



AGENDA

City of Salmon Arm
Regular Council Meeting

Monday, April 12, 2021
1:30 p.m.

*[Public Session Begins at 2:30 p.m.]
by Electronic means as authorized by
Ministerial Order M192*

Page #	Item #	Description
	1.	CALL TO ORDER
1 - 2	2.	IN-CAMERA SESSION
	3.	ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY <i>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.</i>
	4.	ADOPTION OF AGENDA
	5.	DISCLOSURE OF INTEREST
3 - 12	6.	CONFIRMATION OF MINUTES
	1.	Regular Council Meeting Minutes of March 22, 2021
	7.	COMMITTEE REPORTS
13 - 18	1.	Development and Planning Services Committee Meeting Minutes of April 6, 2021
19 - 24	2.	Agricultural Advisory Committee Meeting Minutes of March 10, 2021
25 - 30	3.	Active Transportation Task Force Meeting Minutes of April 6, 2021
31 - 34	4.	Shuswap Regional Airport Operations Committee Meeting Minutes of March 17, 2021
35 - 38	5.	Environmental Advisory Committee Meeting Minutes of March 19, 2021
39 - 42	6.	Social Impact Advisory Committee Meeting Minutes of March 19, 2021
43 - 50	8.	COLUMBIA SHUSWAP REGIONAL DISTRICT UPDATE
	1.	Board in Brief - March 2021

14. **PRESENTATIONS / DELEGATIONS**
- 51 – 80 1. Presentation 2:45 – 3:00 p.m. (approximately)
A. Spencer, BDO Canada LLP – 2020 Audited Financial Statements
9. **STAFF REPORTS**
- 81 – 84 1. Chief Financial Officer – 2020 Financial Statements
- 85 – 88 2. Chief Financial Officer – 2020 Yearend Surplus – For Information
- 89 – 90 3. Chief Financial Officer – 2021 Assessments/New Construction – For Information
10. **INTRODUCTION OF BYLAWS**
- 91 – 144 1. 2020 Final Budget
- a. City of Salmon Arm 2020 to 2024 Financial Plan Amendment Bylaw No. 4446 – First, Second and Third Readings
 - b. City of Salmon Arm Equipment Replacement Reserve Fund Expenditure Bylaw No. 4442 – First, Second and Third Readings
 - c. City of Salmon Arm Police Vehicle Replacement Reserve Fund Expenditure Bylaw No. 4443 – First, Second and Third Readings
 - d. City of Salmon Arm Fire Department Building/Equipment Reserve Fund Expenditure Bylaw No. 4444 – First, Second and Third Readings
 - e. City of Salmon Arm Parks Development Reserve Fund Expenditure Bylaw No. 4445 – First, Second and Third Readings
- 145 – 162 2. 2021 Final Budget
- a. City of Salmon Arm 2021 to 2025 Financial Plan Amendment Bylaw No. 4456 – First, Second and Third Readings
 - b. City of Salmon Arm 2021 Annual Rate of Taxation Bylaw No. 4457 – First, Second and Third Readings
9. **STAFF REPORTS – continued**
- 163 – 166 4. Director of Corporate Services – Marina Lease, Sub-Lease and Operation Extension
- 167 – 170 5. Director of Engineering and Public Works – Award of Parkhill Reservoir PLC Upgrade and Spare PLC
- 171 – 174 6. Director of Engineering and Public Works – Award of WIN 911 Scada Upgrades
- 175 – 178 7. Director of Corporate Services – Roles and Responsibilities in Delivering Social Well-Being
- 179 – 182 8. Director of Engineering and Public Works – Purchase Recommendation for Replacement of Unit #72 Utility Service Truck
- 183 – 186 9. Director of Engineering and Public Works – Asset Management Policy, Framework and Roadmap Award of Consulting Work
- 187 – 190 10. Fire Chief – 2021 Community Resiliency Investment – Endorsement Request

10. **INTRODUCTION OF BYLAWS - continued**
- 191 - 204 3. City of Salmon Arm Zoning Amendment Bylaw No. 4447 [ZON-1201; Shott, B.; 830 30 Street SE; R-1 to R-8] - First and Second Readings
- 205 - 216 4. City of Salmon Arm Zoning Amendment Bylaw No. 4448 [ZON-1202; Giles, S. & H.; 2050 22 Street NE; R-1 to R-8] - First and Second Readings
- 217 - 242 5. City of Salmon Arm Official Community Plan Amendment Bylaw No. 4433 [OCP4000-45; Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; SRV to HC] - First Reading
- 243 - 246 6. City of Salmon Arm Zoning Amendment Bylaw No. 4434 [ZON-1197; Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; A-1 to C-3] [See Item 10.5 for Staff Report] - First Reading
11. **RECONSIDERATION OF BYLAWS**
- 247 - 252 1. City of Salmon Arm Fire Prevention and Fire Department Amendment Bylaw No. 4454 - Final Reading
12. **CORRESPONDENCE**
- 253 - 254 1. Informational Correspondence
13. **NEW BUSINESS**
14. **PRESENTATIONS / DELEGATIONS - continued**
- 255 - 258 2. Presentation 4:00 - 4:15 p.m. (approximately)
Staff Sergeant West, Salmon Arm RCMP Detachment - Quarterly Policing Report January to March 2021
15. **COUNCIL STATEMENTS**
16. **SALMON ARM SECONDARY YOUTH COUNCIL**
17. **NOTICE OF MOTION**
18. **UNFINISHED BUSINESS AND DEFERRED / TABLED ITEMS**
19. **OTHER BUSINESS**
- 259 - 262 1. K. Pearson, Director of Development Services - The City's Street/Sidewalk Patio Policy
20. **QUESTION AND ANSWER PERIOD**

7:00 p.m.

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	21.	DISCLOSURE OF INTEREST
	22.	HEARINGS
263 – 276	1.	Development Variance Permit Application No. VP-529 [Beadle, D.; 981 2 Avenue SE; Setback requirements]
	23.	STATUTORY PUBLIC HEARINGS
		RECONSIDERATION OF BYLAWS
	24.	
		PUBLIC INPUT SESSION
277 – 346	25. 1.	Lakeshore Road Stabilization – Public Consultation Consolidated Results
	26.	QUESTION AND ANSWER PERIOD
347 – 348	27.	ADJOURNMENT

Item 2.

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Flynn

Seconded: Councillor Lindgren

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

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

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Item 6.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Eliason

THAT: the Regular Council Meeting Minutes of March 22, 2021, be adopted as circulated.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

REGULAR COUNCIL

Minutes of a Regular Meeting of Council of the City of Salmon Arm held in the Council Chambers and by electronic means as authorized by Ministerial Order M192, at 1:30 p.m. and reconvened at 2:30 p.m. of the City Hall, 500 – 2 Avenue NE, Salmon Arm, British Columbia on Monday, March 22, 2021.

PRESENT:

Mayor A. Harrison
 Councillor D. Cannon
 Councillor C. Eliason (participated remotely)
 Councillor K. Flynn
 Councillor T. Lavery (participated remotely)
 Councillor L. Wallace Richmond (participated remotely)

Chief Administrative Officer C. Bannister
 Director of Engineering & Public Works R. Niewenhuizen
 Director of Corporate Services E. Jackson
 Director of Development Services K. Pearson
 Chief Financial Officer C. Van de Cappelle (participated remotely)
 Fire Chief B. Shirley
 Recorder B. Puddifant

ABSENT:

Councillor S. Lindgren

1. CALL TO ORDER

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

2. IN-CAMERA SESSION

0174-2021 Moved: Councillor Wallace Richmond
 Seconded: Councillor Cannon
 THAT: pursuant to Section 90(1) of the Community Charter, Council move In-Camera.

CARRIED UNANIMOUSLY

Council moved In-Camera at 1:30 p.m.
 Council returned to Regular Session at 2:21 p.m.
 Council recessed until 2:30 p.m.

Councillor Eliason returned to the meeting at 2:30 p.m.

3. ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY

Mayor Harrison read the following statement: "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."

4. REVIEW OF AGENDA

Addition of Item 9.6 – Director of Engineering & Public Works – Project Award – WPCC Centrifuge Replacement

5. DISCLOSURE OF INTEREST

6. CONFIRMATION OF MINUTES

1. Regular Council Meeting Minutes of March 8, 2021

0175-2021

Moved: Councillor Flynn

Seconded: Councillor Cannon

THAT: the Regular Council Meeting Minutes of March 8, 2021, be adopted as circulated.

