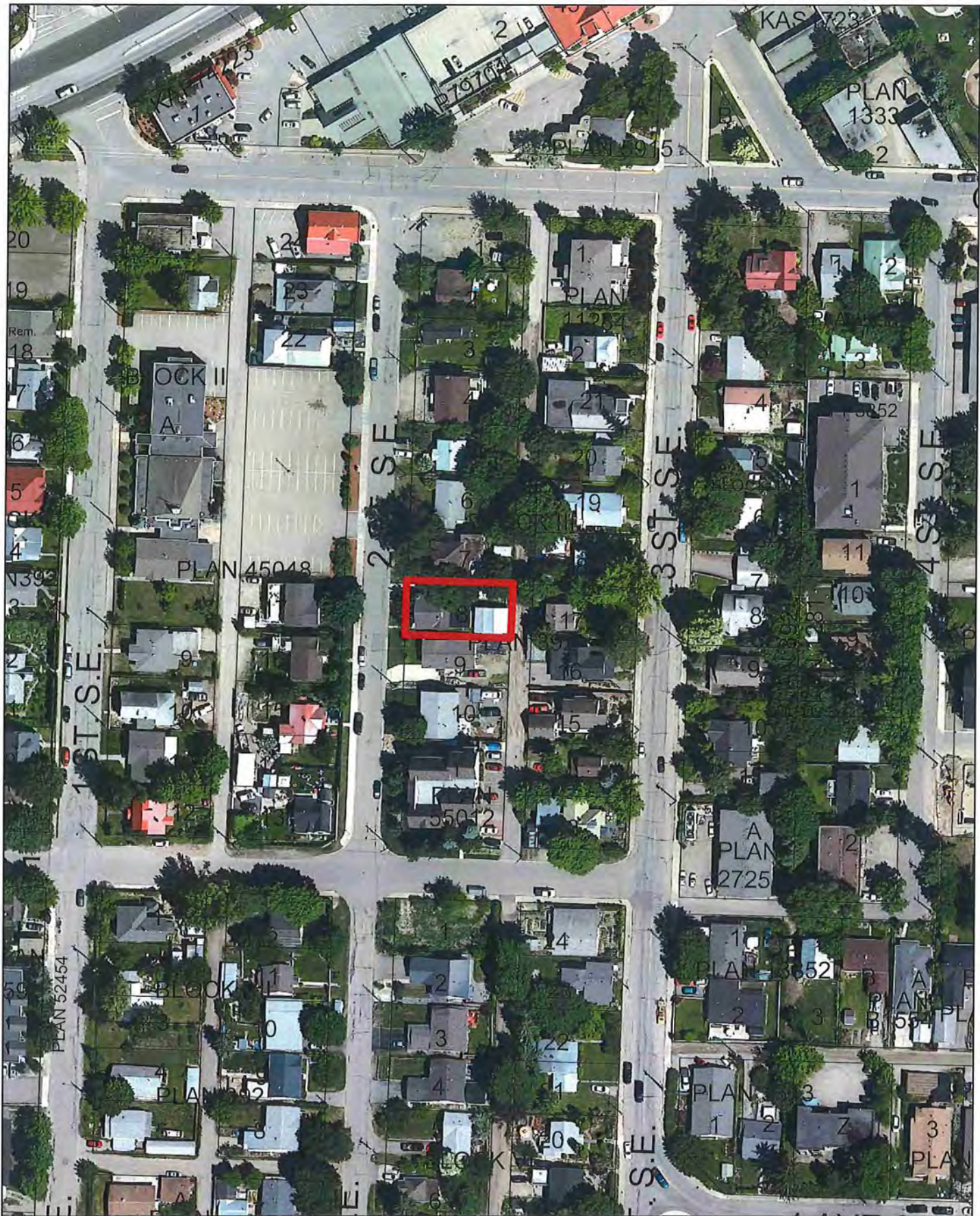
Staff note that the variances are only in regards to the siting of the existing accessory building and do not permit any new or additional use of the building other than what is permitted under the Zoning Bylaw.



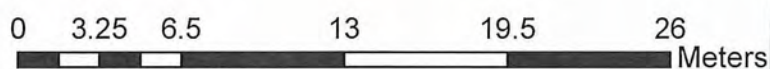
Prepared by: Chris Larson, MCP
Planning and Development Officer



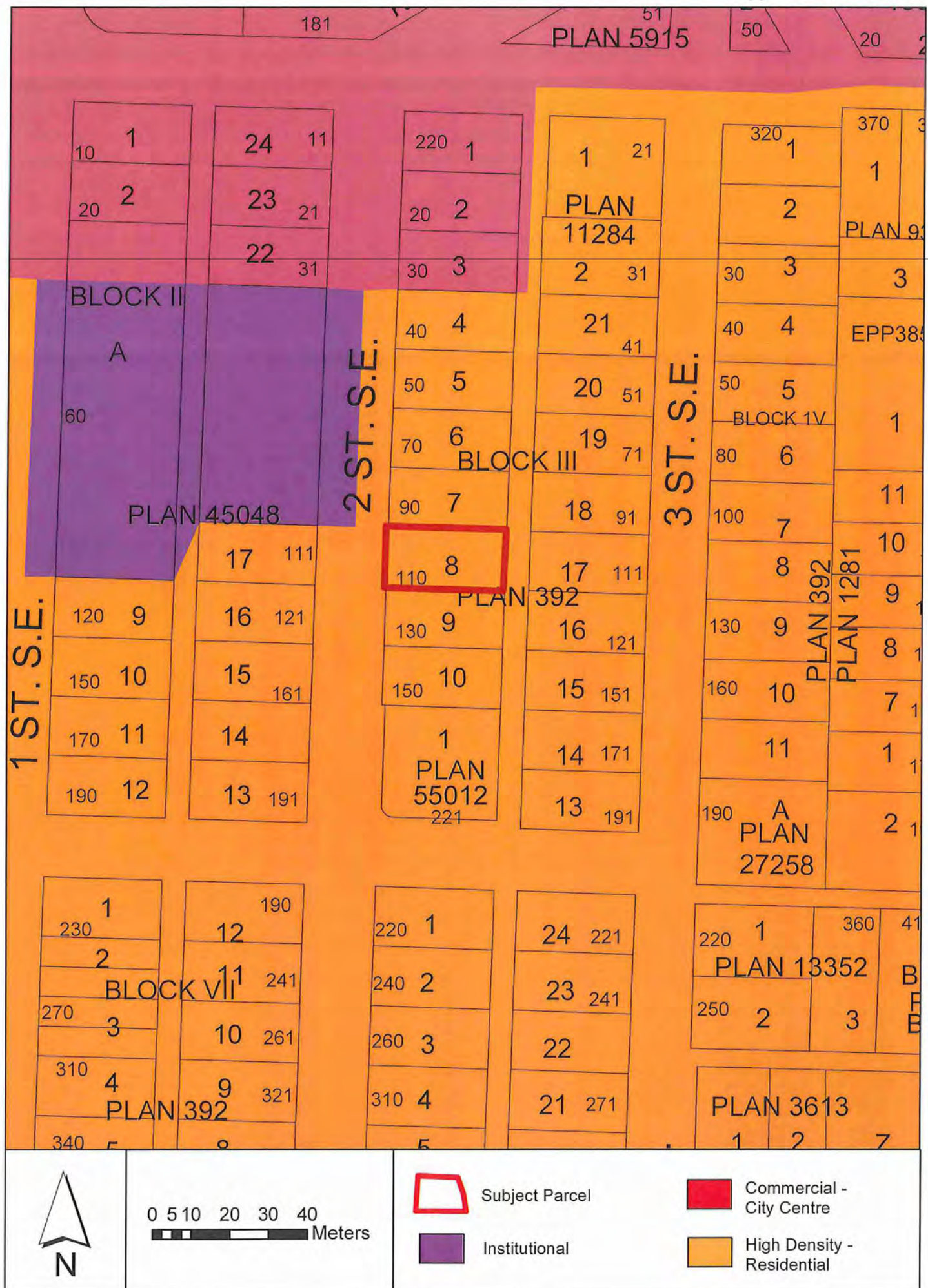
Reviewed by: Kevin Pearson, MCIP, RPP
Director of Development Services

