# AGENDA

## City of Salmon Arm Development and Planning Services Committee

Tuesday, May 19, 2020 8:00 a.m. By Electronic means as authorized by Ministerial Order M139

Page #	Item #	Description				
	1.	CALL TO ORDER				
	2.	<b>ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY</b> We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.				
	3.	<b>REVIEW OF AGENDA</b>				
	4.	DISCLOSURE OF INTEREST				
	5.	REPORTS				
1-8	1.	Zoning Amendment Application No. ZON-1176 [Micku, B. & V.; 3410 Lakeshore Road NE; R-1 to R-8]				
9 - 36	2.	Development Permit Application DP-424 [Horsting, T./Lamerton, M.; 480 30 Street SE; Neighbourhood Commercial]				
37 - 62	3.	Development Permit Application DP-425 [Goldwyn Construction Ltd./566562 BC Ltd.; 241 Beatty Avenue NW; Multi-Family Residential]				
63 - 90	4.	Development Permit Application DP-426 [1120 Tenth Holdings Ltd./Roberts, R./Barnard, D.; 1120 10 Avenue SW; Commercial-Form and Character]				
	6.	PRESENTATIONS				
	7.	FOR INFORMATION				
	8.	IN CAMERA SESSION				
	9.	CORRESPONDENCE				
	10.	ADJOURNMENT				



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To: His Worship Mayor Harrison and Members of Council

Date: May 12, 2020

Subject: Zoning Bylaw Amendment Application No. 1176

Legal:Lot A, Section 25, Township 20, Range 10, W6M, KDYD, Plan 24783Civic:3410 Lakeshore Road NEOwner/Applicant:B. & V. Micku

#### MOTION FOR CONSIDERATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot A, Section 25, Township 20, Range 10, W6M, KDYD, Plan 24783 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone);

#### STAFF RECOMMENDATION

THAT: The Motion for Consideration be adopted.

#### PROPOSAL

The subject parcel is located at 3410 Lakeshore Road NE (Appendix 1 & 2). The proposal is to rezone the parcel from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone). A subdivision application, File No. 19.14 has been submitted to create one new lot, proposed sketch plan is attached as Appendix 3. The applicant's intention is to construct a new single family dwelling and a detached suite on proposed Lot 2 and to have the option of constructing a secondary suite in the existing single family dwelling on the remainder lot (proposed Lot 1)

#### BACKGROUND

The property is designated Low Density Residential in the City's Official Community Plan (OCP) and is zoned R-1 (Single Family Residential) in the Zoning Bylaw (Appendix 4 & 5). The property is located in an area largely comprised of R-1 (Single Family Residential Zone) and R-7 (Large Lot Single Family Residential Zone) zoned parcels. There are presently 5 properties zoned R-8 (Residential Suite Zone) in the vicinity. Recently (November 2019) the bordering property to the southeast was rezoned from R-1 to R-8.

The subject property is currently large and contains a single family dwelling, see site photos attached as Appendix 6. The property is legally hooked across Lakeshore Road and the total area is 4,492 m<sup>2</sup> (1.11 ac), with a parcel width of 67 m. Subdivision would create one new parcel of 3,368 m<sup>2</sup> (0.832 ac) leaving a remainder of 1,124 m<sup>2</sup> (0.28 ac) with the existing house. Due to the location of the property, there are significant servicing costs required for subdivision. This past February, a Development Variance Permit (VP-505) was issued for servicing variances.

The two proposed lots will meet the minimum parcel area and width as specified in the R-8 zoning regulations. Development of a secondary or a detached suite would require a building permit and be subject to meeting both Zoning Bylaw and BC Building Code requirements. At this time, the applicant plans to build a shop with a detached suite on the property. When the subdivision is complete, the applicant intends to build a new house on proposed Lot 2 and sell the remainder lot with the existing house.

#### DSD Memorandum

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If Council adopts the associated zoning amendment bylaw for this application and the subdivision is completed, the applicant will have 2 lots zoned R-8 with suite development potential.

#### Secondary Suites

Policy 8.3.25 of the OCP provides for the consideration of secondary suites in all residential designated areas subject to compliance with the Zoning Bylaw and the BC Building Code.

Any development of a secondary suite or detached suite would require a Building Permit and be subject to Zoning Bylaw regulations, BC Building Code requirements, and applicable Development Cost Charges (DCCs). DCCs are payable for a detached suite in the amount of \$6,064.31, and would be collected with the Building Permit application for an accessory building and suite, unless the application for a suite is filed later.

#### COMMENTS

#### **Engineering Department**

No Engineering concerns with rezoning. Future building permit for detached / attached suite will require water service upgrade.

#### Building Department

BC Building Code will apply. No concerns with proposed zoning.

Fire Department

No concerns.

#### Planning Department

The proposed R-8 zoning is consistent with the OCP and if the subdivision is completed the two proposed lots could easily meet the R-8 zoning requirements based on parcel area and dimensions. Therefore, this application is supported by staff. Any development of a secondary or detached suite requires a building permit and is subject to meeting Zoning Bylaw and BC Building Code regulations.

Prepared by: Denise Ackerman Planner, Development Services

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

APPENDIX 1: Location Map



**APPENDIX 2: Parcel View** 



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## APPENDIX 4: OCP Map



APPENDIX 5: Zoning Map





Existing house on the property.



Proposed Lot 2 shown on the right.



To: His Worship Mayor Harrison and Members of Council

Date: May 7, 2020

Subject: Development Permit No. 424 (Neighbourhood Commercial)

Legal:Lot 24, Section 18, Township 20, Range 9, W6M, KDYD, Plan 22473Civic:480 - 30 Street SEOwner:T. HorstingApplicant:OwnerAgent:M. Lamerton

#### MOTION FOR CONSIDERATION

- THAT: Development Permit No. 424 be authorized for issuance for Lot 24, Section 18, Township 20, Range 9, W6M, KDYD, Plan 22473 (480 - 30 Street SE) in accordance with the Development Permit drawings attached in Appendix 4;
- AND THAT: Development Permit No. 424 include the following variances to Zoning Bylaw No. 2303:
  - 1. Appendix A, Section 1 Required Offstreet Parking Requirement reduce the number of required parking spaces from 11 to 9;
  - Appendix A, Section 7 waive the requirement to provide hard surfacing (i.e.: asphalt, concrete or brick) for off-street parking areas;
- AND THAT: Development Permit No. 424 include the following variances to Subdivision & Development Servicing Bylaw No. 4163:
  - 1. Waive the requirement to upgrade the 30 Street SE frontage to the full Urban Arterial Standard (RD-4);

AND FURTHER THAT: Issuance of Development Permit No. DP-424 be subject to the following:

- 1. Receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of landscaping; and
- 2. Registration of an Easement in favour of Back to Nature Daycare (480 30 Street SE) to allow access over the city owned property (420 - 30 Street SE) to facilitate one-way entrance and exit on and off the subject property; with the owner responsible for all associated easement costs and providing compensation to the City of Salmon Arm in the amount of \$3,200, along with the costs to widen the existing access/egress to 8 m.

#### STAFF RECOMMENDATION

1. Council approval of the proposed Development Permit drawings attached as Appendix 4;

- 2. Council approve the requested zoning bylaw variances; and
- 3. Staff concurs with the Engineering Department's comments (attached as Appendix 5) not in support of the off-site servicing variances.

#### PROPOSAL

This application is to permit the development of a commercial daycare at 480 30 Street SE (Appendix 1 & 2). The subject property is vacant and City Council just recently (January 2020) approved OCP and Zoning Amendments to facilitate their development proposal. The proposal includes a 4,000 ft<sup>2</sup> two storey building. The proposed design for the parking lot includes 9 parking stalls and a one-way access entrance and exit close to 30 Street SE. The applicant/agent has submitted a letter of rationale (Appendix 3). The proposed Development Permit drawings are attached as Appendix 4.

#### SITE CONTEXT

As of January 2020, the subject property is designated Neighbourhood Commercial in the City's Official Community Plan (OCP) and is zoned C-1, Local Commercial Zone in the Zoning Bylaw. The site is 0.41 acres in size with approximately 30.5 metres of frontage along 30 Street SE and is currently vacant of any buildings. The adjacent land uses are described as follows:

North:	Vacant, City owned property – R-1, Single Family Residential,	
	Little Mountain Fieldhouse – P-1, Park	
	Public Works Yard – P-3, Institutional	
South:	Single Family Residential – R-1	
East:	Single Family Residential – R-1	
West:	Single Family Residential – R-1	
	Shuswap Middle School – P-3, Institutional	

#### COMMENTS

#### **Design Review Panel**

Due to the COVID-19 pandemic and committees not in session, the application was not referred to the Design Review Panel for comment.

Fire Department

No concerns.

#### **Building Department**

No concerns with requested variances. Suspected filled soils on site. Geotechnical reporting is required at the Building Permit stage to confirm the safe intended use and development.

Engineering Department

Memorandum attached as Appendix 5.

Planning Department

#### Form and Character Development Permit

The proposed development is subject to the "Neighbourhood Commercial Development Permit Area" design guidelines of the OCP, which takes into consideration the siting and building, landscape and screening, as well as access, circulation and parking areas.

#### Siting and Building

The overall architectural design scheme reflects and conforms to the surrounding single-family residential area. The building has a contemporary design, incorporating an appropriate colour scheme for the daycare use yet has similar features to a single family dwelling, including the size of a larger home, approximately 4,000 ft<sup>2</sup>. The building incorporates natural wood siding, timber columns and the shed like metal roof. The building is situated close to the street frontage mainly for a functional purpose to maximize outdoor play space behind the building. The two-storey, 'L' shaped building will be 8.28 m in height, below the 10 metres permitted in the C-1 Zone.

#### Landscape and Screening

The proposed landscaping plan (Appendix 4) illustrates a planting beds along the front and north of the property which will delineate the property lines and provide screening to the parking area. Four trees have been included along the front and side parcel lines to provide visual interest and complement the building and the overall site. The remaining planting beds are up close to the building, enhancing the features of the building. The remainder of the property behind the building is to be used as outdoor play space.