CARRIED UNANIMOUSLY

7. COMMITTEE REPORTS

1. Development and Planning Services Committee Meeting Minutes of March 15, 2021

0176-2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Lavery

THAT: the Development and Planning Services Committee Meeting Minutes of March 15, 2021 be received as information.

CARRIED UNANIMOUSLY

2. Court of Revision for the 2021 73 Avenue Water Main Extension Parcel Assessments Meeting Minutes of March 8, 2021

0177-2021

Moved: Councillor Flynn

Seconded: Councillor Wallace Richmond

THAT: the Court of Revision for the 2021 73 Avenue Water Main Extension Parcel Assessments Meeting Minutes of March 8, 2021 be received as information.

CARRIED UNANIMOUSLY

3. Court of Revision for the 2021 Transportation Parcel Tax Rolls Meeting Minutes of March 8, 2021

0178-2021

Moved: Councillor Eliason

Seconded: Councillor Lavery

THAT: the Court of Revision for the 2021 Transportation Parcel Tax Rolls Meeting Minutes of March 8, 2021 be received as information.

CARRIED UNANIMOUSLY

7. COMMITTEE REPORTS – continued

4. Court of Revision for the 2021 Water and Sewer Frontage Tax Rolls Meeting Minutes of March 8, 2021

0179-2021 Moved: Councillor Wallace Richmond
 Seconded: Councillor Cannon
 THAT: the Court of Revision for the 2021 Water and Sewer Frontage Tax Rolls Meeting Minutes of March 8, 2021 be received as information.

CARRIED UNANIMOUSLY

8. COLUMBIA SHUSWAP REGIONAL DISTRICT UPDATE

9. STAFF REPORTS

1. Director of Engineering and Public Works – Replacement UV Bulb Purchase – Wastewater Treatment

0180-2021 Moved: Councillor Flynn
 Seconded: Councillor Cannon
 THAT: Council approve the purchase of 120 new UV bulbs for the Trojan UV 3000 Plus™ from Ramtech Environmental products, for the quoted total price of \$50,642.40 plus taxes and shipping as applicable;

AND THAT: the 2021 Budget contained in the 2021 – 2025 Financial Plan Bylaw be amended to reflect additional funding for the UV bulb purchase in the amount of \$10,000.00 funded from Future Sewer Expenditure;

AND THAT: the City's Purchasing Policy No. 7.13 be waived in the procurement of 120 new UV bulbs to authorize sole sourcing of same to Ramtech Environmental Products.

CARRIED UNANIMOUSLY

2. Director of Development Services – Agricultural Land Commission Application No. ALC 404

0181-2021 Moved: Councillor Lavery
 Seconded: Councillor Wallace Richmond
 THAT: Agricultural Land Commission Application No. ALC 404 be authorized for submission to the Agricultural Land Commission.

J. Franklin, the applicant, outlined the application and was available to answer questions from Council.

Mayor Harrison called three times for public input.

CARRIED UNANIMOUSLY

9. STAFF REPORTS - continued

3. Director of Corporate Services - Licence Agreement for Airplane Hazard Beacon

0182-2021

Moved: Councillor Eliason

Seconded: Councillor Cannon

THAT: Council agree to acquire the License for the term of 10 years from the Province over the land legally described as that part of the Northeast ¼ of Section 9, Township 20, Range 9, West of the Sixth Meridian, Kamloops Division of Yale District, and containing 0.25 hectares, for communication site purposes.

CARRIED UNANIMOUSLY

4. Director of Engineering and Public Works - Project Award - Canoe Sanitary Sewer Upgrade Projects

0183-2021

Moved: Councillor Flynn

Seconded: Councillor Lavery

THAT: the 2021 Budget contained in the 2021 - 2025 Financial Plan Bylaw be amended to reflect additional funding for the Sanitary Sewer - 70 Avenue New Interceptor project in the amount of \$40,000.00 funded from Unexpended Revenue in the Sanitary Sewer - 75 Avenue NE Replacement project;

AND THAT: Council approve the award of the Sanitary Sewer - 75 Avenue NE Replacement project to Mountain Side Earthworks Ltd. In accordance with the terms and conditions of their tender for Part 'A' works in the amount of \$205,018.33 plus taxes as applicable;

AND THAT: Council approve the award of the Sanitary Sewer - 70 Avenue New Interceptor project to Mountain Side Earthworks Ltd. In accordance with the terms and conditions of their tender for Part 'C' work in the amount of \$145,789.30 plus taxes as applicable.

CARRIED UNANIMOUSLY

5. Chief Financial Officer - COVID 19 Safe Restart Grant in Aid - Not-For-Profits

0184-2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Flynn

THAT: Policy No. 7.30, cited as "COVID 19 Safe Restart Grants in Aid" be adopted as presented;

AND THAT: the 2021 Budget contained in the 2021 - 2025 Financial Plan Bylaw be amended to include an allocation of \$50,000.00 for COVID 19 Safe Restart Grants in Aid funded from the COVID 19 Safe Restart Grant Reserve.

CARRIED UNANIMOUSLY

9. STAFF REPORTS - continued6. Director of Engineering & Public Works - Project Award - SPCC Centrifuge Replacement

0185-2020

Moved: Councillor Cannon

Seconded: Councillor Flynn

THAT: Council approve the award of the purchase of a replacement centrifuge to Archer Separation Inc., in accordance with the terms and conditions of their proposal in the total amount of \$150,750.00 plus taxes as applicable;

AND THAT: The 2021 Budget contained in the 2021- 2025 Financial Plan Bylaw be amended to reflect additional funding for the estimated installation costs plus contingency in the amount of \$40,000.00 be funded from the WPCC Trickling Filter Heads Reserves.

CARRIED UNANIMOUSLY10. INTRODUCTION OF BYLAWS1. City of Salmon Arm Fire Prevention and Fire Department Amendment Bylaw No. 4454 - First, Second and Third Readings

0186-2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Lavery

THAT: the bylaw entitled Fire Prevention and Fire Department Amendment Bylaw No. 4454 be read a first, second and third time.

Brad Shirley, Fire Chief spoke regarding the Fire Prevention and Fire Department Amendment Bylaw.

CARRIED UNANIMOUSLY11. RECONSIDERATION OF BYLAWS12. CORRESPONDENCE1. Informational Correspondence13. H. O'Hara, Executive Director, BC Association of Farmers' Markets and V. Brown, President, Board of Directors, BC Association of Farmers' Markets - letter received March 11, 2021 - 2020 Farmers' Market Nutrition Coupon Program

0187-2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Lavery

THAT: Mayor Harrison send a letter to the Honourable Adrian Dix, Minister of Health in recognition of the Farmers' Market Nutrition Program.

CARRIED UNANIMOUSLY

12. CORRESPONDENCE - continued

1. Informational Correspondence - continued

8. J. Broadwell, Manager, Downtown Salmon Arm - letter dated March 12, 2021 - Alexander Plaza

0188-2021

Moved: Councillor Flynn

Seconded: Councillor Cannon

THAT: Council authorize Downtown Salmon Arm to close Alexander Street, from Hudson Avenue to Lakeshore Drive on Friday evenings from 5:00 p.m. to 7:30 p.m. and Saturdays from 9:00 a.m. to 3:00 p.m., from June 18 to September 25, 2021, subject to the provision of adequate liability insurance.

CARRIED UNANIMOUSLY

13. NEW BUSINESS

The Meeting recessed at 3:23 p.m.

The Meeting reconvened at 3:30 p.m.

14. PRESENTATIONS

1. Barry Delaney & Julie Langham Wall - SASCU 2021 Report

Julie Langham Wall, SASCU provided an overview of the 2021 Report and was available to answer questions from Council.

2. Cathy Peters - Human Trafficking

Cathy Peters provided an overview on Human Trafficking and was available to answer questions from Council.

15. COUNCIL STATEMENTS

16. SALMON ARM SECONDARY YOUTH COUNCIL

17. NOTICE OF MOTION

18. UNFINISHED BUSINESS AND DEFERRED / TABLED ITEMS

19. OTHER BUSINESS

20. QUESTION AND ANSWER PERIOD

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

The Meeting recessed at 4:02 p.m.

The Meeting reconvened at 7:00 p.m.