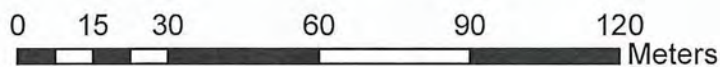
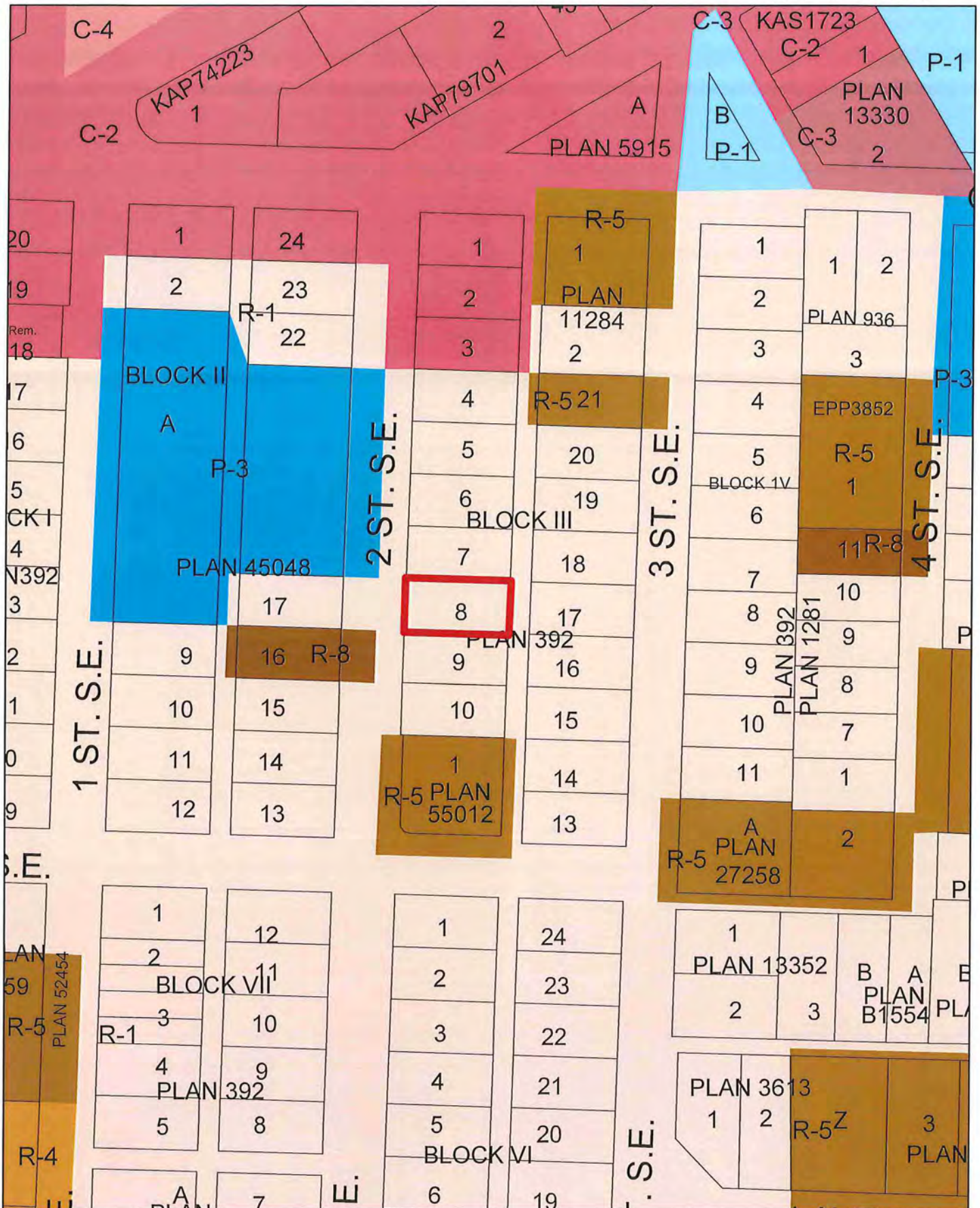


Subject Parcel



Subject Parcel





Subject Parcel

SITE IMPROVEMENT SURVEY

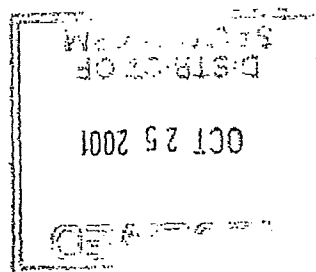
Survey performed on the 12th day of February, 19 98

Legal description Lot 8, Block 3, Sec.14, Twp.20, Range 10, W6M, K.D.Y.D. Plan 392

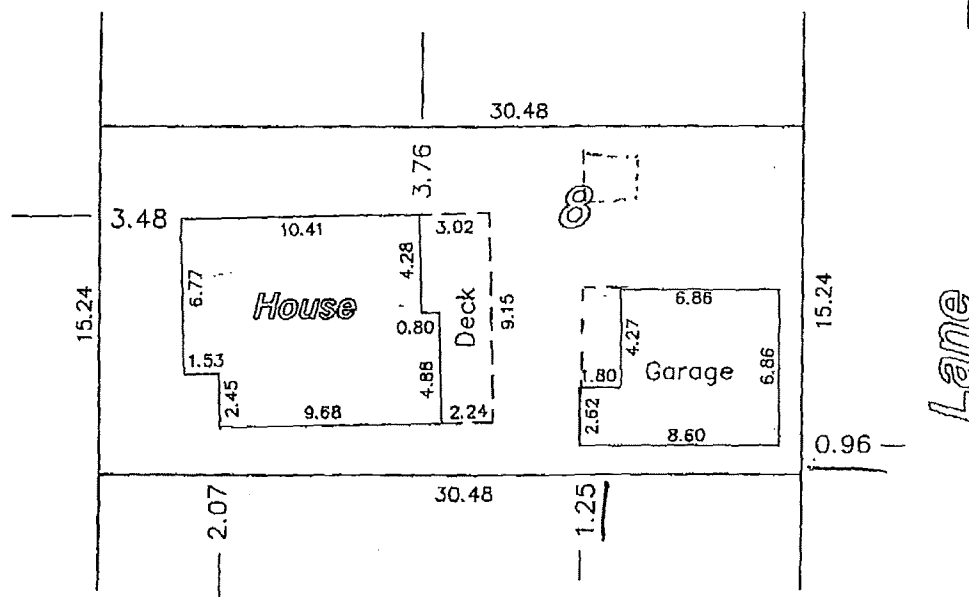
Civic Address 110 - 2nd Street S.E., Salmon Arm, B.C.

Distances shown are in metres and decimals thereof.
Scale 1:300 Metric.

Lot 7



2nd Street S.E.



Lot 9

I Terry Stewart hereby declare that the dimensions shown on the drawings are accurate and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

This document is not valid unless originally signed and sealed.

This plan is prepared for mortgage purposes only and is not to establish legal boundaries.

this 16th day of FEBRUARY 19 98
Terry B. Stewart

Terry B. Stewart C.Tech
Certified Technician

Appendix 6: Site Photos



View of accessory building looking south from rear lane.