#### Access, Circulation and Parking Area

The design proposed for access and the parking area is a one-way entrance and exit with 7 angled parking stalls on the west side, between the building and 30 Street frontage. There are 2 additional parking stalls closer to the building, one of the stalls is a handicap stall. This one-way traffic circulation and angle parking design aids in keeping the parking area to a minimum and more of the property available for outdoor play space.

As previously mentioned the proposal shows a total of 9 parking stalls. The Zoning Bylaw specifies daycares are required to provide 1 parking stall per 0.35 m of gross floor space. The total floor space of the building is 377 m<sup>2</sup>; therefore, 11 spaces are required. The applicant is requesting a variance to reduce the number of required parking spaces from 11 to 9.

The second Zoning Bylaw variance is a request to waive the requirement to provide hard surfacing (i.e. asphalt, concrete or brick) for off-street parking areas. Most of the parking area is proposed to be of a granular surface apart from the site entrance which is proposed to be asphalt.

#### **Off-Site Upgrades**

The applicant is requesting a variance for all frontage upgrades including street lighting. The applicant retained Gentech Engineering to provide an Opinion of Probable Costs (OPC) for the required frontage works (Appendix 6). According to the OPC, these frontage upgrades are estimated to cost \$55,912. 30 Street SE is designated as an Urban Arterial Road in the OCP. Upgrading in accordance with the Specification Drawing No. RD-4 to the Urban Arterial Road standard is required. The required road width, as per the RD-4 specifications is 25 metres; however, the City only requires an interim width of 20 metres of road dedication and available records indicate that no additional road dedication is required. There is existing concrete sidewalk, curb and gutter; however, it does not meet the current RD-4 specifications of SDS Bylaw No. 4163, which includes additional paving width, cycle lane, street lighting to newer City standard, among other items.

#### Easement

The existing letdown on the south end of the subject property is the proposed entrance with a one-way drive aisle. Typically, staff do not support more than one access along an Urban Arterial Street. However, as the City owns the adjacent vacant parcel to the north where there is another letdown on the southern end of that lot, an easement for exiting is supported by the City Engineer.

Staff previously made some concerns known with this proposed arrangement, some of those being:

- Heavy equipment and snow storage just about anywhere within the City lot during the winter months;
- Shared access with heavy equipment / vehicles;
- Potential snow melt water pooling and drainage issues from the City lot (which should be addressed in the applicant's geotechnical report); and,
- Future re-design of this overflow parking lot may be negatively impacted.

## 12 DSD Memorandum

The site plan (Appendix 4) shows the exit on City property at 4.5 metres in width. The Engineering Department requests this egress be widened to 8 metres as this would be a shared access with City property and must accommodate commercial two-way traffic. The applicant is agreeable to widening the access to 8 metres.

Encumbering City public land in favour of a private land owner is considered to be the same as disposing of public land under Section 26 of the *Community Charter*; therefore, compensation to the City is required. The compensation owed to the City is \$3,200 based on the 2020 assessed land value and the area of land encumbered by the easement<sup>1</sup>. If at this time Council is agreeable in principal to encumber the city owned property with an easement, staff will proceed with the preparation of another report to address the easement and fulfill the requirements of Sections 26 & 94 of the *Community Charter* (notice of proposed property disposition and requirements for notification).

In this scenario, execution of the easement and payment of the \$3,200 to the City would be deferred to a condition for Building Permit and Final Occupancy of the proposed building.

#### CONCLUSION

The applicant successfully completed an OCP and Zoning Amendment this past January to relocate their daycare business. This development proposal aligns with the Neighbourhood Commercial Development Permit guidelines as set out in the OCP. Staff highly endorse the drawings; the building, site and landscaping designs would complement the surrounding neighbourhood.

Staff support the variances to reduce the number of parking spaces from the required 11 to 9. Not having a hard surfaced parking area poses some concerns.

Although on technical grounds staff do not support the requested servicing variances, the Development Services Department note the following points for consideration should Council wish to support some or all of these reductions in service levels:

- 1. The applicant appears to have limited financial means to fully complete this project and relocate the daycare business;
- City Council has expressed recent desires to support new daycares through a formalized planning process - approving the servicing variances would be a quick cost cutting method to support this business;
- 3. The OCP's social policies supporting daycares and related services in the urban area; and
- 4. The 30 Street SE frontage has existing curb, gutter and some street lighting, albeit all substandard.

Prepared by: Denise Ackerman Planning and Development Officer

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

## APPENDIX 1: Location Map







MARC A. LAMERTON, Principal Architect AIBC B.A., M.Arch., LEED AP

April 8, 2020

To: City of Salmon Arm Development Services Department Box 40, 500 – 2<sup>nd</sup> Avenue N.E. Salmon Arm, BC, V1E 4N2

Re: Development Permit Application - Design Rationale 'Back in Nature' Commercial Daycare – 480 30<sup>th</sup> St. SE

#### **GENERAL PROJECT INFO**

The proposed development at the above noted address involves the construction of a 2-storey (plus partial basement), commercial building with a total gross floor area of around 4,000sf (377sm). The structure is intended to house a daycare business (modeled after the Waldorf philosophy), serving families with children varying from 18 months to 12 years. The ground for will provide care for 16 children, and the second floor will provide care for 8 children, for a total of 24 children, plus up to 4 staff.

The Owner has worked hard to find a suitable site to locate the business, and has recently had the property Re-Zoned from R-1 (Low-Density Residential) to C-1 (Local Commercial). The property is conveniently located near multiple residential neighbourhoods, has suitable vehicular access (via 30<sup>th</sup> St.), and is adjacent to institutional and park areas.

As noted on the architectural Site Plan (A01), the project is proposing 1-way traffic circulation on and off the site. The 1way drive aisle and angled parking allows the overall depth of the vehicular part of the site to be kept to a minimum, permitting more of the property to be retained as outdoor play area for the children. The site entrance is via an existing sidewalk let-down on the south end of the Subject Property, with the exit using another existing let-down from the south end of the City of Salmon Arm property. Initially proposed was both an entrance and exit from the Subject Property, however, two access points from a site of this size is not typically supported by City Staff, so alternatives were explored.

This option emerged in discussion with the City of Salmon Arm Engineering / Development Services Department and is mentioned in the Staff Report. The use of this let-down would involve an easement providing access onto the City property from the north side of the Subject Property, then onto 30<sup>th</sup> Street. The Owner is very positive about this option and will work with the City and Legal Land Surveyors to formalize the easement.

## **REQUESTED VARIANCES**

Also noted on the Site Plan, the proposal is requesting two Variances from the City of Salmon Arm Zoning Bylaw. The first Variance relates to the required parking. From Table A1-1 of Appendix I of the Bylaw, Daycare facilities are required to provide 1 stall per 35sm of gross floor area (GFA). Based on the GFA for the two-storeys plus basement, the project requires 11 parking stalls. As indicated on the Site Plan, we are proposing 9 parking stalls.

The rationale for the Variance is based on the original design for the building, which only included the two storeys above grade, with no basement. The decision to add some space in a basement resulted from the findings of the preliminary

## APPENDIX 3: Letter of Rationale



MARC A. LAMERTON, Principal Architect AIBC B.A., M.Arch., LEED AP

geotechnical report, which indicated that an average of 8 feet of existing soil material will need to be removed and replaced with engineered fill. In order to save some costs on extensive fill material, it was decided to create a partial basement and add some service spaces – laundry, storage, and mechanical rooms. Although these spaces technically add to the GFA of the building, the 9 parking stalls proposed are sufficient for original floor area of the above-grade building. The basement addition has no impact on the number of anticipated children or staff.

The second requested Variance relates to the onsite parking surface. The City of Salmon Arm Zoning Bylaw Appendix A, Item 7 (#2678) requires that off street parking & loading areas - including drive aisles - in Commercial Zones are finished in a hard surface (such as asphalt, concrete, or brick). The project is proposing to include a section of asphalt as part of the site entrance at the south end of the site, and then transition to a clean, granular surface material for the remainder the onsite drive aisle and parking area.

As rationale for the Variance, we are proposing that the minimizing of hard surfaces on the site is consistent with the project's focus on outdoor play in more natural settings. Simultaneously, the reduction of impervious surfaces on site will permit site drainage to occur more gradually, easing the burden on the municipal storm water system. Site grading will ensure that surface water remains on site and is allowed to permeate the ground (much like it currently does). One of the reasons that granular material is not typically permitted is to prevent rocks from being pulled offsite by vehicles and onto municipal sidewalks and streets. In this case, the proposed site exit is across an easement onto the City property, which is currently a gravel surface.

A third Variance is being requested involving the required off-site improvements. As part of the 'OCP and Zoning Amendment' application report (dated September 5, 2019), City Staff has highlighted the required improvements to the current Urban Arterial Road standard. The value of this work has been estimated at \$56,000 (see attached *Opinion of Probable Costs* from Gentech Engineering). It is the understanding that this amount would be taken as a *cash-in-lieu* contribution. The Owner is requesting a Variance to the payment of this amount.

The rationale for this Variance is two-fold: firstly, given the developed nature of 30<sup>th</sup> St. and the nearby side streets, it is unlikely that the road improvements will actually take place any time in the foreseeable future. The Owner is concerned that the investment she is making in this business will never actually see the benefit of this road improvement contribution at this location.

Secondly - and most crucially – this cost represents a significant amount of the overall project budget. Given the new Zoning, the site could accommodate a much larger commercial or mixed-use development. In this case, the proposed size of the development is essentially the scale of a single-family home, with the aim of leaving much of the site open as outdoor play area for children. It should also be known that the property contains a large amount of fill material that has been placed there over the years. As a condition to development, the Owner engaged a Geotechnical Engineer. This results of their work – which includes test pits, analysis, and detailed report – have indicated that significant amounts of material needs to be removed from the site and replaced with engineered fill in all portions of the site to be developed. This required work has added a significant amount to the development costs, putting a strain on the project budget.