PRESENT:

Mayor A. Harrison
Councillor D. Cannon (participated remotely)
Councillor C. Eliason (participated remotely)
Councillor K. Flynn (participated remotely)
Councillor T. Lavery (participated remotely)
Councillor L. Wallace Richmond (participated remotely)

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

ABSENT:

Councillor Lindgren

21. DISCLOSURE OF INTEREST

22. HEARINGS

1. Development Variance Permit Application No. VP-526 [Jamieson, M. & J.; 2430 8 Avenue SE; Setback requirements]

0188-2021

Moved: Councillor Eliason
Seconded: Councillor Cannon
THAT: Development Variance Permit No. VP-526 be authorized for issuance for Lot 24, Section 13, Township 20, Range 10, W6M, KDYD, Plan 28278 which will vary Zoning Bylaw No. 2303 as follows:

- a) Section 6.11.1 – Front Parcel Line Setback reduction from 6.0 m to 3.0 m to accommodate an addition to the garage portion of the principal building.

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

M. Jamieson, the applicant, outlined the application and was available to answer questions from Council.

Submissions were called for at this time.

22. HEARINGS - continued

1. Development Variance Permit Application No. VP-526 [Jamieson, M. & J.; 2430 8 Avenue SE; Setback requirements] - continued

Following three calls for submissions and questions from Council, the Hearing was closed at 7:06 p.m. and the Motion was:

CARRIED UNANIMOUSLY

23. STATUTORY PUBLIC HEARINGS

1. Zoning Amendment Application No. ZON-1199 [Burgi, M. & S.; 2891 25 Avenue NE; R-1 to R-8]

The Director of Development Services explained the proposed Zoning Amendment Application.

S. Burgi, the applicant, outlined the application and was available to answer questions from Council.

Submissions were called for at this time.

Following three calls for submissions and questions from Council, the Public Hearing was closed at 7:11 p.m.

24. RECONSIDERATION OF BYLAWS

1. City of Salmon Arm Zoning Amendment Bylaw No. 4439 [ZON-1199; Burgi, M. & S.; 2891 25 Avenue NE; R-1 to R-8] - Third and Final Readings

0189-2021

Moved: Councillor Cannon

Seconded: Councillor Lavery

THAT: the bylaw entitled City of Salmon Arm Zoning Amendment Bylaw No. 4439 be read a third and final time.

CARRIED UNANIMOUSLY

25. QUESTION AND ANSWER PERIOD

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

26. ADJOURNMENT

0190-2021 Moved: Councillor Cannon
 Seconded: Councillor Eliason
 THAT: the Regular Council Meeting of March 22, 2021, be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 7:13 p.m.

CERTIFIED CORRECT:

CORPORATE OFFICER

Adopted by Council the day of , 2021.

MAYOR

Item 7.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Lavery

Seconded: Councillor Cannon

THAT: the Development and Planning Services Committee Meeting Minutes of April 6, 2021 be received as information.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

DEVELOPMENT AND PLANNING SERVICES COMMITTEE

Minutes of a Meeting of the Development and Planning Services Committee of the City of Salmon Arm held by electronic means by Ministerial Order M192, on Tuesday, April 6, 2021.

PRESENT:

Mayor A. Harrison
 Councillor D. Cannon (participated remotely)
 Councillor T. Lavery (participated remotely)
 Councillor L. Wallace Richmond (participated remotely)
 Councillor S. Lindgren (participated remotely)
 Councillor K. Flynn (participated remotely)
 Councillor C. Eliason (participated remotely)

Chief Administrative Officer C. Bannister
 Director of Corporate Services E. Jackson
 Director of Engineering & Public Works R. Niewenhuizen
 Director of Development Services K. Pearson
 Planner, M. Smyrl
 Planner, B. Kolenbrander
 Recorder B. Puddifant

ABSENT:

1. CALL TO ORDER

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

2. ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY

Mayor Harrison read the following statement: "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. REVIEW OF THE AGENDA

Item 5.6 has been removed from the Agenda.

4. DISCLOSURE OF INTEREST

5. REPORTS

1. Development Variance Permit Application No. VP-529 [Beadle, D. 981 2 Avenue SE; Setback requirements]

Moved: Councillor Wallace Richmond

Seconded: Councillor Cannon

THAT: the Development and Planning Services Committee recommends to Council that Development Variance Permit No. VP-529 be authorized for issuance

5. REPORTS - continued**1. Development Variance Permit Application No. VP-529 [Beadle, D. 981 2 Avenue SE; Setback requirements] - continued**

for Lot 16, Section 14, Township 20, Range 10, W6M, KDYD, Plan 16762, adoption of which will vary Zoning Bylaw No. 2303 as follows:

- a) Section 6.10.2 – Exterior Side Parcel Line Setback reduction from 6.0 m to 2.3 m to accommodate an addition of a roof over an existing side entrance to the principle building, as shown on Schedule A of the Staff Report dated March 23, 2021.

CARRIED UNANIMOUSLY

2. Zoning Amendment Application No. ZON-1201 [Shott, B.; 830 30 Street SE; R-1 to R-8]

Moved: Councillor Eliason

Seconded: Councillor Wallace Richmond

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 17, Section 18, Township 20, Range 9, W6M, KDYD, Plan 14512 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone) as shown on Schedule A of the Staff Report dated March 29, 2021;

AND THAT: Final reading of the Bylaw be withheld subject to:

- 1) Submission of a Building Permit application showing that the proposed detached suite in the existing detached garage conforms to BC Building Code requirements; and
- 2) Approval and issuance of a Development Variance Permit for the east setback of the proposed detached suite.

B. Shott, the applicant, outlined the application and was available to answer questions from the Committee.

CARRIED UNANIMOUSLY

3. Zoning Amendment Application No. ZON-1202 [Giles, S. & H.; 2050 22 Street NE; R-1 to R-8]

Moved: Councillor Lindgren

Seconded: Councillor Eliason

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204 from R-1 (Single Family Residential) to R-8 (Residential Suite Zone), as shown on Schedule A of the Staff Report dated March 29, 2021;

5. REPORTS – continued3. Zoning Amendment Application No. ZON-1202 [Giles, S. & H.; 2050 22 Street NE; R-1 to R-8] - continued

AND THAT: Final reading of the Bylaw be withheld subject to confirmation that the proposed secondary suite meets Zoning Bylaw and BC Building Code requirements.

H. Giles, the applicant, outlined the application and was available to answer questions from the Committee.

CARRIED UNANIMOUSLY

4. Official Community Plan Amendment Application No. OCP4000-45 [Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; SRV to HC

Moved: Councillor Lindgren

Seconded: Councillor Flynn

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Official Community Plan Bylaw No. 4000 as follows:

- 1) Map 4.1 (Urban Containment Boundary):
Include the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 within the Urban Containment Boundary; and
- 2) Map A-1 (Land Use):
Redesignate the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 from Salmon Valley Agriculture to Highway Service/Tourist Commercial.

B. Laird, the applicant, outlined the application and was available to answer questions from the Committee.

CARRIED

Councillor Eliason Opposed

5. Zoning Amendment Application No. ZON-1197 [Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; A-1 to C-3 [See Item 5.4 for Staff Report]

Moved: Councillor Wallace Richmond

Seconded: Councillor Cannon

THAT: : the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 from A-1 (Agricultural Zone) to C-3 (Service Commercial Zone);

5. REPORTS – continued

5. Zoning Amendment Application No. ZON-1197 [Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; A-1 to C-3 [See Item 5.4 for Staff Report] - continued

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

B. Laird, the applicant, was available to answer questions from the Committee.

CARRIED UNANIMOUSLY

6. FOR INFORMATION

1. K. Pearson, Director of Development Services – The City's Street/Sidewalk Patio Policy

Received for information.

Moved: Councillor Lavery

Seconded: Councillor Cannon

THAT: the Development and Planning Services Committee recommends to Council that the start date for sidewalk/boulevard patios in 2021 be April 6, 2021.

CARRIED UNANIMOUSLY

7. CORRESPONDENCE

8. ADJOURNMENT

Moved: Councillor Eliason

Seconded: Councillor Flynn

THAT: the Development and Planning Services Committee meeting of April 6, 2021, be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:53 a.m.

Mayor Alan Harrison
Chair

Minutes received as information by Council
at their Regular Meeting of , 2021.