View of accessory building looking north from rear lane.



City of Salmon Arm

Development Services Department Memorandum

To: Her Worship Mayor Cooper and Members of Council

Date: October 9, 2018

Subject: Development Permit Application No. DP-421 (Multi-Family Residential)

Legal: Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP69106

Civic: 131 Harbourfront Drive NE

Owner/Applicant: 566562 BC LTD / M. Skjerpen

MOTION FOR CONSIDERATION

THAT: Development Permit No. 421 be authorized for issuance for Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP69106 (131 Harbourfront Drive NE) in accordance with the drawings dated July 27, 2018;

AND THAT: Issuance of Development Permit No. 421 be withheld subject to the receipt of an Irrevocable Letter of Credit in the amount of \$7,500 for the completion of associated landscaping.

STAFF RECOMMENDATION

THAT: The motion for consideration be adopted.

PROPOSAL

The subject parcel is located at 131 Harbourfront Drive NE (Appendix 1 and 2), designated City Centre – Commercial in the City's Official Community Plan (OCP), and zoned C-6 Tourist / Recreation Commercial Zone in the Zoning Bylaw (Appendix 3 and 4).

This application is to permit a new 15-unit residential development in the form of a 6 floor multi-family building as shown on the site plans and building elevations attached as Appendix 5. As the parcel is within the City Centre Development Permit Area specified by the OCP, a Development Permit application to guide form and character is required prior to development. No variances have been requested.

BACKGROUND

The 878 square metre parcel is currently vacant (site photos attached as Appendix 6) and was the subject of an approved Development Permit Application (DP-347) in 2008 with a design for 61 dwelling units and commercial space which did not proceed. More recently, DP-403 was approved in 2015 for the construction of three 4-plex buildings on the adjacent property. This application is to permit the development of a 15 unit multifamily residential building, as shown in the proposed Development Permit drawings attached as Appendix 6. The applicant has provided a letter of rational attached as Appendix 7.

COMMENTS

Building Department

Subject to BC Building Code requirements.

Fire Department

No concerns.

Engineering Department

No concerns. Engineering comments are attached as Appendix 8.

Design Review Panel

The application was referred to the Design Review Panel (DRP) for review. The Panel was supportive of the proposal subject as presented. The September 20, 2018 DRP meeting minutes are attached as Appendix 9.

Planning Department*OCP Residential Development Permit Area Guidelines*

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

Siting and Building

The applicant is proposing a 15 unit development in the form of a 6 level building set on the south-east corner of the parcel boundary. The building has a footprint of 688 square metres in area on the 878 square metre parcel (78% parcel coverage), and a maximum height of 19 metres above grade (the maximum height permitted in the C-6 zone). Both the roofline and, as described in the next section, the facades of the buildings are stepped, allowing for visual interest.

Considering the height of the building proposed, at 19 metres it is slightly taller although reasonably comparable to the approximately 18 metre height of the adjacent hotel. To compare with other developments along Harbourfront Drive, the CSRD building is approximately 11.5 metres tall, Lakeshore Manor is approximately 16.5 metres tall, while the recently approved Dovewood Building is proposed to be just under 16 metres in height.

Facade Design

The building design is a contemporary style with varied facades and linear rooflines providing visual interest, incorporating high quality materials with proposed cladding including stucco, stone, and wood siding. The detailing is unified across the facades, and along with the building materials and colours, matches with the existing adjacent development. The first storey provides pedestrian access at street level, with the building stepping back above the first storey, and then stepping back again after the fifth storey, aligned with the OCP guidelines.

Landscape Design

A full landscape plan has not been submitted with this particular building, given the proposed building's footprint and the resulting lack of available planting area. Ground cover plantings are proposed at the rear of the building.

Related to landscaping, the parcel is located on a designated "local road" and is subject to OCP 9.5.38 which requires the planting of a uniform alignment of street trees planted at 10 metre intervals along the public boulevard. Consistent with the streetscape which features a combination of boulevard trees and on-site plantings, the applicant is amenable to including boulevard trees. Bonding as included in the Motion for Consideration will be held to ensure the completion of landscaping including boulevard trees.

Staff note that a landscape plan (Appendix 10) was submitted for the adjacent 4-plex development in compliance with RAR, prescribing pin oak and maple trees for screening between the buildings and street, while the rear yards of the 4-plex buildings are to be essentially filled with a range of RAR plantings.

Access, Circulation and Parking Area


Vehicle access proposed is via a single shared 8 metre wide access route, which would also serve the adjacent residential development. This single access and the entry to the parking area is obscured by the proposed building as per the OCP Guidelines. Each of the 15 residential units has been provided with an enclosed parking spot, with 4 remaining exterior "small car" parking spaces proposed.

Zoning and Land Use

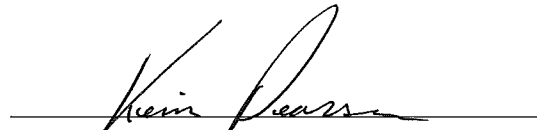
The proposed development meets the applicable C-6 zoning regulations contributing to a mixture of integrated land uses, albeit with a minimal commercial component consisting of 2 work/live units. Each of these work/live units are required to have 35% of the floor area dedicated to commercial use. Similar developments exist within close proximity to this proposal. Staff note that the C-6 zoning regulations provide flexibility for additional commercial land use at this location should the future need arise.

CONCLUSION

The applicant is applying for a Development Permit to support a multi family residential development within the City Centre Development Permit Area. The proposal substantially aligns with the Development Permit Area guidelines as described in the OCP and is supported by staff.