The Owner considers this to be a financial hardship, considering the nature and scale of the proposed daycare business. She is hoping to be able to direct the available funds into the construction of a modest, but quality structure, plus provide an enriching outdoor environment for the kids.



MARC A. LAMERTON, Principal Architect AIBC B.A., M.Arch., LEED AP

#### **DESIGN APPROCH**

The general approach for the project design is intended to reflect both the context and the intended use. The scale and building form relates to the mainly single-family residential setting of the site, while the playful use of colour surrounding the windows corresponds with the daycare function. The effect is essentially contemporary in character, incorporating a shed-roof design with a fairly simple exterior cladding palette consisting of stucco, natural wood siding, cement fiber board accents, and some exterior timber structure. Although the floor plan is a simple 'L' shape, there is enough variation in the roof configuration and exterior treatments to provide an interesting and dynamic result.

Site planting will be provided onsite as per the Landscaping Plan, and will seek to provide a thoughtful and attractive street presence for the project.

The project team is very excited about moving on to the next phase of this development and we look forward to working with City Staff, Council, and members of the public towards a wonderful result.

Should you have any questions regarding the proposed development, please do not hesitate to contact me.

Yours very truly,

More AJ

Marc Lamerton, Architect AIBC B.A., M.Arch, LEED AP





















APPENDIX 4: Site & Building Plans



Feb 27 2020

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	DAYCARE, SALMON ARM	Feb 27, 20,	20
Y	BOTANICAL NAME	COMMON NAME	SIZE
S			
	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple	7cm cal.
	Magnolia stellata	Star Magnolia	#10 pot
JB	S		
	3 Clethra alnifolia 'Vanilla Spice®' (PW)	Vanilla Spice Summersweet	#2 pot
	8¦Cornus stolonifera 'Pucker Up'	Pucker Up Red-barked Dogwood	#2 pot
1	0 Genista lydia 'Bangles'	Bangles Lydia Woadwaxen	#1 pot
2	2¦Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	#1 pot
	1 Hydrangea paniculata 'Strawberry Vanilla'	Strawberry Vanilla Hydrangea	#5 pot
3	0¦Juniperus horizontalis 'Bar Harbor'	<sup>1</sup> Bar Harbor Juniper	#1 pot
3	1  Lavandula angustifolia 'Hidcote'	'Hidcote Lavender	#1 pot
	3 Miscanthus sinensis 'Zebrinus'	Striped Maiden Grass	#1 pot
	3 Pennisetum alopecuroides	Fountain Grass	#1 pot
	6 <sup>1</sup> Pinus mugo 'Mops'	Mops Mugo Pine	#5 pot

Mandarin Lights Azalea

Emily Carr Rose

Hicks Yew

Bill Reid Canadian Artist Rose

Glo Girl Birch-Leaf Spirea

Goldmound Bumald Spirea

5 Rhododendron 'Mandarin Lights'

25 Rosa Canadian Artist 'Bill Reid'

16 Rosa Canadian Artist 'Emily Carr'

8 Spiraea betulifolia 'Glo Girl'

5 Spiraea x bumalda 'Goldmound'

9 Taxus x media 'Hicksii'

No substitutions without written permission of the Landscape Architect.

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SHRUBS



Memorandum from the Engineering and Public Works Department

TO:	Kevin Pearson, Director of Development Services	
DATE:	April 29, 2020	
PREPARED BY:	Matt Gienger, Engineering Assistant	
APPLICANT:	Teresa Horsting, 3029 Cedar Drive, Sorrento, BC V0E 2W2	
SUBJECT:	<b>DEVELOPMENT PERMIT AMENDMENT APPLICATION No. DP-424</b>	
LEGAL:	LOT 24, SECTION 18, TOWNSHIP 20, RANGE 9, W6M KDYD, PLAN 22473	
CIVIC:	480 – 30 Street SE	

Further to your referral dated April 09, 2020, we provide the following servicing information.

#### 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 overhead electrical and telecommunication wiring upon development.
- 4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
- 5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
- 6. Erosion and Sediment Control measures will be required 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 and relocated outside of the proposed building envelope. Owner / Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.
- 8. At the time of building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

## **DEVELOPMENT PERMIT AMENDMENT APPLICATION No. DP-424** April 29, 2020 Page 2

9. For the off-site improvements at the time of 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:

- 30 Street SE, on the subject properties western boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at this time, all building setbacks will be required to conform to the ultimate 25.0m cross section. Available records indicate that no additional road dedication is required (to be confirmed by BCLS)
- 2. 30 Street SE is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Arterial Road standard is required, in accordance with Specification Drawing No. RD-4. Upgrading may include, but is not limited to, road widening, curb & gutter, separated multi-use path and streetlights. Owner / Developer is responsible for all associated costs.
- 3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
- 4. As 30 Street SE is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only one (1) driveway access will be permitted onto 30 Street SE. All unused driveways shall be removed.

Applicant is proposing a one-direction "Drive Aisle" with entrance from 30 Street SE towards the southern extent of property's frontage, and exit onto 30 Street SE through a portion of City of Salmon Arm's parking lot to the north (see applicant's site plan). Proposed access (and Right Of Way) on City Property at 420 30 Street SE is required to be 8.0 wide. Owner / Developer is responsible for removal of fence, cedar hedges, organic material and any other obstructions within the 8.0m access. Widening of access to 8.0m wide is required, with construction to the satisfaction of the City Engineer. Owner / Developer responsible for all associated costs.

#### Water:

- 1. The subject property fronts a 305mm diameter Zone 4 watermain on 30 Street SE. No upgrades will be required at this time.
- 2. Records indicate that the existing property is serviced by a 25mm(1") service from the 305mm diameter watermain on 30 Street SE. Demand of proposed development will determine if any upgrade is required. This service will require a water meter supplied by the City at the time of building permit, at the Owner / Developer's cost. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs
- 3. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).

4. Fire protection requirements to be confirmed with the Building Department and Fire Department.

## Sanitary:

- 1. The subject property fronts a 200mm diameter municipal sewer main on 30 Street SE. A 205mm diameter sanitary sewer main traverses the southeast property corner within Right Of Way A13402, of approximately 3.05m in width (to be confirmed by BCLS). Increasing this ROW width to the north to a total of 6.0m wide is required. Owner / Developer is responsible for all associated costs.
- 2. Records indicate that the existing property is serviced by a 150mm service from the sanitary sewer on 30 Street SE. All existing inadequate/unused services must be abandoned at the main. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Sanitary System to receive the proposed discharge from the development. Owner / Developer is responsible for all associated costs.

## Drainage:

- 1. The subject property fronts a 450/600mm diameter storm sewer on 30 Street SE. A inlet structure for overland flows with 300mm diameter storm sewer to storm manhole exists within boulevard of subject property's frontage along 30 Street SE. No mainline upgrades are anticipated at this time.
- 2. Records indicate that the existing property is serviced by a 100mm service from the storm sewer on 30 Street SE. This service will require decommissioning and 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. The ISMP shall address the site drainage and any upstream drainage, including the safe passage of 100 year overland flow at the low point of the site to the storm water pond on the west side of 30 Street SE.
- 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 parcel 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.

## APPENDIX 5: Engineering Department Comments APPLICATION No. DP-424

**DEVELOPMENT PERMIT AMENDMENT APPLICATION No. DP-424** April 29, 2020 Page 4

### Geotechnical:

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), is required.

#### The applicant is requesting three variances:

- 1. Reduce the number of required parking stalls from 11 to 9.
- 2. Waive the requirement to provide hard surfacing (I.e: asphalt, concrete or brick) in parking areas.
- 3. Waive the requirement to provide frontage improvements.

#### 1. Reduce the number of required parking stalls from 11 to 9.

#### **Recommendation:**

The Engineering Department has no concerns with this variance.

#### 2. Waive the requirement to provide hard surfacing.

If the proposed driveway and parking is improperly constructed or maintained, additional mud/sand/silt could be introduced into City storm sewer infrastructure, which would impose frequent and costly maintenance to City infrastructure.

#### **Recommendation:**

The Engineering Department recommends that the requested variance to waive the requirement to provide hard surfacing be denied due to operations and maintenance concerns.

## 3. Waive the requirement to provide frontage improvements.

The Subdivision and Development Servicing Bylaw 4163 (SDSB) requires that developers upgrade services within their frontage to meet the current bylaw standards. We would require cash-in-lieu for the majority of the works, with the exception of street lighting which could be installed immediately.

30 Street SE is a truck route, school zone and main arterial roadway. This section of roadway sees a high level of vehicle, bicycle and foot traffic, and these levels are expected to increase in the future. Construction of a 3.0m separated multi-use path would improve safety by increasing distance between vehicles and active transportation modes (bicycle, pedestrian, scooter, etc.). Providing street lighting would greatly increase night time awareness of pedestrian traffic and also greatly increase safety. Although upgrades would not be completed immediately (with the exception of street lighting) and cash-in-lieu is required, construction of frontage in accordance with RD-4 standard in the future is essential in improving safety along this area of high traffic.

Although construction of frontage improvements may not be immediate, it is reasonable to expect that frontage upgrades along this section of 30 Street would be completed in the next 10 or 20 years. Requiring full contribution of future works by the developer eases the burden on taxpayers when upgrades to 30 Street SE are constructed.

**Recommendation:** 

The Engineering Department recommends that the requested variance to waive all frontage improvements be denied, as increasing safety along the 30 Street corridor through active transportation improvements is a high priority for the City.