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Item 7.2

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Lavery

Seconded: Councillor Flynn

THAT: the Agricultural Advisory Committee Meeting Minutes of March 10, 2021, be received as information.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Minutes of the Agricultural Advisory Committee Meeting held in Room 100 of City Hall, 500 - 2 Avenue NE, Salmon Arm, BC, on **March 10, 2021 at 2:02 p.m. (GoTo Meeting)**

Present

Councillor Tim Lavery, Chair

Jen Gamble

Mike Schroeder (entered meeting at 2:05pm)

Ron Ganert (entered meeting at 2:03pm)

Don Syme

James Hanna

John McLeod (*intermittent participation due to connection strength*)

Melinda Smyrl, Planner/Recorder - staff (non-voting)

Lindsay Benbow, Ministry of Agriculture (non-voting)

Alison Fox, Ministry of Agriculture (non-voting)

Bob Holtby, Applicant Agent (non-voting)

Shirley and James Miller, Applicant (non-voting)

Jayne and Ava Franklin, Applicant (non-voting)

Elietha Bocskei, Presenter (non-voting) (entered meeting at 2:25pm)

Chelsea Sutherland, Presenter (non-voting) (entered meeting at 2:30 pm)

Regrets:

Serena Canner

Barrie Voth

The meeting was called to order at 2:02pm

1. **Call to Order**
2. **Acknowledgment of Traditional Territory**
3. **Approval of Agenda**

No late items presented. Item 6.1 Roberts Rules moved to 8.1 and the Agenda reordered accordingly.

Moved: Mike Schroeder

Seconded: Don Syme

THAT: the agenda of the Agricultural Advisory Committee Meeting of March 10, 2021 be approved as circulated.

CARRIED UNANIMOUSLY

4. Disclosure of Interest

5. Approval of minutes from February 10, 2021 Meeting

Moved: John McLeod
Seconded: Jen Gamble

THAT: the minutes of the Agricultural Advisory Committee Meeting of February 10, 2021 be approved as circulated.

CARRIED UNANIMOUSLY

6. New Business

6.1. ALC application decision weblink

<https://www.alc.gov.bc.ca/alc/content/applications-and-decisions/search-for-applications-and-decisions>

Committee was made aware of the ALC decision webpage where previous application decisions could be accessed and searched.

6.2. ALC Subdivision Application No. 401 – 2621 30 Avenue NE - Agent: Bob Holtby/Owners: J&S Miller

Staff introduced the application for 2 lot subdivision, being considered under Section 514 Subdivision to Provide a Residence for a Relative of the *Local Government Act*. The applicant presented the findings of an Agrologist report and answered questions of committee members. The applicant noted that their findings concluded that the soil conditions are not conducive to diverse crops.

Committee members noted concerns with erosion of farmland through such a subdivision. Other noted concerns include the area seemed capable of some farming and with consistent water source could be improved and that applicant could not specify their plans to transfer the land to a child should the application be supported so the consideration of the application may be premature.

Motion: THAT the Agricultural Advisory Committee recommends that ALC Application No. 403 not be forwarded to the ALC for consideration.

Moved: James Hanna
Seconded: Ron Ganert

CARRIED UNANIMOUSLY

Bob Holtby, Shirley and James Miller (left meeting at 2:40pm)

6.3. ALC Non-Adhering Residential Application No. 404 – 1240 60 Avenue NE - Owner: J & A. Franklin

Staff introduced the application requesting to occupy the existing single family dwelling while constructing a new single family dwelling. The City issues Type B permits to address the decommissioning or demolition of the existing unit prior to occupancy of the new unit. This is secured by a Second Dwelling Agreement and the submission of a \$5000.00 security. In 2019 ALC regulations were amended to include this new application type; therefore, if a property is within the ALR and an owner would like to live in an existing residential unit while constructing another unit on the same property they must obtain approval through the City (Type B Permit) and ALC.

The applicant addressed the committee and provided details of the condition of the existing house. J. Franklin also addressed questions regarding their request, noting that they plan to demolish the existing building once the proposed building is ready for occupancy.

It was noted that the ALC may also add conditions such as a security and covenant to ensure the demolition or decommissioning of the building.

Motion: Motion: THAT the Agricultural Advisory Committee recommends that ALC Application No. 404 be forwarded to the ALC for consideration.

Moved: James Hanna
 Seconder: Mike Schroeder

CARRIED
Opposed: John McLeod

Jayne and Ava Franklin left the meeting at 2:55pm

7. **Agri-Innovation Analyst (Presenters: Elietha Bocskei - Senior Policy Analyst, and Chelsea Sutherland - Agri-Innovation Analyst)**

Staff from Ministry of Agriculture Feed BC and BC Food Hub programs provided information on the current projects. Elietha Bocskei presented an overview of food supply and distribution flows from producers to consumers in institutional partners within the Province.

Presenter Chelsea Sutherland had to leave the meeting at 3:00pm and was not able to present her slides, Tim and Melinda will follow up with Chelsea to reschedule her presentation.

Discussion and questions followed.

Chelsea Sutherland left the meeting at 3:05pm

8. **Next Meeting – April 14, 2021, 2:00-3:30pm**

- 8.1 Roberts Rules of Order - Abstain, Tie Voting
- 8.2 Ministry of agriculture Presentation
- 8.3 ALC Application update

9. Adjournment

Moved: Mike Schroeder

Seconded: Don Syme

THAT: the Agricultural Advisory Committee Meeting of March 10, 2021 be adjourned.
CARRIED UNANIMOUSLY

The meeting was adjourned at 3:40 pm

"T. LAVERY"

Endorsed by Meeting Chair

Received for information by Council on the 22nd day of March, 2021.

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Item 7.3

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Lavery

Seconded: Mayor Harrison

THAT: the Active Transportation Task Force Meeting Minutes of April 6, 2021, be received as information.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Minutes of the Meeting of the **Active Transportation Task Force** held by electronic means on Tuesday, **April 6, 2021** at 10:00 a.m.

PRESENT:

Mayor Alan Harrison
Councillor Tim Lavery
Phil McIntyre-Paul
Craig Newnes
Marianne VanBuskirk
David Major
Joe Johnson
Blake Lawson
Steve Fabro
Patti Thurston
Louis Thomas
Gary Gagnon
Jenn Wilson
Barb Puddifant

City of Salmon Arm, Chair
City of Salmon Arm, Chair
Shuswap Trail Alliance
Downtown Salmon Arm
School District No. 83
Shuswap Cycling Club
Greenways Liaison Committee
Citizen at Large
Citizen at Large
Social Impact Advisory Committee
Councillor, Nesklonlith Indian Band
Citizen at Large
City of Salmon Arm, City Engineer
City of Salmon Arm, Recorder

ABSENT:

Gina Johnny
Camilla Papadimitropoulos
Anita Ely
Kathy Atkins
Lana Fitt

Councillor, Adams Lake Indian Band
Citizen at Large
Interior Health
Citizen at Large
Salmon Arm Economic Development Society

GUESTS:

The meeting was called to order at 10:02 a.m.

1. Call to Order, Introductions and Welcome

2. Acknowledgement of Traditional Territory

Mayor Harrison read the following statement: "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. Approval of Agenda and Additional Items

Mayor Harrison requested that Phil McIntyre-Paul speak regarding his role with the Shuswap Trail Alliance.

3. Approval of Agenda and Additional Items - continued

The Agenda for the April 6, 2021 Active Transportation Task Force Meeting was approved by general consensus of the Task Force members.

4. Approval of minutes from March 1, 2021

Moved: Marianne VanBuskirk

Seconded: Blake Lawson

THAT: The minutes of the Active Transportation Committee Meeting of March 1, 2021 be approved.

CARRIED UNANIMOUSLY

Phil McIntyre-Paul spoke regarding his upcoming role at the Shuswap Trail Alliance. As of June 1, 2021, his role will be project focused and he will be transitioning organizational responsibilities to the board.

5. Presentations

- a) **Jenn Wilson, City Engineer – Overview of current and upcoming City projects**
Jenn Wilson, City Engineer provided a summary overview of the City's current and upcoming greenspace projects and was available to answer questions from the Task Force.
- b) **Mayor Harrison – Communications with the Neskonlith and Adams Lake Indian Bands (West Bay Connector)**
Mayor Harrison provided an outline of the West Bay Connector project and spoke regarding the communication process/protocol and the Memorandum of Understanding entered into between the parties. Mayor Harrison was available to answer questions from the Task Force.