Prepared by: Chris Larson, MCP
Planning and Development Officer



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



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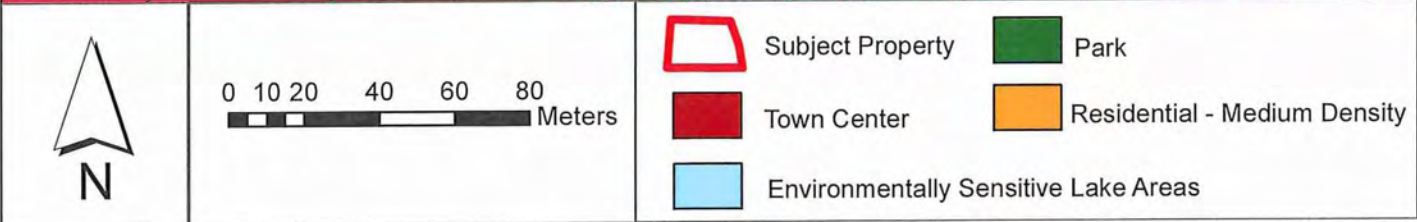
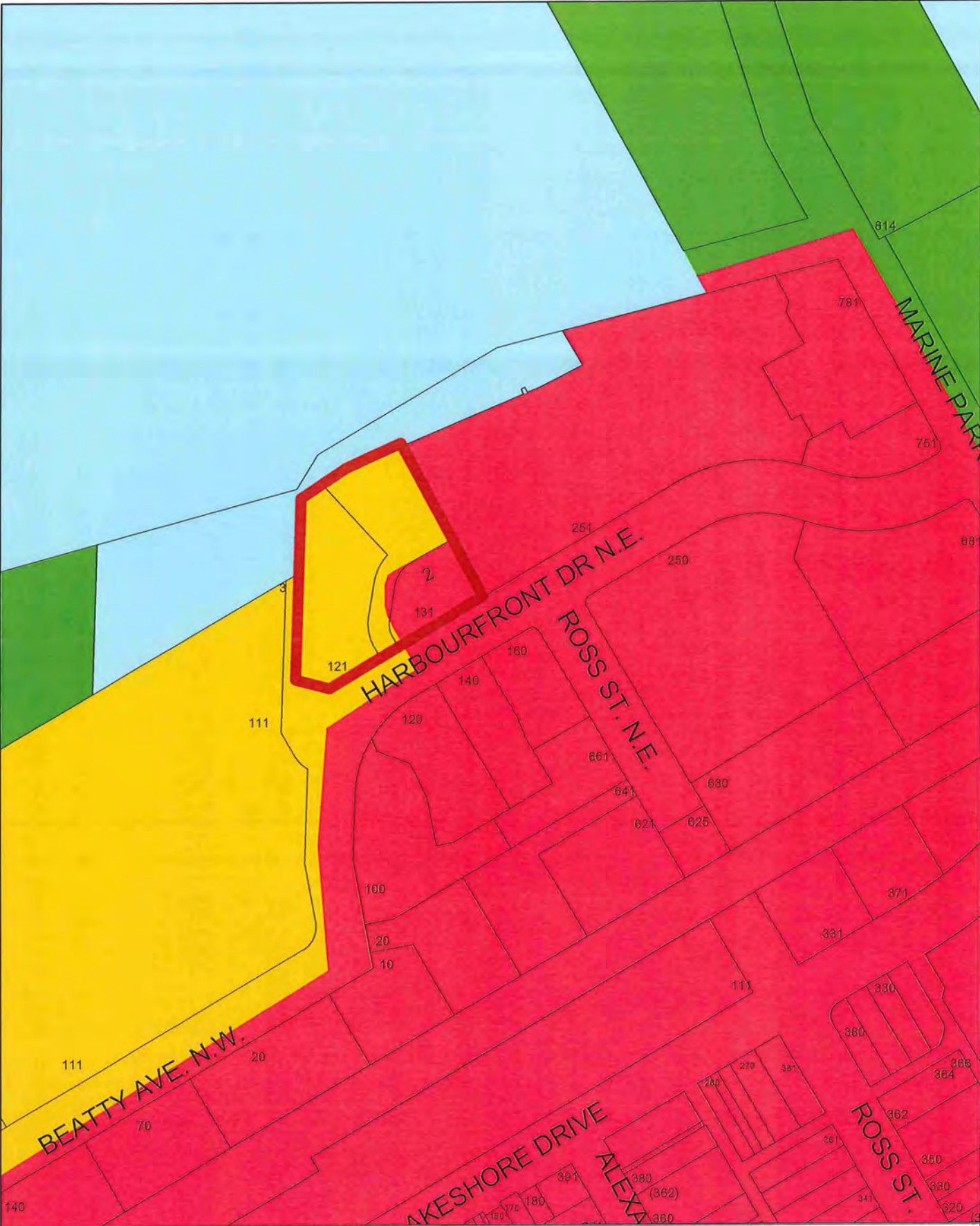
Subject Parcel

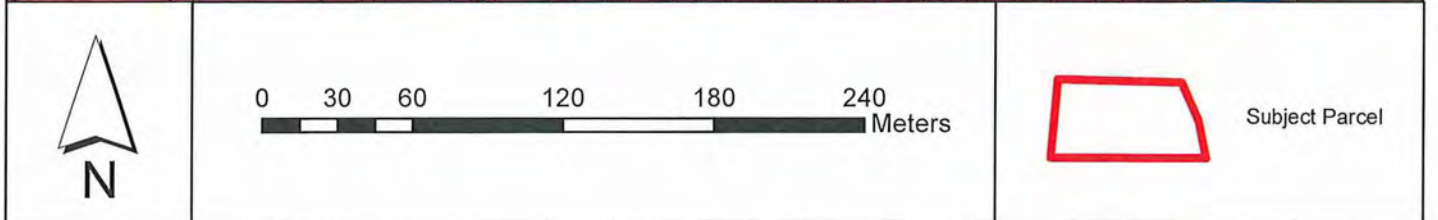
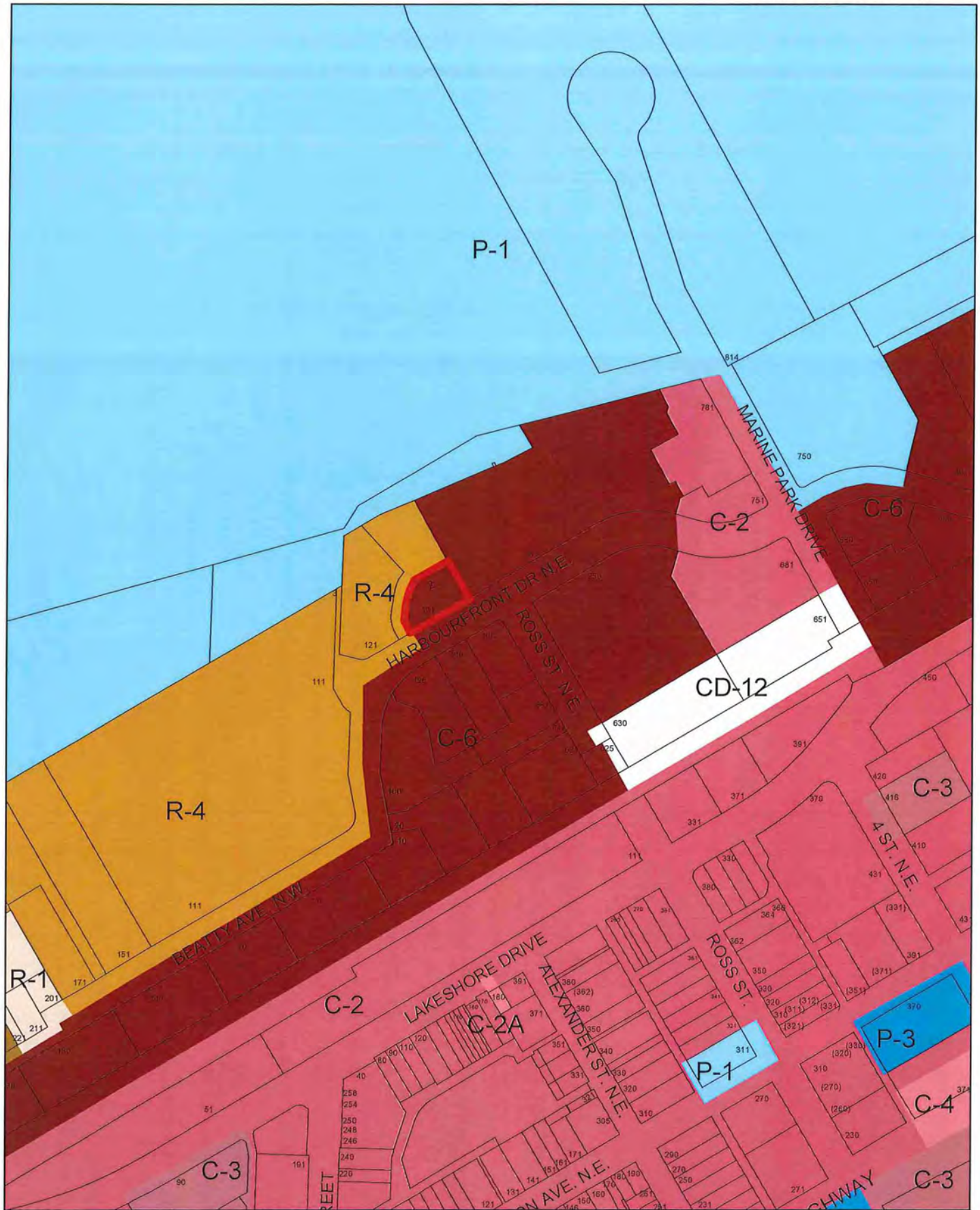