Matt Gienger Engineering Assistant

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

## APPENDIX 6: Gentech Engineering Opinion of Probable Costs (OPC)

## BACK IN NATURE DAYCARE MARCH 2020 480 - 30th STREET SE - Off-site OPINION OF PROBABLE COST

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

ltem No.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE \$	AMOUNT \$
1.0	ROADS AND EARTHWORKS	da ile e	a an	- 1714	line sectors of
1.1	Asphalt Removal	m²	15 *	\$ 12.50	\$ 187.50
1.2	Concrete Removal	m²	75 *	\$ 15.00	\$ 1,125.00
1.3	Excavation Common & Disposal	m³	175 *	\$ 17.50	\$ 3,062.50
1.4	Supply & Place Sub-Base	m³	125 *	\$ 50.00	\$ 6,250.00
1.5	Supply & Place Base	m³	25 *	\$ 80.00	\$ 2,000.00
1.6	Supply & Install 100 mm Asphalt	m²	150 *	\$ 35.00	\$ 5,250.00
1.7	Supply & Install 50 mm Asphalt	m²	100 *	\$ 30.00	\$ 3,000.00
1.8	Curb Backing	m³	5 *	\$ 95.00	\$ 475.00
	Sub-Total: Roads and Earthworks				\$ 21,350.00
2.0	STORM SEWER WORKS				
2.1	Supply & Install 300ø PVC Storm	m	5 *	\$ 225.00	\$ 1,125.00
2.2	Relocate Headwall	LS	1	\$ 1,500.00	\$ 1,500.00
	Sub-Total: Storm Sewer Works				\$ 2,625.00
3.0	CONCRETE, CURB, GUTTERS, SIDEWALK, STAI	RS			
3.1	Concrete Curb & Gutter (CGS-1)	m	40 *	\$ 75.00	\$ 3,000.00
3.2	150 mm Reinforced Concrete Sidewalk	m²	20 *	\$ 95.00	\$ 1,900.00
	Sub-Total: Concrete, Curb, Gutters, Sidewalks, Stair	s			\$ 4,900.00
#### 480 - 30th STREET SE - Off-site OPINION OF PROBABLE COST

	Sub-Total: Landscaping					\$	3,500.00
			•	+			
5.1	Boulevard Restoration	LS	1 *	\$	3,500.00	\$	3,500.00
5.0	LANDSCAPING						
ltem No.	DESCRIPTION OF WORK		QUANTITY		UNIT PRICE \$		AMOUNT \$
	Sub-Total: Street Lighting					\$	9,000.00
-7.2					2,000.00	Ψ	2,000.00
4.2	Supply & Install 50ø Hydro Service	ea	1	-	2,500.00	\$	2,500.00
4.1	Supply & Install Davit Street Light c/w Power Base	ea	1 *	\$	6,500.00	\$	6,500.00
4.0	STREET LIGHTING						
ltem No.	DESCRIPTION OF WORK	UNIT	QUANTITY		UNIT PRICE \$		AMOUNT \$

#### 480 - 30th STREET SE - Off-site OPINION OF PROBABLE COST

ltem No.	DESCRIPTION OF WORK	UNIT	QUANTITY		UNIT PRICE \$		AMOUNT \$
	SUMMARY						
1.0	ROADS & EARTHWORKS	20	04 MO 204		1	\$	21,350.00
2.0	STORM SEWER WORKS				d ye waa a	\$	2,625.00
3.0	CONCRETE, CURB, GUTTERS, SIDEWALK, STA	IRS				\$	4,900.00
4.0	STREET LIGHTING					\$	9,000.00
5.0	LANDSCAPING					\$	3,500.00
	SUB-TOTAL					\$	41,375.00
							60003
6.0	CONTINGENCY (10%)	1		-		\$	4,137.50
7.0	ENGINEERING					+	
	Design (5%)			\$	2,275.63		
	Inspection (7%)			\$	3,185.88		
	Records (2%)			\$	910.25		
	Geotechnical Testing (3%)			\$	1,365.38	\$	7,737.14
	SUB-TOTAL					\$	53,249.64
						φ \$	2,662.48
						Ψ	2,002.40
	TOTAL					\$	55,912.12

#### \*Opinion of Probable Cost Notes

- 1) Quantities may vary depending on field revisions and/or conditions encountered at the time of construction, thereby affecting the final cost.
- 2) Unit Prices are influenced by supply & demand for both contractors and materials at the time of construction, thereby affecting the final cost.
- 3) Prices do not include BC Hydro, Telus, Gas, Legal Survey (BCLS) and property/right-of-way acquisitions.
- 4) Prices do not include Geotechnical, Environmental and Archaeological studies, reviews and approvals.
- 5) Unit Prices are estimated in 2019 Canadian Dollars for similar works and exclude taxes.



Date:	May 11, 2020	
Subject:	Development Peri Legal:	mit Application No. DP-425 (Multi-Family Residential) Parcel A (Plan B5859) of Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 3842
	Civic: Owner/Applicant:	241 Beatty Avenue NW

His Worship Mayor Harrison and Members of Council

#### MOTION FOR CONSIDERATION

To:

- THAT: Development Permit No. 425 be authorized for issuance for Parcel A (Plan B5859) of Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 3842 (241 Beatty Avenue NW) in accordance with the elevations and site plan attached in Appendix 5;
- AND THAT: Development Permit No. 425 include the following variances to Zoning Bylaw No. 2303:
  - 1. Section 10.4 increase the maximum height of a principal building from 15 metres to 16.9 metres, and
  - 2. Section 10.9.3 reduce the west interior side parcel line setback from 2.4 metres to 2.0 metres;
- AND THAT: Development Permit No. 425 include the following variance to Subdivision and Development Servicing Bylaw No. 4163:
  - 1. Reduce the requirement to fully upgrade the Beatty Avenue NW frontage to a 50% cash contribution in lieu of works and services;

# AND FURTHER THAT: Issuance of Development Permit No. 425 be withheld subject to the receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscaper's estimate for completion of landscaping.

#### STAFF RECOMMENDATION

- 1. Council approve the proposed Development Permit drawings attached as Appendix 5;
- 2. Council approve the requested variances to the Zoning Bylaw; and
- 3. Staff concurs with the Engineering Department's comments, attached as Appendix 8, not supporting the servicing variance.

#### PROPOSAL

The subject parcel is located at 241 Beatty Avenue NW (Appendix 1 and 2), designated Medium Density Residential in the City's Official Community Plan (OCP), and zoned R-5 High Density Residential Zone in the Zoning Bylaw (Appendix 3 and 4).

#### 38 DSD Memorandum

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This application is to permit a new 25-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 multi family development is proposed, as specified by the OCP a Development Permit application to guide form and character is required prior to development. An active, 4 m wide sanitary right-of-way exists over the western portion of the subject parcel. Variances have been requested related to frontage upgrades, height, and setbacks. The applicant has provided two letters of rational addressing the design as well as the frontage variance request (Appendix 6).

#### BACKGROUND

The 0.5 acres vacant parcel (site photos attached as Appendix 7) is within the City's waterfront development area, was rezoned to R-5 in 1991, and was the subject of an approved Development Permit Application (DP-300) in 2004 with a design for a 4-storey (14.4 m) 24 unit multi family building, which ultimately did not proceed. The parcel was rezoned in 1991 from R-2 to R-5 at which time the property was designated "Innovation Residential Commercial Mix" under a previous OCP. The current application is to permit the development of a 6-storey 25 unit multifamily residential building, as shown in the proposed Development Permit drawings.

#### COMMENTS

#### **Building Department**

Subject to BC Building Code requirements.

#### Fire Department

No concerns.

#### **Engineering Department**

Recommends the requested variance to reduce the required frontage upgrades be denied. Engineering comments are attached as Appendix 8.

#### Design Review Panel

With committees inactive due to the COVID-19 pandemic, the application was not referred to the Design Review Panel (DRP) for review.

#### 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, landscape design, as well as access, circulation and parking area guidelines.

#### Siting and Building

The applicant is proposing a 25 unit development in the form of a 6 level building set on the northern portion of the parcel. The building has a footprint of 652.2 square metres in area on the 2,024 square metre parcel (32% parcel coverage), and a maximum height of 16.9 metres above grade (a variance has been requested to increase the permitted height 1.9 m, from 15 m to 16.9 m). Both the roofline and, as described in the next section, the facades of the buildings are stepped, allowing for visual interest. A "shadow study" has been submitted for consideration (Appendix 5).

The building design is a contemporary style very similar to the applicant's recently developed "Shoreline" building at 131 Harbourfront Drive. The building features varied facades providing visual interest, incorporating high quality materials with proposed cladding including stucco, metal, and wood siding. The building provides an articulated roofline, stepping back above the first storey, and then stepping back again after the fifth storey for the penthouse above, aligned with the OCP guidelines.

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OCP policy 8.4.11 suggests orienting buildings to the dominant street frontage with entries from the street, while OCP policy 8.4.12 suggests designing parking garages facing away from the street. Staff recognize the limitations of this particular site with respect to meeting these guidelines.

#### Landscape Design

A site plan has been submitted with a range of plantings proposed around the building. Drought tolerant landscaping is utilized. A large existing hedge is in place along the north parcel line, on the adjacent parcel.

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Related to landscaping, the parcel is located on a designated "local road" and is subject to OCP 8.4.28 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 onsite plantings, the applicant has included boulevard trees, with maple trees proposed on the site plan. Bonding as included in the Motion for Consideration will be held to ensure the completion of landscaping including boulevard trees.

#### Access, Circulation and Parking Area

Vehicle access proposed is via a single shared 8 metre wide access route. 33 parking spaces have been provided (32 are required), 17 are enclosed parking spots, with 16 remaining exterior parking spaces proposed.

OCP policy 8.4.41 discourages parking areas in excess of 5 stalls in front yard areas. As previously noted, staff recognize the limitations of this particular site with respect to meeting this guideline. The parking area is screened from the street by landscaping including maple trees, solid hedging, and a chain link fence planted with Virginia Creepers. Furthermore, the majority of the parking provided is enclosed, as suggested by OCP policy 8.4.43.

#### Zoning: Land Use, Height, and Setbacks

The proposed development meets the applicable land use requirement of the R-5 zoning regulations contributing to a mixture of residential housing types. The density of the 25 units proposed is supported within the R-5 zone (up to 26 units would be supported). However variances have been requested for height and the setback along the east interior parcel line.