6. Old Business / Arising from Minutes

7. New Business**a) Sub-Group update**

Preparation for RFP sub-group – David Major will be the coordinator for the sub-group and will schedule a meeting to prepare for anticipated grant opportunities.

Interim Ideas sub-group – Blake Lawson outlined the topics discussed at the last meeting of the sub-group. The group has identified four categories of major items for additional discussion.

b) Lakeshore Road update

Councillor Lavery and Jenn Wilson, City Engineer spoke regarding the proposed improvements to Lakeshore Road from 10 to 20 Avenue NE. The City is inviting public feedback on 3 conceptual road layout options for discussion at the April 12, 2021 Regular Council Meeting. Councillor Lavery encouraged the Task Force members to review the options on the City of Salmon Arm website.

Moved: David Major

Seconded: Joe Johnson

THAT: the Task Force recommend an option for improvements that incorporate an Active Transportation corridor.

CARRIED UNANIMOUSLY

c) Downtown Salmon Arm visioning

Craig Newnes, Downtown Salmon Arm provided an overview of the areas of focus for Downtown Salmon Arm including the DSA's vision statement. He provided an outline of future projects and the importance of incorporating active transportation in downtown management.

8. Other Business &/or Roundtable Updates, Ideas and Questions**9. Next Meeting – May 3, 2021**

The meetings for June and July will be as follows:

Monday, June 7, 2021

Monday, July 5, 2021

10. Adjournment

The April 6, 2021 Meeting of the Active Transportation Task Force was adjourned by general consensus of the Task Force members.

CARRIED UNANIMOUSLY

The meeting adjourned at 11:30 a.m.

Mayor Alan Harrison, Co-Chair

Councillor Tim Lavery, Co-Chair

Received for information by Council the day of , 2021.

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Item 7.4

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Eliason

Seconded: Councillor Cannon

THAT: the Shuswap Regional Airport Operations Committee Meeting Minutes of March 17, 2021, be received as information.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Minutes of the Shuswap Regional Airport Operations Committee Meeting held by virtual means on Wednesday, March 17, 2021 at 3:00 p.m.

PRESENT:

Chad Eliason
Terry Rysz
Keith Watson
John McDermott
Doug Pearce
Mark Olson
Gord Newnes
Darin Gerow
Robert Niewenhuizen

Councillor, City of Salmon Arm, Chair
Mayor, District of Sicamous
Airport Manager
Lakeland Ultralights
Salmon Arm Flying Club
Hangar Owner
Hangar Owner
City staff, Manager of Roads and Parks
City staff, Director of Engineering & Public Works

ABSENT:

Jeremy Neufeld

Rap Attack

GUESTS:

The meeting was called to order at 3:00 p.m.

1. Introductions and Welcome

2. Acknowledgement of Traditional Territory

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. Approval of Agenda and Additional Items

Moved: Terry Rysz

Seconded: Doug Pearce

THAT: the Shuswap Regional Airport Operations Committee Meeting Agenda of March 17, 2021, be approved as circulated.

CARRIED UNANIMOUSLY

4. Approval of Minutes of October 21, 2020 Shuswap Regional Airport Operations Committee Meeting

Moved: Terry Rysz

Seconded: Gord Newnes

THAT: the minutes of the Shuswap Regional Airport Operations Committee Meeting of October 21, 2020 be approved as circulated.

CARRIED UNANIMOUSLY

5. Approval of Minutes of November 24, 2020 Shuswap Regional Airport Safety Committee Meeting

Moved: Gord Newnes

Seconded: Terry Rysz

THAT: the minutes of the Shuswap Regional Airport Safety Committee Meeting of November 24, 2020 be approved as circulated.

CARRIED UNANIMOUSLY

6. Airport Managers Update

- Good winter with not too much snow
- Winter contractor (Webb Contracting) is working out well
- Winter contractors have completed their human factors training
- Transport Canada Process inspection and Corrective Action Plan (CAP) was approved
- AOM & SMS training (February 1-3, 2021)
- New AOM was submitted to TC (Keith to follow up with TC)
- Airport Audit scheduled for the week of March 22, 2021

7. Old Business / Arising from minutes

a) Taxiway Charlie update - lighting

- All LED lighting materials have arrived (first order December 2020, second order February 2021)
- All Phase Electric installed JB's in the fall of 2020. The remaining works include pull wire, installation of new Taxiway Charlie Led lights. These works are expected to commence at the end of March and be completed by mid April
- Once the lighting has been completed, WSP will be scheduled to complete a final site inspection and sign off on Taxiway Charlie as being complete as per their design and Transport Canada Approval
- Upon completion the required NAV Canada Construction Completion Notification will be submitted along with necessary information to update the Flight Manual to include Taxiway Charlie
- WSP will complete the record drawings for Taxiway Charlie and City staff will prepare a record drawing for the Runway LED upgrade lighting

8. New Business

a) Hanger Construction Policy 5.13 exemptions and APEC areas (Policy and SLR map attached)

- The Committee discussed the policy and exemptions to Hangers E7 and E8

8. New Business - continued

- b) Table Top Exercise – Transport Canada Civil Aviation (TCAA)
 - Tom is working on an outline for the exercise scenario and will work with Maureen to refine it and be in contact with Keith for some technical information
 - Once complete we would hope to have this session in September, 2021. TC requires 60 days' notice
- c) Transport Canada Process Inspection, Corrective Action Plan (CAP) accepted
 - It is a requirement to submit a summary of our Audit findings to TC in July, 2021
- d) AOM & SMS Training (Feb: 13, 2021)
 - This was discussed during the Airport Managers report
- e) Airport Audit, Stantec Consulting (scheduled for week of March 22)
 - This was discussed during the managers' report

9. Other Business &/or Roundtable Updates

- a) Correspondence re: 2021 Sky Diving Lease (email attached to Agenda)
 - The committee had no issues with the proposed lease renewal for the Sky Diving operation
 - The proposed renewal has the unanimous support of the Committee

10. Next meeting – Wednesday, June 16, 2021**11. Adjournment**

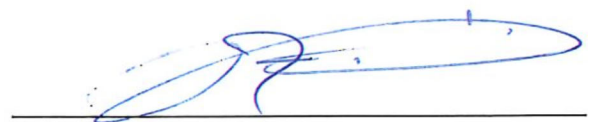
Moved: Terry Rysz

Seconded: Doug Pearce

THAT: the Shuswap Regional Airport Operations Committee Meeting of March 17, 2021 be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 3:15 p.m.



Robert Niewenhuizen, ASCT
Director of Engineering & Public Works

Item 7.5

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Lindgren

Seconded: Councillor Cannon

THAT: the Environmental Advisory Committee Meeting Minutes of March 19, 2021, be received as information.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Minutes of the Environmental Advisory Committee Meeting held by virtual means on Friday, March 19, 2021 at 9:00 a.m.

PRESENT:

Councillor Sylvia Lindgren
 Julia Beatty
 Amy Vallarino
 Carmen Fennell
 Pauline Waelti
 Janet Pattinson
 Janet Aitken
 John McLeod
 Louis Thomas
 Luke Gubbels
 Kevin Pearson
 Barb Puddifant

City of Salmon Arm, Chair
 Citizen at Large
 Citizen at Large
 Citizen at Large
 Shuswap Environmental Action Society (SEAS)
 Shuswap Naturalist Club
 Salmon Arm Nature Bay Enhancement Society (SABNES)
 Salmon Arm Farmers Institute (SAFI)
 Councillor, Neskonlith Indian Band
 Canoe Forest Products
 City of Salmon Arm, Director of Development Services
 City of Salmon Arm, Executive Assistant, Recorder

ABSENT:

Warren Bell
 Gina Johnny
 Ron Pederson

WA:TER
 Councillor, Adams Lake Indian Band
 Salmon Arm Fish and Game Club

GUESTS:

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

1. Introductions and Welcome

2. Acknowledgement of Traditional Territory

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. Approval of Agenda and Additional Items

Add Item 8.a – application for bottling facility

Moved: Janet Pattinson

Seconded: Amy Vallarino

THAT: the Environmental Advisory Committee Meeting Agenda of March 19, 2021 be approved with additions.