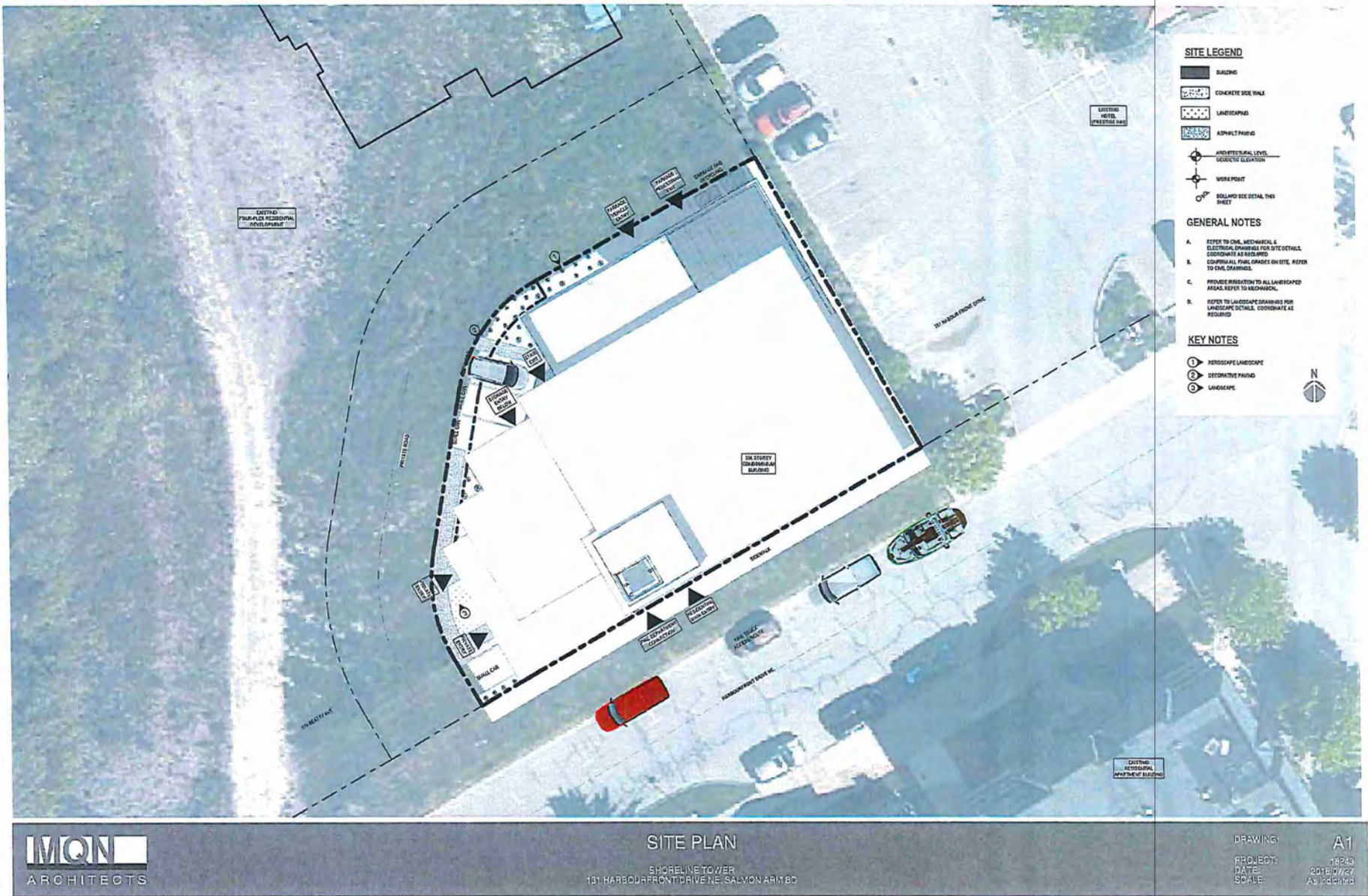
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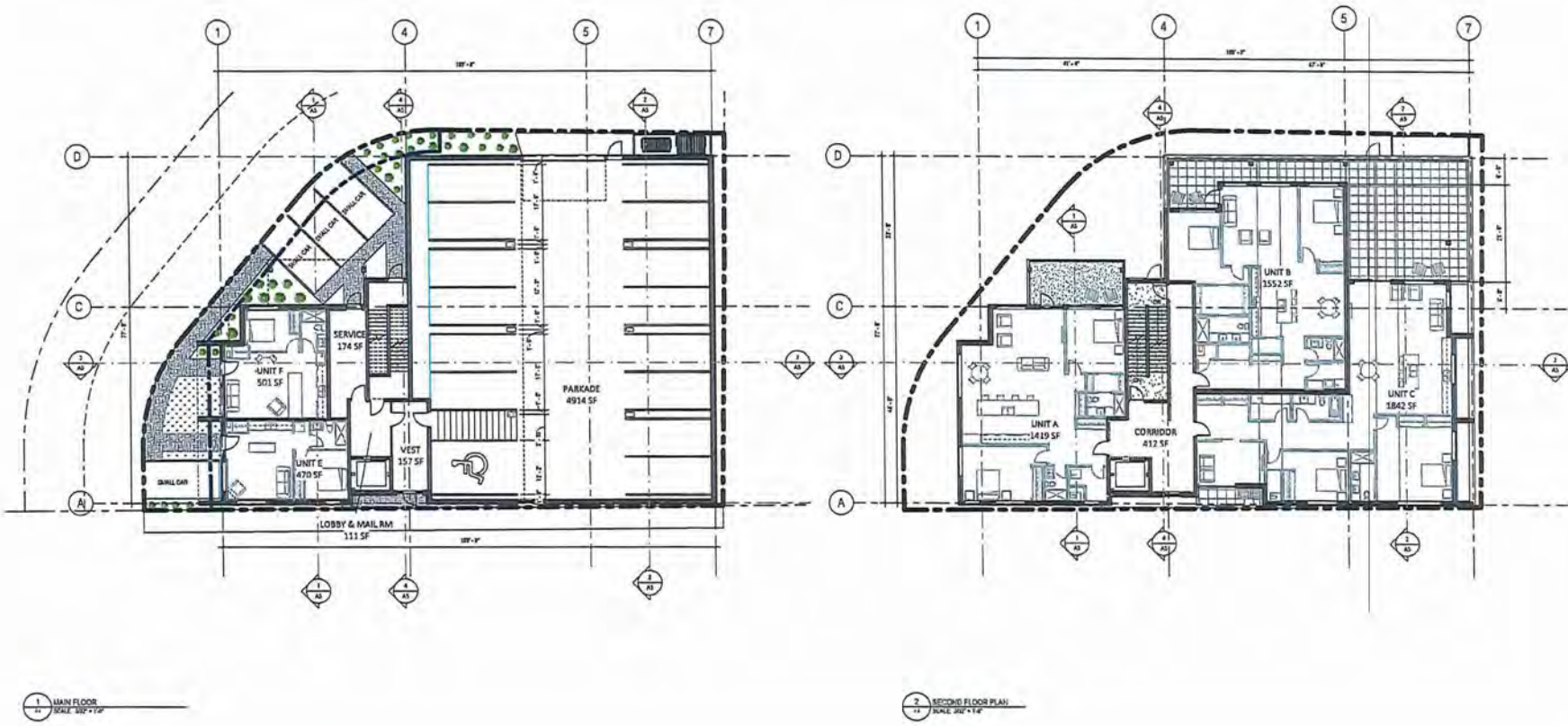
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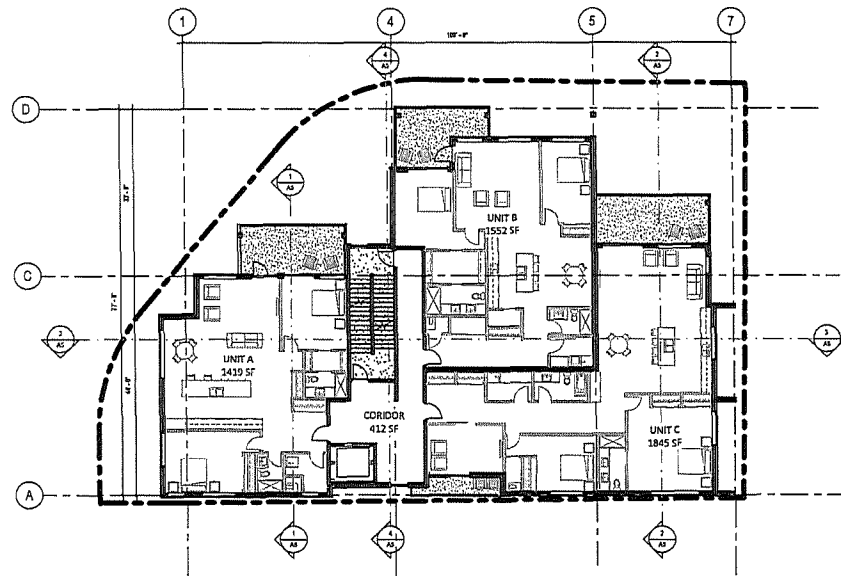