Considering the height of the building proposed, 16.9 m is reasonably comparable to the other multi-storey developments in the area: the CSRD building is approximately 11.5 m tall, and Lakeshore Manor is approximately 16.5 m tall, while closer to the proposed development, the Prestige Hotel is approximately 18 m in height, with the adjacent residential buildings being 19 m (to the west) and 18.4 m tall (to the southwest). As noted in the design rationale letter, the building design limits the impact of this height, with the majority of the stepped building mass measuring to a height of 13.8 m. Considering the design of the building, other multi-storey developments in the area, as well as the relative size of the 1.9 m variance requested (15 m increased to 16.9 m), staff feel the height variance is reasonable.

Similarly, staff note the setback variance requested is also minimal: 2.4 m decreased to 2 m along the east interior parcel line. This has been requested in order to shift the building slightly from the City's active sanitary right-of-way which extends 4 m in width along the western parcel line. This right-of-way does present an encumbrance on the parcel, and the applicant is required to widen the right-of-way to 6 m outside of the proposed building envelope. The property directly adjacent to the east parcel line is a panhandle access to the adjacent parcel. As such, staff feel this requested setback variance is reasonable. Furthermore, if the sideyard setback variance is denied, the building mass as shown would only have a slight aerial encroachment over the right-of-way, which according to the City Engineering would not present an issue.

#### Frontage Upgrade Variance Request

The minimum servicing levels specified by the City's Subdivision and Development Servicing bylaw have been adopted to ensure that basic infrastructure is provided to support development. The community generally expects appropriate road width and amenities for traffic safety, pedestrian use, and City operations. The implication of granting variances to minimum service levels is that these costs (the burden of providing minimum servicing) are then deferred to future property owners or the City (taxpayers).

Staff recognize that the applicant is amenable to the required 9.304 m road dedication (Beatty Avenue), and that the applicant is willing to provide a 50% cash contribution. The applicant has provided an Opinion of Probable Cost (OPC) suggesting a price of \$99,629.46 for the frontage works (staff note that an original OPC for \$130,025.70 was submitted and subsequently revised based on discussion with the Engineering Department). Further to these revisions, Engineering staff estimate potentially an additional 10% savings incorporating their recommendations.

Aligned with the Engineering Departments comments, Development Services staff do not support the frontage upgrade variance request. In recommending this requested variance be denied, staff note the following considerations:

- 1. OCP policy 8.4.3 encourages safe pedestrian access around multi family developments;
- 2. The frontage is considered a part of the "Heritage Trail" route, a priority for pedestrian amenity development as per the OCP and Greenways Strategy;
- 3. In the downtown area, frontage amenities such as sidewalks are a general expectation;
- 4. The City has sufficient right-of-way to continue the improvements to the west in the future;
- 5. The 29.1 m of frontage is not an excessive length relative to the proposed development; and
- 6. The density proposed by the development puts increased pressure on the local transportation network and would be directly enhanced by the frontage improvements.

Considering the above, given the expected level of service associated with the proposed residential development, and the location of the parcel within the downtown area and along the Heritage Trail corridor, in alignment with OCP policy staff recommend this requested variance be defeated.

#### CONCLUSION

The applicant is applying for a Development Permit to support a multi family residential development within the Residential Development Permit Area. The proposed building design substantially aligns with the Development Permit Area guidelines as described in the OCP. The height and setback variances are viewed as minimal and are supported by staff.

Given the context of the frontage, staff do not support the frontage variance request. Otherwise, staff support the proposal including the height and setback variances as presented.

Prepared by: Chris Larson, MCP Planning and Development Officer

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



## Appendix 2: Parcel View









PROJECT STATISTICS
CIVIC ADDREES:
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Appendix 5: Site Plan and Elevations

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Appendix 5: Site Plan and Elevations

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Appendix 5: Site Plan and Elevations

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SOUTH EAST PERSPECTIVE

PERSPECTIVES & SHADOW STUDY

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Shadow Study

SUMMER - 12:00pm

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Appendix 5: Site Plan and Elevations

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Appendix 6: Letters of Rationale

March 16, 2020

City of Salmon Arm

Box 40 500 2 Avenue NE Salmon Arm, BC V1E 4N2 Phone: 250.803.4000

Attention: Kevin Pearson

Re: 241 Beatty Ave, Salmon Arm, BC, Development Permit Application – Design Rational Letter.

Council & Staff,

MQN Architects has been engaged to design a new 25-unit multi-family housing development on the 241 Beatty Ave property. The property is currently zoned for multi-family development and this proposal is consistent with the existing R-5 - High Density Residential Zone.

Borrowing the same colours and exterior materials as Shoreline, the design continues the aesthetic language established with the developer's previous project. A design proven to be successful within this community.

Like Shoreline, a covered parking area is offered, and units are provided with large private decks. This project is expanded to also include a common rooftop patio amenity. Throughout the design, the four guiding principles of CPTED (Crime Prevention Through Environment Design): natural surveillance, natural access control, territorial reinforcement, and maintenance, can all be recognized.

Roof levels, facias, deck placement, colours, window locations, and wall placements were deliberately articulated to visibly alter the building's appearance and reduce the perception of mass.

Six (6) storeys are proposed. Five (5) levels of residential above a partially underground parking level. The maximum height within the R-5 - High Density Residential Zone is limited to 12.0m. However, this can be increased to 15.0m if any of the identified special amenities are provided. The number of storeys is not limited. Special amenities for rental units and covered parking are proposed, as such the maximum building height of 15.0m (49'-3") is allowed. A building height of 16.9m (55'-6") is proposed and a variance of 1.9m (6'-3") is requested.

To hold the variance at a minimum, floor to ceiling heights are restrained to 8'-0", instead of the increasingly common 9'-0". In addition, the parkade level is lowered below grade.



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

> 100, 3313 - 32nd Avenue Vernon, British Columbia Canada V1T 2M7 T. 250.542.8085 F. 250.542.5236 E. info@mgn.ca www.mqn.ca

Although possible to further lower the parkade, doing so would be at the expense of surface parking spaces or become too steep to safely park.

Similarly, the buildings position in relationship to the surface parking and neighboring properties was considered. The building and parkade are positioned behind the surface parking. Shifting the building closer to the street reduces the amount of surface parking and necessitate a parking variance. There is insufficient space on either side of the building for a drive aisle. Surface parking relocated behind the building would only be accessible by passing through the covered parkade. This would compromise building security.

With the above constraints, the building was located along the rear setback. However, this applies only at the parkade level, the height of which is well below the existing shrubbery between the two properties. Above this level the building is setback an additional 3m (10'). As well, the primary building mass was limited to four (4) stories with the fifth level held back away from the building corners. At the corners, the building height is 13.8m (45'-4"), well below the 15.0m maximum permitted building height. This visually reduces the perceived building height, decreases shadow lengths, and increases incident sunlight surrounding.

Shadow analysis studies were also performed using computer simulations. Moving the building mass closer to the street had no effect on the size of shadows cast by the building. Doing so, only shifted the shadow location and changed which neighbouring properties were affected.

Building projects endeavor to be successful. This means finding balance between the various project objectives. Success differs between projects, communities and owners, and is dependent on a multitude of variables including: the parties involved, community objectives, CPTED (Crime Prevention Through Environment Design), budgets, costs, design, constructability, and profitability... Balance can be a challenge and balance is what has informed the direction and shape of this project. As result, a height variance is requested. Thank you for your consideration.

Respectfully,

Jay Gillman, Architect AIBC MQN Architects



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

100, 3313 - 32nd Avenue Vernon, British Columbia Canada V1T 2M7 T. 250.542.8085 F. 250.542.5236 E. info@mqn.ca www.mqn.ca 566562 BC LTD Box 399 SA, BC V1E-4N5 250-804-3039 Cdn1@shaw.ca

Re: 241 Beatty Ave Salmon Arm BC

Service Variance Rationale.

Council/Staff: With this new proposed 25 Unit project on the Waterfront District will bring to a total 52 units our firm will build ( the current Shoreline to the east 27 units) which will bring tax revenue to the city DCC fees and associated upgrades to the area, As well as Construction cash flow in the Community: In our current proposal the City is requesting a land Frontage Dedication of Approx. 28 ft x 90 ft or 2500 sq ft of R-5 land which has substantial Value,

The City bylaw requires 100% of future service upgrades on the frontage of 241 Beatty Ave, However there are old houses to the east and west of our proposed Development, so sidewalks ect. would not align at this time, So, we propose to dedicate the land required for the Future works and in return pay ½ the estimated costs (by independent civil Engineer to follow)

We intend to bring the sale values of these unit in the Market between \$199.000 to \$439,000 Including some accessible rental units in the 600 sq ft south facing Units, to do all this with a somewhat uncertain financial landscape we are very price sensitive in the costing approach, (the 5m setback from the land dedication will be made visually pleasing with hardscape, as well paving access to Beatty Ave) We are requesting the city to bear in mind the DCC & tax benefit of this 25 unit project in parallel with our current project to the East keeping mind we do not benefit until the last units sell so there are significant Risks and ask for council to carefully consider this request

Sincerely Marvin Skjerpen 62 BC Ltd ( the Developer)

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### 241 BEATTY AVENUE - MUTLI-FAMILY DEVELOPMENT

12-May-20

CLASS D - OPINION OF PROBABLE COST - OFF-SITE FRONTAGE IMPROVEMENTS AND SERVICING UPGRADES (\*Denotes Nominal Quantity)