CARRIED UNANIMOUSLY

4. Approval of Minutes of February 19, 2021 Environmental Advisory Committee Meeting

Moved: Julia Beatty

Seconded: Janet Pattinson

THAT: the Minutes of the Environmental Advisory Committee Meeting of February 19, 2021 be approved.

CARRIED UNANIMOUSLY

5. Presentations**6. Old Business / Arising from Minutes****a) Salmon Arm Community Energy & Emissions Plan - working group update**

Councillor Lindgren spoke regarding the March 2, 2021 meeting of the CEEP working group with Kevin Pearson, City of Salmon Arm Director of Development Services.

Kevin Pearson outlined the City's current planning controls, bylaw enforcement, administration of related Bylaws and spoke regarding the core function of the Development Service department. Kevin was available to answer questions from the Committee.

The CEEP working group will meet to discuss ideas to present to the Committee.

b) Review of presentation to Council on March 8, 2021

Councillor Lindgren thanked Amy Vallarino and the Committee members for the presentation to Council on March 8, 2021. At the March 8, 2021 Regular Council Meeting, City Council adopted a Resolution to ban the use of anticoagulant rodenticides on all City owned properties.

c) Review of EAC working group for Eco Fair/Education

The planning of an Eco Fair involving community associations and businesses including the School District and the Farmers' Market will be discussed at the April or May meeting of the Committee. Councillor Lindgren will look into possible funding from the City for this event.

Amy Vallarino left the meeting at 9:50 a.m.

7. New Business

a) Review of meeting dates

The regular monthly meetings of the Committee will now be the 2nd Wednesday of each month at 2:30 p.m. as follows:

Wednesday, April 14

Wednesday, May 12

Wednesday, June 9

b) Potential partnering with School District Environment Committee – Ceren Caner

Councillor Lindgren outlined her discussion with Ceren Caner regarding the possibility of the School District's environmental committee partnering with the EAC. Councillor Lindgren will invite Ceren Caner to the April meeting of the EAC.

Amy Vallarino returned to the meeting at 10:04 a.m.

8. Other Business &/or Roundtable Updates

a) Application for bottling facility

Councillor Lindgren advised the Committee that this application is under the Province's jurisdiction and Committee members can act independently of the Committee and contact the Province.

9. Next Meeting – April 14, 2021 at 2:30 p.m.**10. Adjournment**

Moved: Janet Pattinson

Seconded: John McLeod

THAT: the Environmental Advisory Committee meeting of March 19, 2021 be adjourned.

The virtual meeting adjourned at 10:24 a.m.



Councillor Sylvia Lindgren, Chair

Item 7.6

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Wallace Richmond

Seconded: Councillor Flynn

THAT: the Social Impact Advisory Committee Meeting Minutes of March 19, 2021, be received as information.

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Minutes of the **Social Impact Advisory Committee** meeting held electronically on **Friday, March 19, 2021**, at 8:00 a.m.

PRESENT:

Councillor Louise Wallace Richmond	City of Salmon Arm, Chair
Dawn Dunlop	Canadian Mental Health Association
June Stewart	Shuswap Children's Association
Gudrun Malmqvist	Shuswap Family Centre
Jen Gamble	Shuswap Immigrant Services
David Parmenter	Interior Health Association-Mental Health
Jo-Anne Crawford	Shuswap Association for Community Living (SACL)
Paige Hilland	Shuswap Area Family Emergency (SAFE) Society
Barb Puddifant	City of Salmon Arm, Recorder

ABSENT:

Kim Sinclair	Okanagan College
Kristy Smith	Aspiral Youth Partners
	Okanagan Regional Library

GUEST:

Tristan Markle	SPARC BC
Lorraine Copas	SPARC BC
Allie Lynch	SPARC BC

The meeting was called to order at 8:06 a.m.

1. **Introductions**

2. **Presentations**

3. **Approval of Agenda and Additional Items**

Moved: Dawn Dunlop

Seconded: June Stewart

THAT: the Social Impact Advisory Committee Meeting Agenda of March 19, 2021, be approved as circulated.

CARRIED UNANIMOUSLY

4. Approval of Minutes of February 19, 2021 Social Impact Advisory Committee Meeting

Moved: June Stewart

Seconded: David Parmenter

THAT: the minutes of the Social Impact Advisory Committee Meeting of February 19, 2021 be approved as circulated.

CARRIED UNANIMOUSLY

5. Old Business/Arising from minutes**a) SPARC Update - focus groups**

Tristan Markle provided an update on the organizational and client surveys. 18 organizations completed surveys and once client surveys have been completed that information will be shared. Gift cards have been shipped to each organization who will distribute a paper survey and gift card to clients.

Community engagement session dates will be determined. There will be four engagement sessions for service providers: food security, health, homelessness and general, which will be held April 12-16 and 19-23.

b) Minister of Mental Health and Addictions meeting - update

Councillor Wallace Richmond provided an overview of the February 23, 2021 meeting with the Minister of Mental Health and Addictions. She advised that some changes are starting to happen with mental health and substance abuse.

David Parmenter commented regarding the IH Integrated Treatment Team that has been hired in Enderby. It was intended to engage industry and create pathways for people who generally don't seek help. He advised that it is early days but they are seeing some success. It is outreach based and will be in Salmon Arm as well.

Councillor Wallace Richmond touched upon the situation table model, which could help address the needs of hard to house, complex care citizens. The City could facilitate a grant application so that social agencies could set this up in Salmon Arm. Oliver/Osoyoos are in the process of setting one up now. Paige Hilland spoke about the ICAT situation table.

6. New Business**7. Other Business &/or Roundtable Updates**

Dawn Dunlop advised that Glenda Cooper would be on leave until the fall. She also stated that CMHA had received an extension of funding for 20 rent supplements. Paige Hilland confirmed that SAFE Society had received funding for 3.

8. Next meeting – Friday, April 16, 2021 at 8:00 a.m.

9. Adjournment

Moved: June Stewart

Seconded: David Parmenter

THAT: the Social Impact Advisory Committee Meeting of March 19, 2021 be adjourned.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:52 a.m.

Councillor Louise Wallace Richmond, Chair

Minutes received as information by Council at their Regular Meeting of _____, 2020.

Item 8.1

CITY OF SALMON ARM

Date: April 12, 2021

Board in Brief – March 2021

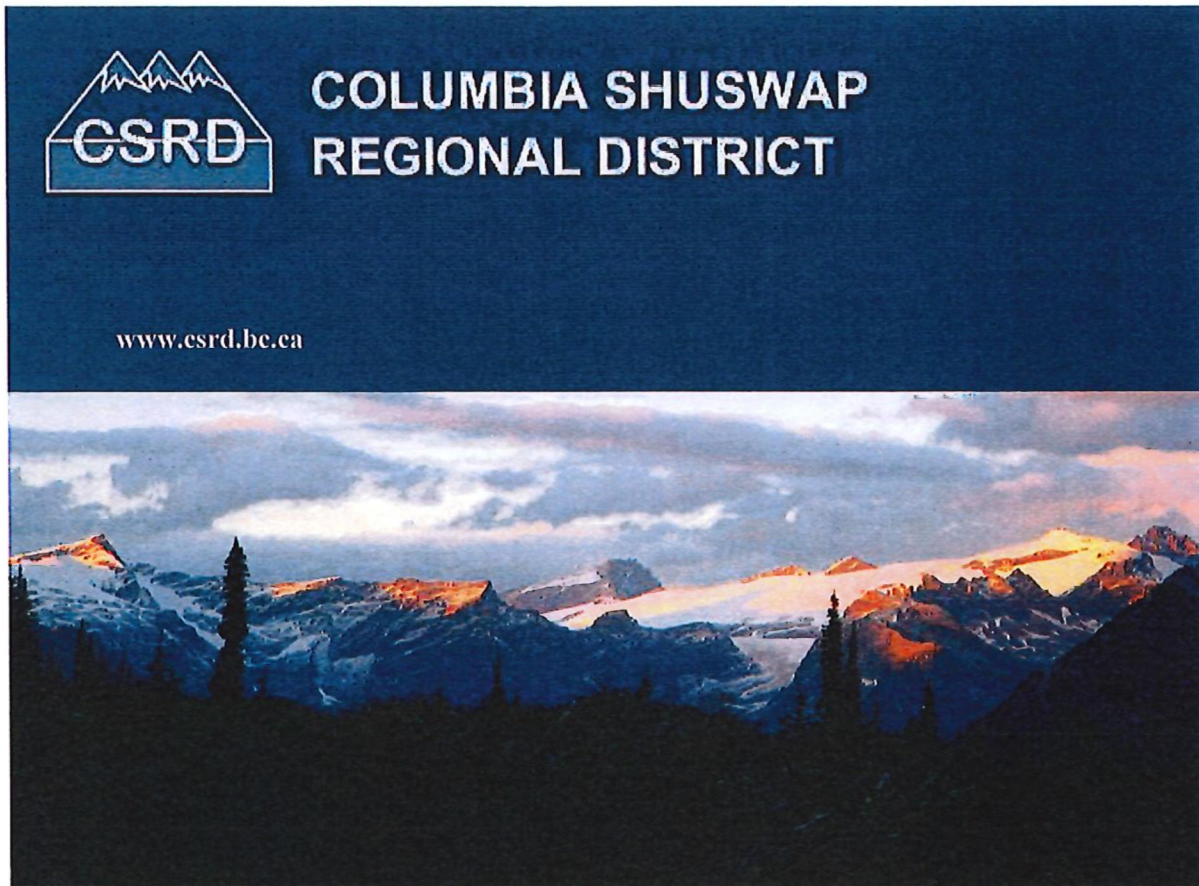
Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