Appendix 5: Elevations and Plans

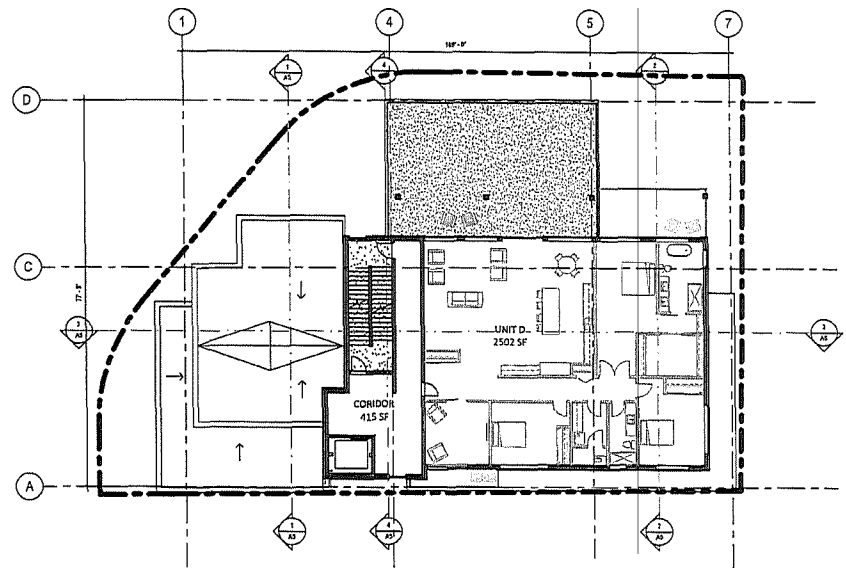


MQN ARCHITECTS	FLOOR PLANS SHORELINE TOWER 151 HARBOURFRONT DRIVE NE, SALMON ARM BC	DRAWING	A2
		PROJECT	18940
		DATE	2016/07/23
		SCALE	3/8" = 1'-0"

Appendix 5: Elevations and Plans



1 TYP 3RD - 5TH FLOOR
SCALE: 3/8" = 1'-0"



2 PENTHOUSE
SCALE: 3/8" = 1'-0"

IMQ
ARCHITECTS

FLOOR PLANS

SHORELINE TOWER
181 HARBOURFRONT DRIVE NE, SALMON ARM, BC

DRAWING: **A3**
PROJECT: 18849
DATE: 2018.07.27
SCALE: 3/8" = 1'-0"



1 SOUTH (STREET) ELEVATION
SCALE: 1/8" = 1'-0"



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



3 NORTH (LAKE) ELEVATION
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR FINISH LEGEND

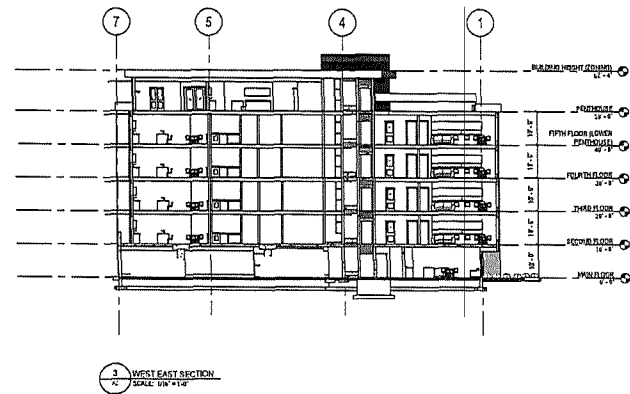
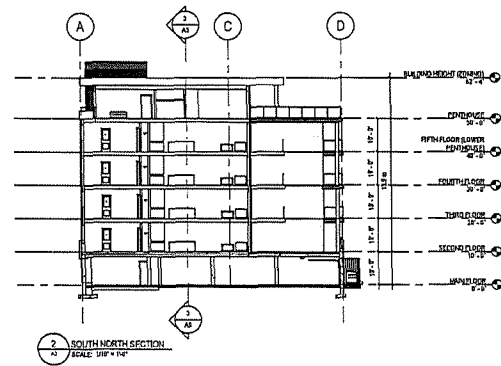
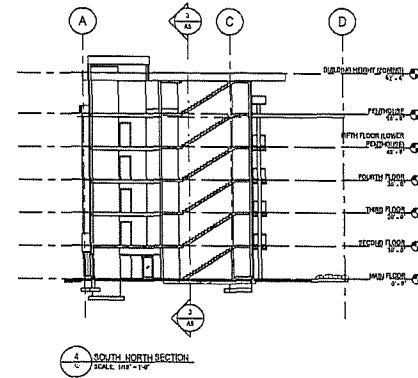
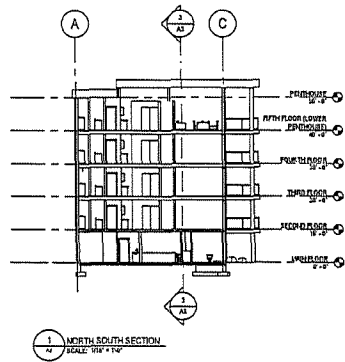
	1 STUCCO COLOUR WHITE FINISH		8 OVERHEAD DOOR
	2 STUCCO COLOUR GREY		9 DECORATIVE PANEL
	3 STUCCO COLOUR CHARCOAL		10 EXTERIOR GLASS SWATCH
	4 STUCCO COLOUR LIGHT BLUE		11 PLATING & TRIM COLOUR CHARCOAL
	5 WOOD WINDOW COLOUR ALUMINUM		12 ALUMINUM RIVET
	6 ALUMINUM EXTRUSION COLOUR ANODIZED ALUMINUM		13 STUCCO REVEAL
	7 WOOD SOFFIT AND EAVE		14 SLIDING PATIO DOOR

IMQNI
ARCHITECTS

ELEVATIONS

SHORELINE TOWER
101 HARBOURFRONT DRIVE NE, SALMON ARM BC

DRAWING: A4
PROJECT: 18229
DATE: 2018-07-27
SCALE: 1/16" = 1'-0"



BUILDING SECTIONS

SHORELINE TOWER
101 HARBOURFRONT DRIVE NE, SALMON ARM BC

DRAWING: A5
PROJECT: 16240
DATE: 2018/07/27
SCALE: 1/8" = 1'-0"



1 SOUTH EAST PERSPECTIVE
SCALE: 1/2"=1'-0"



2 SOUTH WEST PERSPECTIVE
SCALE: 1/2"=1'-0"



3 NORTH WEST PERSPECTIVE
SCALE: 1/2"=1'-0"



4 NORTH EAST PERSPECTIVE
SCALE: 1/2"=1'-0"

IMQNI
ARCHITECTS

PERSPECTIVES

SHORELINE TOWER
131 HARBOURFRONT DRIVE, SALMON ARM BC

DRAWING: A6
PROJECT: 15343
DATE: 2016.07.27
SCALE: 1/2"=1'-0"



Appendix 6: Site Photos



View north-east of subject parcel from Harbourfront Drive.