ITEM NO.	DESCRIPTION OF WORK	UNIT	QUANTITY	UNIT PRICE	AMOUNT \$	
2).						
1.0	ROADS AND EARTHWORKS					
1.2	Supply & Place 65mm Asphalt Pavement Remove & Dispose Asphalt / Cold Milling	m2 m2	120 * 120 *	30.00	3,600.00 1,440.00	
1.4	Supply & Place 25mm Crushed Base Course Supply & Place 75mm Crushed Sub-Base Course Supply & Place Import Backfill	m3 m3 m3	28 <del>30</del> * 98 <del>110</del> * 65 *	90.00 65.00 45.00	<del>2,700.00</del> 7,150.00 2,925.00	2,520.00 6,370.00
1.6	Common Excavation & Disposal	m3 m	150 * 40 *	26.00	3,900.00	
	Clearing & Grubbing	LS	LS	1,000.00	1,000.00	
2.0	WATER WORKS					
2.1	Supply & Install 200mm PVC Water-main	m	28 *	210.00	5,880.00	
3.0	STORM SEWER WORKS					
3.1	Supply & Install Top-inlet Catch Basin c/w 200Ø Lead and Tie-in	ea.	1 *	5,200.00	5,200.00	
4.0	CONCRETE, CURB, GUTTERS, SIDEWALKS					
4.2	Supply & Install Concrete Sidewalk Supply & Install 60mm Concrete Pavers	m2	87.56	112.00	6,272.00 8,064.00	\$9,744.00
4.3	Supply & Install High-back Curb & Gutter	m2	30	150.00	4,500.00	
5.0	LANDSCAPE WORKS					
5.1	Boulevard Landscaping (Topsoil, Sod, Trees)	LS	LS	6,500.00	6,500.00	\$3,500.00
6.0	HYDRO/TEL & LIGHTING WORKS					
	Hydro/Tel (allowance) Supply & Install Street Light c/w Conduit & Conductor	LS LS	LS LS	12,500.00 6,800.00	12,500.00 6,800.00	

1.0	ROADS AND EARTHWORKS		\$	23,355.00	22,395.00
2.0	WATER WORKS		\$	5,880.00	
3.0	STORM SEWER WORKS		\$	5,200.00	
4.0	CONCRETE, CURB, GUTTERS, SIDEWALKS		\$	18,836.00	14,244.00
5.0	LANDSCAPE WORKS		\$	6,500.00	3,500.00
6.0	HYDRO/TEL & LIGHTING WORKS		\$	19,300.00	
		SUB TOTAL	\$	<del>-79,071.00-</del>	70,519.00
	A. ENGINEERING (10%)		\$	7,907.10	7,051.90
	B. CONTINGENCY (10%)		\$	-7,907.10-	7,051.90
		SUB TOTAL	\$	94,885.20	84,622.80
	GST (5%)		\$	4,744.26	
	TOTAL		\$	99,629.46	
	1) Quantities may vary depending on field revisions	- Approximately 10% savings with the Staff recommer	adation		

and/or conditions encountered at the time of construction, thereby affecting the final cost.

2) Unit Prices are influenced by supply & demand for both contractors & materials at the time of construction, thereby affecting the final cost. - Approximately 10% savings with the Staff recommendation - 100% CIL for the watermain saves them an additional \$9,450.00 (already reflected in revised estimate).



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Prepared by: Alistair Waters, AScT

Checked by: Blake Lawson, P.Eng.

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SUMMARY



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View northeast of subject parcel from Beatty Avenue.



View northwest from Beatty Avenue.



View west from Beatty Avenue.

Appendix 8: Engineering Comments



Further to your referral dated March 25, 2020 we provide the following servicing information. The following comments and servicing requirements are not conditions for 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.

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#### DEVELOPMENT PERMIT APPLICATION FILE: DP-425 APRIL 14, 2020 Page 2

- 8. At the time of building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.
- 9. For the off-site improvements at the time of 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:

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- 1. Beatty Avenue NW, on the subject properties southern boundary, is designated as an Town Centre Development Area standard, with an ultimate 20.0m road dedication. Available records indicate that 9.304m of additional Right Of Way is required, dedication requested (to be confirmed by BCLS).
- 2. Beatty Avenue NW is currently constructed to an Interim Local Road standard. Upgrading to the Town Centre Development Area standard is required; however, staff have determined a modified Urban Local Road standard to be more suitable for this location, based on Specification Drawing RD-2, with a 3.0m wide separated multi-use path and downtown standard for street lights. Upgrading may include, but is not limited to, road widening and construction, curb & gutter, multi-use path, boulevard construction, street lighting, street drainage and hydro and telecommunications. Owner / Developer is responsible for all associated costs.
- 3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
- 4. As Beatty Ave NW is designated as Town Centre Development Area Road, accesses shall be designed by keeping to a minimum number. Only one (1) 8.0m wide access will be permitted onto Beatty Ave NW. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.

#### Water:

- 1. The subject property fronts a 150mm diameter Zone 1 watermain on Beatty Ave NW. Upgrading this watermain to 200mm diameter is required along the subject property's frontage, in accordance with SDSB 4163 Schedule B, Part 1, Section 5.4.2. watermain sizing for high density residential. Owner / Developer is responsible for all associated costs.
- The existing lot is to be serviced by a single metered water service connection (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of subdivision, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.

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#### DEVELOPMENT PERMIT APPLICATION FILE: DP-425 APRIL 14, 2020 Page 3

3. Records indicate that the existing property is serviced by a 12mm service from the 150mm diameter watermain on Beatty Avenue NW. This service will require upgrading, adequately sized to satisfy the proposed demand. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

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- 4. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
- 5. Fire protection requirements to be confirmed with the Building Department and Fire Department.
- Fire hydrant at the corner of Beatty Ave NW and Hudson Street NW is within 45m of subject property's frontage. Because the majority of the subject property's frontage is within 45m of this hydrant, no additional hydrant is required.

#### Sanitary:

- 1. The subject property fronts a 450mm diameter sanitary sewer on Beatty Ave NW. No upgrades will be required at this time.
- A 200mm diameter sanitary sewer is within 4.0m Right Of Way on western boundary of subject property. Increasing this width to 6.0m is required; however, staff are willing to allow no increase to the ROW width directly adjacent to the proposed building (approximately 30m). Please note that no portion of the proposed building is permitted to encroach this ROW.
- 3. The proposed development is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development. Sanitary service may be connected to sanitary sewer on Beatty Ave NW or within Right Of Way on western boundary. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Sanitary System to receive the proposed discharge from the development. Owner / Developer is responsible for all associated costs.
- 4. Records indicate that the existing property is not serviced from the sanitary sewer main on Beatty Ave NW or the sanitary sewer main within Right Of Way on property's western boundary. If any undocumented inadequate/unused services exist, these services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

#### **Drainage:**

- 1. A 300mm diameter storm sewer on Beatty Ave NW terminates approximately 8m west of the subject property's southeast corner. Extending this 300mm storm sewer across the subject property's frontage is required. Owner / Developer is responsible for all associated costs.
- 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.

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#### DEVELOPMENT PERMIT APPLICATION FILE: DP-425 APRIL 14, 2020 Page 4

3. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative " Stormwater System" shall be provided in accordance with Section 7.2.

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4. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed development 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:

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1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), is required. I

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#### DEVELOPMENT PERMIT APPLICATION FILE: DP-425 APRIL 14, 2020 Page 5

#### Variance Request:

As part of the Development Permit application, the applicant is requesting a variance to Subdivision and Development Servicing Bylaw 4163 to reduce the required frontage upgrades to a 50% cash contribution.

The Subdivision and Development Servicing Bylaw 4163 (SDSB) requires that developers upgrade their frontage onto all City roads. This helps reduce the burden on the City to fund upgrades across the frontage of development properties.

Approximately 200m of frontage on Beatty Ave NW was upgraded in recent past, starting approximately 35m east of the subject property. These upgrades included separated sidewalk and multi-use paths. Although the subject parcel is directly adjacent to small frontages that have not seen recent frontage upgrades, it is in the City's best interest to ensure frontage upgrades are required in full. These upgrades, including separated multi-use path, will promote safety along this major pedestrian/cyclist corridor, and encourage connectivity between the Beatty Avenue area and the downtown core.

The applicant has included a preliminary design showing 25 units. Given the cost of frontage upgrades is shared between 25 units (approximately 1.16m frontage per unit) staff find it reasonable to keep consistent with SDSB 4163 and require developer/owner responsible for 100% of costs.

#### Variance Recommendation:

With consideration to the frontage improvement requirements being decreased from Town Centre Standard to local road (with separated multi-use path), in staff's opinion the cost per unit is very reasonable and does not warrant subsidizing using general tax payers dollars. As such, the Engineering Department recommends that the requested variance to reduce the required frontage upgrades to a 50% cash contribution be denied.

Matt Gienger Engineering Assistant

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

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To:

His Worship Mayor Harrison and Members of Council

Date: May 12, 2020

Subject:

Development Permit Application No. DP-426 (Commercial - Form and Character)Civic Address:1120 - 10 Avenue SWApplicant:R. Roberts & D. BarnardOwner:1120 - Tenth Holdings Ltd.

#### STAFF RECOMENDATION

- THAT: Development Permit No. 426 be authorized for issuance for Lot 8, Section 10, Township 20, Range 10, W6M, KDYD, Plan 3991, Except Plan KAP76862 (1120 - 10 Avenue SW) in accordance with the Development Permit drawings attached as APPENDIX 1;
- AND THAT: Development Permit No. 426 include the following variance to Zoning Bylaw No. 2303:

Section 49.7.3 – reduce the minimum building setback adjacent to a residential zone from 3.0 metres to 1.7 m as shown in on Drawing A0-1;

AND FURTHER THAT: Issuance of Development Permit No. 426 be withheld subject to:

- 1. Receipt of an Irrevocable Letter of Credit in the amount of \$22,300 (125% of the landscape architect's estimate) for landscaping.
- 2. Registration of a Section 219 Land Title Act Floodplain / Save Harmless Covenant with reference to the Geotechnical Report prepared by Interior Testing Services LTD – dated April 29, 2020.

#### PROPOSAL

Two commercial buildings are proposed for office / retail development. Building 1 is shown to be 3 stories approximately 14 m ultimate height with 1,413 m<sup>2</sup> of gross floor area. Building 2 is the same height with a smaller footprint and 824 m<sup>2</sup> of gross floor area. The proposed Development Permit package is attached as APPENDIX 1; the proposed building setback variance is shown on the site plan - Drawing A0-1.