Caylee Simmons

From: Columbia Shuswap Regional District <communications@csrd.bc.ca>
Sent: Wednesday, March 24, 2021 1:54 PM
To: Caylee Simmons
Subject: #YourCSRD - March 2021



#YourCSRD - March 2021

March 2021



Web version

Highlights from the Regular Board Meeting

Announcements

Fire Department of the Year Award 2020

The efforts of the White Lake Fire Department were acknowledged with the presentation of the Fire Department of the Year honours. **View media release.**



Correspondence

Southern Interior Local Government Association (SILGA) 2021 Resolutions from the CSRD (February 25, 2021)

The CSRD Board endorsed the submission of a resolution regarding the Provincial Authorization and Compliance of Landfills in British Columbia to the Southern Interior Local Government Association's Annual General Meeting. **View resolution.**

BC Farmers' Market Nutrition Coupon Program (March 5, 2021)

The Board agreed to send a letter of thanks to Health Minister Adrian Dix for support of the BC Farmers' Market Nutrition Coupon Program. **View letter.**

Committee Reports & Updates

Committee of the Whole Meeting (January 27, 2021) Recommendations

The Board approved the addition of a full-time Plan Checker and a full-time HR Coordinator, as laid out in the Five-Year Financial Plan.

Business General

Ministry of Environment Workshop (March 2, 2021)

A verbal report was given by Board Chair Kevin Flynn outlining a productive meeting with Ministry of Environment officials from the Authorizations Department on Solid Waste Management. A meeting is also being requested to follow up with the Ministry of Environment's Compliance division.

Evacuation Route Planning Sole Source Contract Award

Board agreed to enter into an agreement with Red Dragon Consulting Ltd. for the provision of Evacuation Route Planning services for \$24,380 plus applicable taxes. This is being funded through a grant received from the Union of BC Municipalities through the Community Emergency Preparedness Fund Program. **View report.**

Housing Needs Reports – Sole Source Contract

The Board endorsed an agreement with Urbanics Consulting Ltd. to provide Housing Needs Reports for Electoral Areas B, D and F for a total cost of \$45,000 plus applicable taxes. **View report.**

Appointment of Tappen Sunnybrae Fire Chief

Deputy Chief Marc Zaichkowsky was named Chief of the Tappen-Sunnybrae Fire Department. **View report.**

FireSmart Coordinator Sole Source Contract Award

The Board agreed to enter into an agreement with 1477556 Alberta Ltd. for the provision of FireSmart coordination services for the CSRD's Electoral Areas for a 12-month term. The total cost is not to exceed \$85,000 plus applicable taxes. Funds for this will be provided by the Union of BC Municipalities' Community Resiliency Investment Program. **View report.**

Salmon Arm Refuse Disposal Site Scale and Site Attendant Contract Amendment

Board authorized a rate increase to the Salmon Arm Refuse Disposal Site Scale and Site Attendant Operation agreement. This will include expanding the hours of operation at the hazardous waste facility to two days per week. **View report.**

Mattress and Car Seat Recycling Program Contract Awards

The Board approved a series of resolutions for the provision of mattress and car seat recycling and hauling services across the CSRD region. **View report.**

Administration bylaws**Search and Rescue Grant-in-Aid Amendment Bylaw No. 5827, 2021**

The CSRD Board gave three readings to a bylaw to This amendment is to increase the maximum annual tax requisition by 25% for the Search and Rescue contribution of financial aid service in the participating areas of Electoral Areas C, D, E, F, District of Sicamous and the City of Salmon Arm. To meet financial reporting deadlines, the Board gave final reading to the bylaw at a Special Meeting held March 23, 2021. **View report.**

CSRD 2021-2025 Five Year Financial Plan Bylaw No. 5828, 2021

The Board gave three readings and adopted the 2021-2025 Five Year Financial Plan Bylaw, which forms the basis of CSRD's spending for the next five years. **View report.**

Ticket Information Utilization Amendment Bylaw No. 5829, 2021

This bylaw updated references to the CSRD Solid Waste Disposal Tipping Fee and Regulation Bylaw. **View bylaw.**

Business General & Business by Area**Grant-in-Aid Requests**

The Board approved allocations to organizations to Electoral Areas B, C, E and F from the 2021 electoral grants-in-aid. **View report.**

Electoral Area A: Area A Community Works Funds – Parson Community Hall

The Board approved up to \$12,860 plus applicable taxes from the Area A Community Works Fund for roof restructuring at Parson Community Hall. **View report.**

Electoral Area C: South Shuswap Chamber of Commerce Contribution Agreement 2021-2023

The Board agreed to enter into a Contribution Agreement with the South Shuswap Chamber of Commerce to provide visitor services for a three-year term commencing on January 1, 2021 and expiring on December 31, 2023. **View report.**

Delegations**Revelstoke and Area Economic Development Commission**

Ingrid Bron, Director of Community Economic Development, City of Revelstoke, introducing the Community Economic Development (CED) team and provided a progress report.

Bruhn Bridge

Staff from the Provincial Ministry of Transportation and Infrastructure provided an update on the project work for the bridge replacement.



LAND USE MATTERS

ALR Applications

Electoral Area A: Agricultural Land Commission (ALC) Application No.2577A Section 20 (3)- Non-Farm Use (Golden Golf Club)

The subject property is located at 576/531 Golf Course Drive, Golden. The agent has applied for a non-farm use application to construct a washroom facility and septic field to service the current RV Park that was previously approved by the ALC. The Board endorsed staff's recommendation for approval and it will now be sent to the ALC for final decision. **View report.**

Development Permits (DPs), Temporary Use Permits (TUPs) & Development Variance Permits (DVPs)

Electoral Area C: Development Variance Permit No. 701-110

The subject property is located at 2434 Bessette Road, Blind Bay. The owners are requesting variances to reduce the minimum setbacks for an existing deck, dwelling, parking slab and concrete retaining wall. The Board agreed to the DVP, however, issuance will be withheld until the deck receives a Hazardous Lands (Steep Slopes), Lakes 100m, Riparian Areas Regulation Development Permit and a Floodplain Exemption. **View report.**

Electoral Area C: Development Variance Permit No. 701-111

The subject property is located at 2673 Blind Bay Road, Blind Bay. The applicant was looking for a series of variances to the maximum floor area for buildings and sheds, parcel setbacks and parking space length. The Board made amendments to some of these variances before agreeing to issue the DVP. **View report.**

Zoning, OCP and Land Use Amendments

Electoral Area B: Electoral Area B Zoning Bylaw Amendment Bylaw No. 851-21

The subject property is located at 3401 Catherwood Road in the South Revelstoke neighbourhood of Electoral Area B. the applicant wants to amend Bylaw No. 851 to add a special regulation to the Small Holdings zone to permit seasonal vacation rental (December 1 to April 30) as a permanent permitted use on the subject property. The Board gave first reading to the application and directed staff to refer the bylaw to applicable agencies and First Nations. The Board also decided this application will include a public hearing at a future date. **View report.**