View north-west of subject parcel from Harbourfront Drive at Ross Street.



View west of subject parcel along Harbourfront Drive.



July 27th, 2018

Shoreline Towers Architectural Design Rationale

131 Harbourfront Drive NE, Salmon Arm BC

The proposed project submitted for the development permit process, Shoreline Towers, is a six storey condominium building located at 131 Harbourfront Dr. NE.

The current zoning for this property is C-6 - Tourist / Recreation Commercial Zone and is appropriate for the development proposed. The design is in keeping with the zoning requirements and no variances are being requested.

The six storey building will provide a total of 15 condominium dwelling units. Two 1-bedroom units are proposed for the main floor, each accessed by private street level entry. The 2nd – 5th floors, have three 2-bedroom units per floor and a 2-bedroom penthouse suite is proposed at the 6th floor.

Parking is provided within a grade level parkade accessed from the private drive at the rear of the building. The remainder of the required parking spaces are provided by small car surface parking, also accessed from the private drive.

This is the final phase of the overall site development. Previous phases included a series of two storey 4-plex dwelling units located along the private drive. To ensure the overall development presents a cohesive appearance much of the design language was drawn from the previous phase. In keeping with the 4-plexes, the proposed building will make use of stucco cladding in the same white and charcoal colour pallet. Likewise, the aluminium reveals and wood soffit details also carry over to the new building.

The property is located on the periphery of the urban centre, adjacent to the lake and nearby lakeshore walking path. Within walking distance, sidewalks connect the building to Salmon Arm's urban centre. Surrounded by nature and pathways, the building is a prime location to encourage an active outdoor lifestyle. To take advantage of the prime location, the dwelling units are afforded

Brian F. Quiring
Architect AIBC, MAA, M.Arch

Vicki A. Topping
Architect AIBC, M.Arch. LEED AP+

Roger B. Green
Architect AIBC, MRAIC, M.Arch

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substantial views towards the lake and all the upper floor units have generous outdoor deck space.

The elevations have been developed to provide a visual strength to the architecture and the massing has been articulated to break down the horizontal and vertical scale. Along all elevations the façade is pushed and pulled in both directions and the exterior cladding colour is changed to accomplish this. Large windows provide natural light to all occupied spaces and encourage eyes on the street, improving the safety within neighborhood. The building scale is consistent with the surrounding development and acts as a buffer between the 3 - 4 storey development on one side and 1 - 2 storey residential development on the other.

The project is consistent with the objectives of the Official Community Plan, combined with the urban location make this a project which should be seen as both desirable to perspective buyers and the City of Salmon Arm.

Regards,

Jay Gillman
Architect AIBC

CC: Marvin Skjerpen - Shoreline
Brian Quiring – MQN Architects



Brian F. Quiring
Architect AIBC, MAA, M.Arch

Vicki A. Topping
Architect AIBC, M.Arch, LEED AP+

Roger B. Green
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City of Salmon Arm
Memorandum from the Engineering
and Public Works Department

TO: Kevin Pearson, Director of Development Services
 DATE: 10 October 2018
 PREPARED BY: Xavier Semmelink, Engineering Assistant
 OWNER: 566562 BC Ltd., Box 309, Salmon Arm, BC V1E 4N5
 APPLICANT: Owner
 SUBJECT: **DEVELOPMENT PERMIT APPLICATION NO. DP-421**
 LEGAL: Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan EPP69106
 CIVIC: 131 Harbourfront Drive NE

Further to your referral dated August 28, 2018 we provide the following servicing information. **The following comments and servicing requirements are not conditions for the Development Permit; 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. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4163. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with underground electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required at time of construction. ESC plans to be approved by the City of Salmon Arm.
7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement or relocated outside of the proposed building envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
8. At the time of development 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 NO. DP-421

10 October 2018

Page 2

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9. For the off-site improvements at the time of development / building permit the applicant will be required to submit for City review and approval detailed engineered plans for all off-site construction work. These plans must be prepared by a qualified engineer. As a condition of building permit approval, the applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. Harbourfront Drive NE on the subject properties southern boundary, is designated as a Town Centre Development Area Road, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. Harbourfront Drive NE is currently constructed to a Town Centre Development Area Road Standard no further upgrades are anticipated.

Water:

1. The subject property fronts on a 200mm diameter Zone 1 water main on the south side of Harbourfront Drive NE. No upgrade requirements are anticipated at this time.
2. Fire protection requirements to be confirmed with the Building and Fire Departments.
3. Subject property to be serviced by single metered water service connection adequately sized (minimum 19 mm diameter) to satisfy the proposed use (Specification Drawing No. W-10). City records indicate that the subject property is currently serviced with a 150mm diameter water service from Harbourfront Drive NE. A meter will be provided by the City at the developer's expense. All existing inadequate/unused services must be abandoned at the main. Where new service(s) are required the City will install the new service(s) to property line at the owner/developers cost. Owner/developer is responsible for all associated costs.

Sanitary:

1. The subject property fronts a 200mm diameter sanitary sewer main on Harbourfront Drive. No upgrades are anticipated.
2. Subject property to be serviced by a single sanitary service connection adequately sized (minimum 100 mm diameter) to satisfy the servicing requirements of the development. City records indicate that the lot is currently serviced with a 150mm diameter sanitary services from Harbourfront Drive NE. All existing inadequate/unused services must be abandoned at the main. Where new service(s) are required the City will install the new service(s) to property line at the Owner/developers cost. Owner/developer is responsible for all associated costs.

DEVELOPMENT PERMIT APPLICATION NO. DP-421

10 October 2018

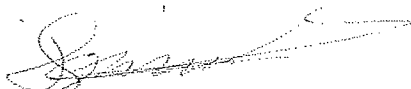
Page 3

Drainage:

1. The subject property fronts on a 450 mm diameter storm main on Harbourfront Drive NE. No upgrades are anticipated.
2. Records indicate that the existing property is serviced by a 150mm service from the storm sewer on Harbourfront Drive NE. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided.
4. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
5. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The lot shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Geotechnical:

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



Xavier Semmelink
Engineering Assistant



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



CITY OF SALMON ARM

DESIGN REVIEW PANEL MINUTES

September 20, 2018
Room No. 100, City Hall

Present: Bill Laird (Panel Chair)
Paul Burrows (Panel Member)
Dennis Lowe (Panel Member)
Trent Sismey (Panel Member)
Marc Lamerton (Panel Member)
Marvin Skjerpen (Applicant DP-421)
Chris Larson (Planning and Development Officer)

Application: Proposed City Centre Development at 130 Harbourfront Drive NE
Development Permit Application No. DP-421

The meeting was called to order at 2:31 p.m.

Development Permit Application No. DP-421

The Applicant summarized the proposal, referring to the site plans and building elevations. The Applicant clarified that some of the intent of the contemporary design is to match with the modern style and materials of the existing 4-plex buildings adjacent to the north.