#### BACKGROUND

The subject property fronts the south side of 10 Avenue SW. It is vacant and has been pre-loaded for over 10 years. Lot Area: 3,838 m<sup>2</sup>. Dimensions: 101.8 m / 37.9 m. A 4.5 m wide statutory right of way in favour of the City and the residential strata development to the south traverses the entire length of west lot boundary. The right of way was registered in 2005 to provide emergency access from 10 Avenue SW to the residential strata the south (Note: this right of way is not a pedestrian right of way for public passage). Various maps and images are attached as APPENDIX 2.

Official Community Plan (OCP) Designations:

- 1. City Centre Commercial Land Use
- 2. City Centre Development Permit Area Form and Character
- 3. Potentially Hazardous Areas Floodplain Development Permit Area
- 4. Urban Arterial Street 10 Avenue SW

#### 64 DSD Memorandum

The subject property was rezoned from Single Family Residential (R-1) to Comprehensive Development Zone (CD-11) in 2011 at a time when a Development Permit was also approved for a mixed commercial / residential development (DP-426). The CD-11 zoning regulations are attached as APPENDIX 3.

Adjacent Land Uses/Development:

North: 10 Avenue SW and shopping mall – Zoned C-7
South: Residential Strata with RV Storage – Zoned R-4
East: Commercial Building and Single Family Residential Lots – Zoned C-3 & R-1
West: Furniture Store – C-3

#### **COMMENTS**

#### **Building Department**

Part 3 building will require review by Registered Professionals (incl. Architect) at Building Permit stage. Geotechnical report supplied by the applicant is under review. Development in the Salmon River Flood Plain - minimum flood construction level is above the 352 m Geodetic Survey Coordinate.

#### Fire Department

No concerns.

#### **Engineering Department**

In discussions with City staff, the applicant has been advised that development is subject to the Subdivision / Development Servicing Bylaw No. 4163. The applicant's engineering consultant has been in further discussions with City Engineering staff. Due to limited capacity of the City's storm sewer system along 10 Avenue SW, a modification to the Urban Arterial Standard will be necessary.

At the time of Building Permit, the applicant is aware of and will be responsible for providing the City a cash in lieu equivalent for all works and services required by the S/DS Bylaw. Along this frontage of 10 Avenue SW, the width from centerline is 12.5 m which meets the Urban Arterial Standard and will help in providing area for an alternate storm water and road drainage plan. Provided the applicant fully bonds for the S/DS Bylaw requirements, no servicing variances are anticipated at this time.

Engineering comments are attached as APPENDIX 4.

#### **Design Review Panel**

With committees inactive due to the COVID-19 pandemic, the application was not referred to the Design Review Panel (DRP) for review.

#### **Planning Department**

The subject property is situated in an emerging commercial node in close proximity to newer muti-family and medium density developments. In past OCPs, a mixed-use, commercial/residential village concept was envisioned for this area near the intersection of 10 / 10 SW; the neighbouring residential strata "Village at 10 & 10", the upgraded Piccadilly Mall and Piccadilly Terrace developments being catalysts for the vision. In 2011 a large tract of land including the subject property and adjacent lots were re-designated from Highway Service Commercial to City Centre Commercial. The idea for a City Centre Commercial land use designation was intended to establish the highest development design standards consistent with what is expected in the downtown core, the downtown waterfront and the newer uptown highway commercial node.

The CD-11 zone itself refers to the commercial village concept. For the subject property, the previous DP-426 proposed a mixed commercial / residential concept for seniors housing, medical offices and retail. That proposal was a decent design approved by the Council of the day. The demand for mostly service commercial (C-3 zoned) development continued over the past 10 years in this vicinity along with more ground level, residential strata development. With C-3 zoned development gradually filling the vacant lots fronting 10 / 10 SW and the City Centre, the high density, urban village vision has not yet come to fruition.

DSD	Memorandum
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That being said, this proposal for office and retail development certainly fits this local area vision. If built, the economic spin-offs from construction in the short-term along with a longer term tertiary/financial base on this site will no doubt be a positive impetus for the City.

The relevant matters at hand with this application are the form and character of the development, the requested setback variance, and addressing the floodplain policies of the OCP.

#### 1. Development Permit

Development Permits are reviewed in accordance with design guidelines set out in an OCP for various categories of land use. Section 488 (1) (f) of the Local Government Act interprets guidelines as requirements pertaining to the <u>general</u> form and character of a commercial development's exterior design along with site landscaping.

The proposed Development Permit drawings are generally consistent with the "Highway Service/Tourist Commercial" design guidelines of Section 9.6 OCP and are also up to par with the higher standard "City Centre" design guidelines.

The contemporary and clean building design will provide a much needed aesthetic lift to this vacant site and should enhance the visual built integrity along the south side of 10 Ave. SW. The block forms are broken up with relief elements, extended canopies on the building frontages The exterior material palette includes stucco, brick and metal claddings of off-white, charcoals and black colouring.

The massing is such that the front of Building 2 would align closely with the fronts of commercial buildings flanking on the adjacent properties to the west and east, and similarly have a portion of surface parking in the front. The larger Building 1 would be setback further south. Both buildings are to be sited close to the east interior lot boundary. As a side note of interest, the development proposes a relatively high floor space ratio of approximately 0.58, while most of the one storey service commercial developments in the vicinity have a FSR < 0.35.

The site plan incorporates a 7.4 m wide, two-way traffic drive aisle along the western yard and over the emergency right of way. To meet the Zoning Bylaw requirements for on-site parking, and due to the relative narrowness of the property, most of the site is needed for drive-aisles and 74 surface parking stalls for the anticipated office and retail floor space. It is expected that the dominant floor space will be for office use. With exception to the minor setback variance requested for Building 1, the development meets the CD-11 zone regulations and the Zoning Bylaw regulations for on-site parking.

The landscaping plan is fairly basic and makes use of the land remaining after building envelops, parking, drive aisles, emergency right of way and building setbacks are considered. The initial plan showed one (1) red maple tree along the north parcel line. On staff's request, the applicant agreed to install two (2) additional *Acer Rubrums* along the interface of the future Boulevard, as shown sketched on the plan.

#### 2. Setback Variance

When the CD-11 Zone was created for a different development proposal in 2011, the minimum building setback was set at 3.0 m for any part of a building adjacent to land that is zoned residential. The purpose was/is to maintain somewhat of a buffer between uses, given that the maximum height in the CD-11 zone is higher than what is permitted in the C-3 and C-7 commercial zones in this vicinity.

Building 1 proposes a setback of 1.71 m from the east – interior parcel boundary for a stairwell leading up from the main to upper floors. This stair well protrudes 1.29 m off the wall and has a length of approximately 5.5 m. Over 75% of the east wall would be setback the required 3.0 m from that parcel line.

Staff view this setback variance as being insignificant due to: 1) the quality of the overall building design; 2) the fact the one of the adjacent lot's rear yard has continually been used as a semi-industrial storage yard; 3) the dwellings on each lot are sited at least 35 m from the dividing parcel boundary; and 4), each of those lots are designated for commercial land use in the OCP, the variance is recommended for approval.

#### 3. Floodplain

With the site located within 200-Year Floodplain and designated "Potentially Hazardous Areas – Floodplain - Development Permit Area", the required geotechnical reporting for that along with registration of a Section 219 Land Title Act Covenant will satisfy the OCP's related hazardous areas policies, and Council's review / approval of a Hazardous Areas Development Permit can be waived by the undersigned through a Development Permit Waiver. One effect of the Covenant is to Save the City Harmless from flood related claims and liability.

#### CONCLUSION

The proposed Development Permit drawings are consistent with the City Centre guidelines and recommended for approval. The requested setback variance is deemed by staff to be minor and should have no negative impact on the adjacent residential zoned properties.

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Vevin Pearson, MCIP, RPP Director of Development Services

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MARC A. LAMERTON, Principal Architect AIBC B.A., M.Arch., LEED AP

April 20, 2020

To: City of Salmon Arm Development Services Department Box 40, 500 – 2<sup>nd</sup> Avenue N.E. Salmon Arm, BC, V1E 4N2

*Re:* Development Permit Application - Design Rationale for Proposed Commercial Development Located at 1120 – 10<sup>th</sup> Avenue SW, Salmon Arm, BC

#### **GENERAL PROJECT INFO**

The proposed development at the above noted address involves the construction of two 3-storey commercial buildings with a total gross floor area of approximately 2,235sm (24,068sf): 1,413sm (15,209sf) for 'Building 1', and 823sm (8,859sf) for 'Building 2'. The structures are intended for commercial use: office or retail uses for the ground floor, and office uses for the second and third floors.

The subject property is 3,856sm (0.953 acres) in size and is a Comprehensive Development Zone – CD-11. This zone was created for a previous proposal from 2010 that also involved a Development Permit Application. This proposal included a single 3-storey building with approximately 3,447sm in gross floor area. The CD-11 zone is similar to the original C-3 zone, with a few differences related to height and permitted uses. This new application is consistent with the parameters of the CD-11 zone, so no rezoning is required. It is also consistent with intention of the zone to provide commercial amenities and professional services for people who reside in the vicinity.

The location is very suitable for commercial development of this kind, with excellent access to 10<sup>th</sup> Avenue and 10<sup>th</sup> Street SW, and proximity to Piccadilly Mall, other commercial businesses, and residential neighborhoods. The proposal is consistent with the nature of existing and envisioned development in the area.

As noted on the architectural Site Plan (A01), the project is proposing a single vehicle access point from 10<sup>th</sup> Avenue SW with a drive aisle directing traffic to the two buildings and required onsite parking. The main drive aisle is aligned north-south along the west property line, with three minor east-west drive aisles accessing additional parking. The alignment of the main drive aisle is important in providing emergency access to the residential development south of the subject property, as required by a registered easement.

#### **DESIGN APPROCH**

The general approach for the project design is intended to reflect City of Salmon Arm design guidelines, as well as the fully commercial nature of the buildings. Each of the buildings is simple in form – essentially rectangular – however, they are articulated with elements such as sidewalk canopies, floor overhangs, and practical roof overhangs. Additionally, the selection of quality materials – stucco cladding, brick cladding, and wood-grain metal siding & soffit – offers a variety of textures and treatments on the building exterior. These materials, in combination with high-quality aluminum commercial windows will deliver a durable and attractive result.

W www.avexarchitecture.ca



Landscaping is proposed as per the OCP guidelines, with emphasis on providing an appealing street frontage and planting around the building entrances. Planting areas are kept minimal at less visible parts of the site in order to provide all required parking. The Owners are aware that including parking areas that considers the clearance (and storage) of snow will ensure that property maintenance is practical.

#### **REQUESTED VARIANCE**

As noted on the Site Plan, the proposal is requesting a Variance from the City of Salmon Arm Zoning Bylaw. The Variance relates to the required setback stipulated for the CD-11 zone regarding interior parcel lines adjacent to residential properties. Adjacent to other uses, CD-11 allows for a no-setback building, however, a 3.0m interior side yard setback is required where the property is next to residential zones. In this case, the part of the subject property where Building 1 is proposed borders two residential lots. The current single-family homes on those properties are no closer that 40m to their west property line.

The majority of Building 1 will be set at the 3.0m setback, with only a 5.5m length of wall that encloses a required Exit stair impinging on the side yard. The stair in this location is proposed to be 1.71m away from the east property line, and will be constructed as per the Spatial Separation requirements of the BC Building Code. It is noted that the original proposed development from 2010 included a similar Variance that totaled 25sm in footprint area within the 3.0m setback. The requested Variance for the current proposal is about 7.0sm in footprint area.

The project team is very excited about moving on to the next phase of this development and we look forward to working with City Staff, Council, and members of the public towards a wonderful result.

Should you have any questions regarding the proposed development, please do not hesitate to contact me.

Yours very truly,

Marc Lamerton, Architect AIBC B.A., M.Arch, LEED AP

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DATE ·-----






DRIVE AISLE VIEW



SOUTHWEST VIEW

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AVEX

C.n 4









2020-04-21



10TH AVENUE COMMERCIAL - SALMON ARM, BC

QTY	BOTANICAL NAME	COMMON NAME	SIZE	
TREES				
2	Acer rubrum 'Armstrong'	Armstrong Red Maple	7cm cal.	
SHRUBS				
11	Berberis thunbergii 'Rose Glow'	Rose Glow Japanese Barberry	#2 pot	
15	Berberis thunbergii 'Suñsation'	Sunsation Japanese Barberry	#2 pot	
9	Cotoneaster dammer 'Lowfast'	Lowest Spreading Cotoneaster	#1 pot	
16	Hosta 'Francee'		#1 pot	
3	Hydrangea paniculata 'Bombshell'	Bombshell Panicled Hydrangea	#5 pot	
25	Juniperus horizontalis 'Bar Harbor'	Bar Harbor Spreading Juniper	#2 pot	
13	Juniperus squamata 'Blue Star'	Blue Star Juniper	#2 pot	
15	Miscanthus sinensis "Morning Light'	Morning Light Chinese Feather Grass	#1 pot	
12	Rosa Canadian Artist 'Emily Carr'	Emily Carr Rose	#2 pot	
11	Spiraea betulifolia 'Glo Girl'	Glo Girl Birch Leaf Spirea	#2 pot	
6	Spiraea x bumalda 'Goldflame'	Goldflame Spirea	#2 pot	
11	Taxus x media 'Hicksii'	Hick's Yew		

No substitutions without written permission of the Landscape Architect.



**Location Map** 

Subject Property

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50 Meters

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# **Official Community Plan - Map**



Zoning - Map

100 Meters



Looking South along West Lot Boundary



Looking East into hear Yards of R-1 zoned band



Frontront yourd looking NoW.



From front yard looking N.E.

# **APPENDIX 3**

### #3856 SECTION 49 - CD-11 - COMPREHENSIVE DEVELOPMENT ZONE - 11

## Purpose

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49.1 The purpose of the CD-11 Zone is to provide convenient commercial amenities and professional services for people who reside in the vicinity of 10 Avenue and 10 Street SW. The CD-11 Zone is primarily intended for land indentified as "Commercial Village" in the Modified Area B Comprehensive Development Plan (1999). To encourage a mix of uses, the CD-11 Zone permits upper floor dwelling units. *Development* within the CD-11 Zone shall be subject to the relevant Development Permit Area Guidelines of the Official Community Plan.

## Regulations

49.2 On a *parcel zoned* CD-11, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the CD-11 *Zone* or those regulations contained elsewhere in this Bylaw.

## **Permitted Uses**

- 49.3 The following uses and no others are permitted in the CD-11 Zone:
  - .1 accessory use
  - .2 assembly hall
  - .3 café
  - .4 churches
  - .5 commercial daycare facility
  - .6 congregate housing
  - .7 educational/training facility
  - .8 *health services centre*
  - .9 home occupation
  - .10 licensee retail store
  - .11 neighbourhood pub
  - .12 office
  - .13 personal services establishment
  - .14 print service
  - .15 private utility
  - .16 *public utility*
  - .17 public use
  - .18 recreation facility indoor
  - .19 restaurant
  - .20 retail store
  - .21 upper floor dwelling units

### Maximum Height of Principal and Accessory Buildings

49.4 The maximum *height* of a *building* shall be 16.0 metres (52.5 feet).

## #3856 SECTION 49 - CD-11 - COMPREHENSIVE DEVELOPMENT ZONE - 11 cont'd

# **Minimum Parcel Size or Site Area**

49.5 The minimum *parcel* size or *site* area shall be 1,800.0 square metres (19,375.0 square feet).

## **Minimum Parcel Width**

49.6 The minimum *parcel width* shall be 25.0 meters (82.0 feet).

## Minimum Setbacks for Principal and Accessory Buildings

- 49.7 The minimum setback of *principal* and accessory *buildings* from:
  - .1The front parcel line shall be6.0 metres (19.7 feet).2An exterior parcel line shall be6.0 metres (19.7 feet).3A parcel line adjacent to a residential zone shall be3.0 metres (9.8 feet)

# **Outside Storage**

49.8 Outside storage shall be screened as per Appendix III, or as approved by a Development Permit.

# **Parking and Loading**

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

# **APPENDIX 4**



Memorandum from the Engineering and Public Works Department

TO: DATE: PREPARED BY: OWNER:	Kevin Pearson, Director of Development Services May 8, 2020 Matt Gienger, Engineering Assistant <b>1120 TENTH HLDS. LTD</b> ., 1120 – 10 Avenue SW, Salmon Arm, BC, V1E 1T2
APPLICANT: SUBJECT: LEGAL: CIVIC:	R. Roberts & D. Bernard, PO Box 2402, Salmon Arm, B.C. V1E 4R4 DEVELOPMENT VARIANCE PERMIT AMENDMENT APPLICATION No. LOT 8 SECTION 10 TOWNSHIP 20 RANGE 10 W6M KDYD PLAN 3991 EXCEPT PLAN KAP76862 1120 – 10 Avenue SW

Further to your referral dated April 24, 2020, we provide the following servicing information.

### 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 prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
- 7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement and relocated outside of the proposed building; envelope. Owner/Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.

8. At the time of building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

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9. For the off-site improvements at the time of 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. 10 Avenue SW, on the subject properties northern boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Additional Right of Way may be required subject to final design of open drainage stormwater system (see Drainage note 1). Available records indicate existing 25.0m of road dedication (to be confirmed by BCLS).
- 2. 10 Avenue SW is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Arterial Road 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, multi-use path, boulevard construction, street lighting, street drainage and hydro and telecommunications. As these upgrades are premature at this time (see Drainage note 1 below), City will accept cash in lieu for full frontage upgrades. Owner / Developer is responsible for all associated costs.
- 3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
- 4. As 10 Avenue SW is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only one (1) 8.0m wide driveway access will be permitted onto 10 Avenue SW. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.
- 5. 4.5m wide Right of Way exists along the west boundary of the property for emergency access to adjacent property to the south. The proposed development must account for and maintain a Right of Way as required within the existing Right of Way document. Owner / developer responsible for all associated costs.
- 6. Internal roadways are to be a minimum of 7.3m measured from face of curb. Truck turning movements shall be properly analysed to ensure internal road network will allow emergency and service vehicle access.

## SUBDIVISION APPLICATION FILE: DP-426 May 8, 2020 Page 3

#### Water:

- 1. The subject property fronts a 205mm diameter Zone 1 watermain on 10 Avenue SW. No upgrades will be required at this time.
- 2. Water service is to be provided by a single metered water service connection (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
- 3. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
- 4. Fire protection requirements to be confirmed with the Building Department and Fire Department.

### Sanitary:

- 1. The subject property fronts a 305mm diameter AC sanitary sewer on 10 Ave SW. No upgrades will be required at this time.
- 2. Records indicate that the existing property is not serviced by City sanitary sewer. A new, single sanitary service connection is required, adequately sized (minimum 100mm) to satisfy the requirements of the development. Owner / Developer is responsible for all associated costs.

#### Drainage:

- 1. The subject property fronts a 1730mm diameter storm sewer main on 10 Ave SW. Due to the limited capacity of this storm sewer main and other considerations, a modification to the Urban Arterial Standard will be necessary, including open drainage system. This system, which will affect overall road cross section, is currently in the design process. In the interim, Owner / Developer will be required to contribute cash-in-lieu for full frontage and servicing requirements as laid out in this document.
- 2. Records indicate that the existing property is not serviced by City storm sewer.
- 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. i
- 4. Geotechnical report has been received and recommends against rockpits. Site should connect into the municipal system; however should be designed such that in the event of: capacity issues in the main line, stormwater will daylight on site and have a safe flow route off the site and onto 10 Ave SW.

5. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The subject property shall 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. Owner / Developer is responsible for all associated costs.

### Geotechnical:

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

Matt Gienger Engineering Assistant

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

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