Panel members discussed the proposal. It was noted that this site has been considered by the DRP in the relatively recent past related to previous applications, and that no variances have been requested as a part of the current proposal. Questions were addressed regarding the minimal landscaping, building design, and finishes. The DRP is supportive of the proposal as presented.

Panel Recommendation

THAT the DRP supports application DP-421 as presented noting the high quality design and finishes presented in the application drawings.

The meeting adjourned at 3:01 p.m.

Endorsed on behalf of Bill Laird, Panel Chair



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

File: ENG2018-47

TO: Her Worship Mayor Cooper and Members of Council
 SUBMITTED BY: Rob Niewenhuizen, Director of Engineering and Public Works
 PREPARED BY: Jenn Wilson, City Engineer
 DATE: October 9, 2018
 SUBJECT: Lakeshore Road Geotechnical Report

FOR INFORMATION

Background:

Lakeshore Road NE, between 10 and 20 Avenue NE has experienced on-going geotechnical failures in several locations. Staff have been monitoring the failures and in 2017 the City budgeted for a Geotechnical Engineering Study to determine the type and risk of each failure as a first step towards a long term rehabilitation plan for this stretch of roadway.

The City issued an invite only RFP and awarded the geotechnical investigation to Fletcher Paine Associates Ltd. in September of 2017. They prepared the Geotechnical Investigations and Report, Lakeshore Drive NE Slope Assessment from 10 Avenue NE to 20 Avenue NE, Salmon Arm, dated August 2018.

Four areas of roadway were analyzed as shown on the attached Figure 1.

The main findings of the report were:

- Area 1: The safety factor calculated in Area 1 is 1.9 (1.5 considered acceptable for public roadways) which indicates a low risk of failure. The consequence of failure is also considered low as the mode of failure is not a risk to public safety. The problem can be categorized as a costly nuisance from a maintenance perspective. Installation of anti-slip piles would likely mitigate any risk of failure, but the cost should be considered against the ongoing maintenance costs.
- Area 2: The safety factor calculated in Area 2 is 1.0 which indicates a medium (short-term) to high (long term) risk of a catastrophic failure and a risk to public safety. The mitigating factor at this location is a lack of groundwater; however, should water be introduced to this area (watermain leaks, stormwater infiltration, septic tile fields) the risk of catastrophic failure could significantly increase. Installation of anchors and mesh over the upper two-thirds of the slope face could mitigate the risk at this location.
- Area 3: The safety factor calculated in Area 3 is between 1.2 and 2.0 depending on the groundwater elevations. The risk to public safety is considered low in the short term and medium in the long term. The problem can be categorized as a costly and nuisance maintenance problem. Installation of horizontal drains or anti-slide piles could mitigate

the risk any risk of failure, but the cost should be considered against the ongoing maintenance costs.

- Area 4: The safety factor calculated in Area 4 is between 1.2 and 1.7. The risk to public safety is considered low in the short term and low to medium in the long term. Installation of an earth retention structure at the toe of slope could mitigate the risk any risk of failure, but the cost should be considered against the ongoing maintenance costs.
- Feasibility Considerations: Beyond the mitigation measures outlined for each area, it may be more cost effective to move Lakeshore Road away from the embankment crest (up to 8m).

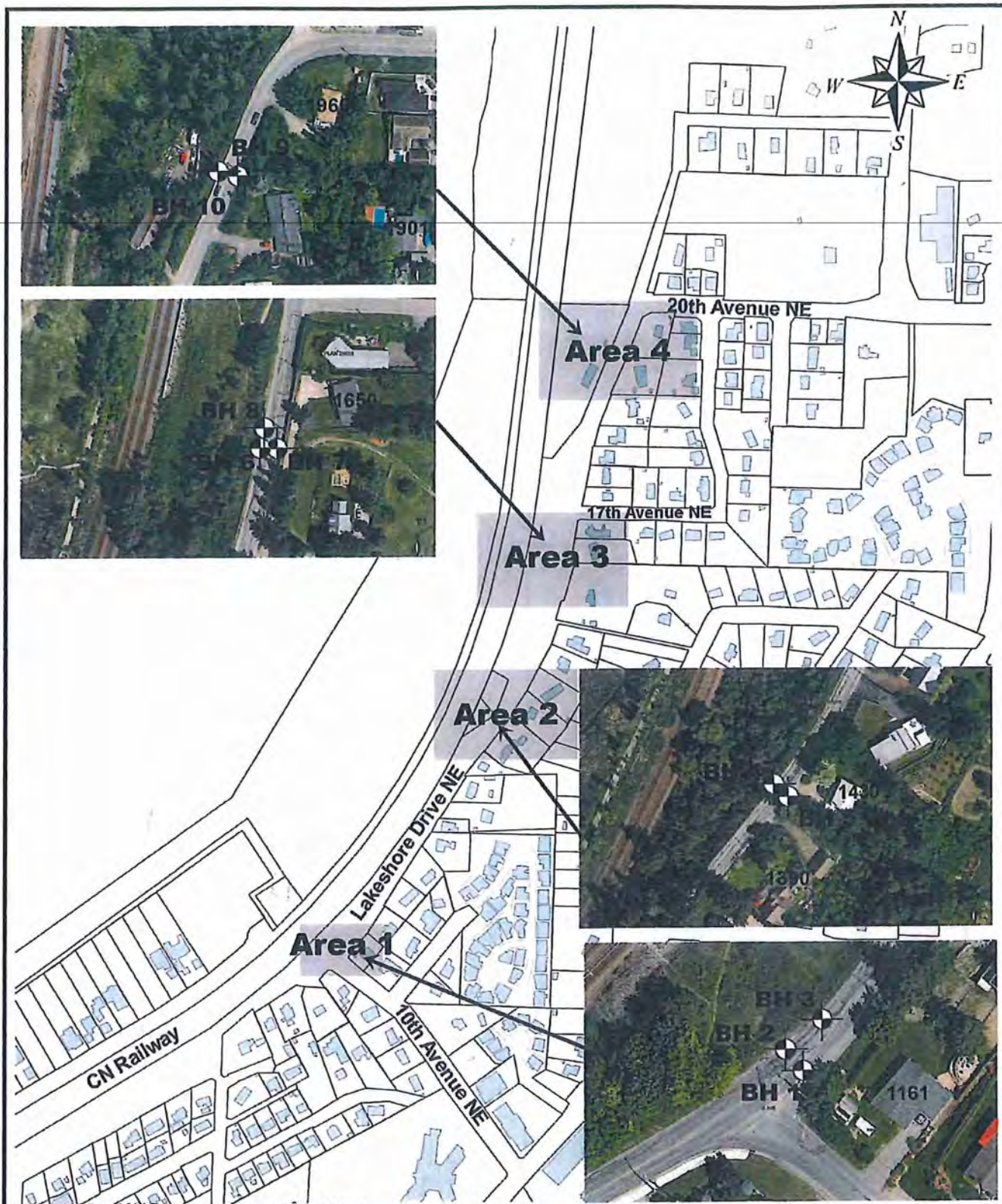
Engineering has reviewed the report thoroughly and had follow-up discussions with the authors. We will be putting forth items in the 2019 budget to mitigate risk to the existing areas of concern such as leak detection for the existing watermain as well as further investigation into a long-term strategy in the form of a cost/benefit analysis of the different mitigation options.

Respectfully Submitted,



Rob Niewenhuizen, A.Sc.T.
Director of Engineering and Public Works

cc Chelsea Van de Cappelle, Chief Financial Officer



Site Plan

Figure: 6389-1

Date: January 31, 2018

Scale: nts

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