Electoral Area C: Lakes Zoning Amendment Bylaw No. 900-30C

The subject property is located at 7000 Block Sunnybrae-Canoe Point Road in Bastion Bay. Rezoning of the foreshore is required in order permit a proposed dock and buoy and to facilitate the issuance of a Development Permit for the proposed use. In reviewing the application, staff recognized that due to the unique situation regarding the public reserve in Bastion Bay, the proposed rezoning should be applied to the entirety of Bastion Bay and the application converted to a CSRD bylaw amendment. The Board gave first reading to the application and directed staff to refer the bylaw to applicable agencies and First Nations. **View report.**

Electoral Area C: Electoral Area C Official Community Plan Bylaw No. 725-20

The subject properties are located at 4990 Sunnybrae-Canoe Point Road and 5139 Sunnybrae-Canoe Point Road. The applicant would like to amend the Official Community Plan Bylaw No. 725 in order to subdivide the subject properties into two fee simple lots and a 14-lot residential bare land strata with two common properties and a lot line adjustment with 5174 Sunnybrae-Canoe Point Road. The bylaw amendments propose redesignating properties to RR2 (Rural Residential 2) with a site-specific regulation for density. The Board gave the bylaw third reading. Adoption will be withheld until the covenant and development permit application requirements are met. **View report.**

Electoral Area C: Electoral Area C Official Community Plan Amendment (Strata KAS3333) Bylaw No. 725-19; South Shuswap Zoning Bylaw Amendment (Strata KAS3333) Bylaw No. 701-98 and Development Variance Permit (Strata KAS3333) No. 701-113

Strata Plan KAS3333 is a building strata with 10 dwelling units located at 2802 Henstridge Rd, Sorrento. The owners are applying to amend the Electoral Area C Official Community Plan Bylaw No. 725 to allow the existing dwelling unit density and amend the South Shuswap Zoning Bylaw No. 701 by rezoning the strata properties from the C1 – Village Core Commercial Zone to the R2 – Medium Density Residential Zone. They are also applying for a development variance permit to increase the maximum height of principal buildings and reduce a setback. The Board approved third reading and the DVP. The bylaw will now be sent to the Ministry of Transportation and Infrastructure for statutory approval. **View report.**

Release of In-Camera Resolutions

The following resolutions were released from the In-Camera session of the March 18, 2021 meeting:

Communications Engagement Systems – Contract award

The Board agreed to enter into an agreement with CivicPlus for the provision of website redesign services, public engagement software and related technical support for a total cost of \$121,289.97 plus applicable taxes for a four-year term effective April 1, 2021 and expiring on March 31, 2025, with an option to extend for an additional four-year term subject to budget approval within the Five-Year Financial Plan.

Revelstoke and Area Economic Development Commission Appointments

The Board approved the appointment of the following individuals to the Revelstoke Area Economic Development Commission for a two year term expiring on December 31, 2022:

- Matt Cherry;
- Darcey Hormann;
- Louise Pedersen;
- Roberta Bobicki;
- Erin Kerwin;
- Mark Baron.

NEXT BOARD MEETING

The Regular CSRD Board Meeting will be held Thursday, April 15, 2021 at 9:30 AM at the CSRD Boardroom, 555 Harbourfront Drive NE, Salmon Arm.

Any scheduling changes to the electronic start time will be noted on the Events tab of the CSRD's website.

Currently, the public is not allowed to attend Board meetings in-person, but can view the meetings electronically. Information on how to register will be available on the Events tab of the CSRD website as of Friday, April 9, 2021.

At this time, it is unknown whether regulations from the Provincial Health Officer will be changed to allow for in-person attendance. The CSRD will update their website with new information as it becomes available.

Columbia Shuswap Regional District
555 Harbourfront Drive NE, PO Box 978
Salmon Arm, BC V1E 4P1
www.csrdb.ca | 250.832.8194

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Item 14.1

CITY OF SALMON ARM

Date: April 12, 2021

Presentation 2:45 p.m. (approximately)

NAME: A. Spencer, BDO Canada LLP

TOPIC: 2020 Audited Financial Statements

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

**The City of Salmon Arm
Consolidated Financial Statements
For the Year Ended December 31, 2020**

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Management's Responsibility for Financial Reporting

The accompanying consolidated financial statements of the City of Salmon Arm are the responsibility of management and have been approved by the Chief Financial Officer on behalf of Council.

The consolidated financial statements have been prepared by management in accordance with Canadian public sector accounting standards. Certain amounts used in the preparation of the consolidated financial statements are based on management's best estimates and judgments. Actual results could differ as additional information becomes available in the future. When alternative accounting methods exist, management has chosen those it deems most appropriate in the circumstances, in order to ensure that the financial statements are presented fairly, in all material respects.

The City of Salmon Arm maintains systems of internal accounting and administrative controls of high quality, consistent with reasonable cost. Such systems are designed to provide reasonable assurance that the financial information is relevant, reliable and accurate and the City of Salmon Arm's assets are appropriately accounted for and adequately safeguarded.

The City of Salmon Arm's Chief Financial Officer and Council are responsible for ensuring that management fulfills its responsibilities for financial reporting and are ultimately responsible for reviewing and approving the financial statements.

Chief Financial Officer and Council members meet periodically with management, as well as the external auditors, to discuss internal controls over the financial reporting process, auditing matters and financial reporting issues, to satisfy themselves that each party is properly discharging their responsibilities, and to review the annual report, the consolidated financial statements and the external auditor's report.

The consolidated financial statements have been audited by BDO Canada LLP Chartered Professional Accountants in accordance with Canadian generally accepted auditing standards on behalf of the members. The independent auditor's report expresses their opinion on these consolidated financial statements. The auditors have full and free access to the accounting records and the Chief Financial Officer and Council of the City of Salmon Arm.

Chief Financial Officer

Independent Auditor's Report

**To the Mayor and Council of the
City of Salmon Arm**

Opinion

We have audited the consolidated financial statements of the City of Salmon Arm (the City) and its controlled entities (the Consolidated Entity), which comprise the consolidated statement of financial position as at December 31, 2020, and the consolidated statements of operations, change in net financial assets, and cash flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of the Consolidated Entity as at December 31, 2020, and its results of operations, its change in net financial assets (debt), and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Consolidated Financial Statements* section of our report. We are independent of the Consolidated Entity in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of Matter - Restated Comparative Information

We draw your attention to Note 1, to the consolidated financial statements, which explains that certain comparative information presented for the year ended December 31, 2019 has been restated. Our opinion is not modified in respect to this matter.

Other Matter – Unaudited Information

We have not audited, reviewed or otherwise attempted to verify the accuracy or completeness of the schedule on page 28 of the City's financial statements.

Responsibilities of Management and Those Charged with Governance for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Consolidated Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Consolidated Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Consolidated Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Consolidated Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Consolidated Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Consolidated Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Chartered Professional Accountants

Salmon Arm, British Columbia
April 12, 2021

**The City of Salmon Arm
Consolidated Statement of Financial Position**

As at December 31	2020	2019
		(Note 1)
Financial Assets		
Cash	\$ 2,001,975	\$ 1,284,802
Investments	77,635,118	66,685,980
Accounts Receivable		
Property Taxes	842,201	822,856
Trade	1,120,459	920,088
Water and Sewer Levies	337,525	353,367
Inventories for Resale	35,953	74,344
M.F.A. Debt Reserve - Note 5	1,555,790	1,518,651
Loan Receivable - Note 4	170,333	170,333
	<u>83,699,354</u>	<u>71,830,421</u>
Liabilities		
Accounts Payable and Accrued Liabilities	5,183,265	3,016,695
Deposits and Performance Bonds	1,363,101	1,258,595
Prepaid Property Taxes and Levies	3,130,786	3,312,421
Deferred Revenues - Note 6	18,093,212	16,250,070
M.F.A. Debt Reserve - Note 5	1,555,790	1,518,651
Long Term Liability	230,732	-
Long Term Debt - Note 2 and Schedule 1	24,652,434	26,388,390
	<u>54,209,320</u>	<u>51,744,822</u>
Net Financial Assets	<u>29,490,034</u>	<u>20,085,599</u>
Non-Financial Assets		
Tangible Capital Assets - Schedule 2	220,855,881	223,277,200
Inventories of Supplies	486,823	449,612
Prepaid Expenses	188,099	29,667
	<u>221,530,803</u>	<u>223,756,479</u>
Accumulated Surplus	<u>\$ 251,020,837</u>	<u>\$ 243,842,078</u>

Chief Financial Officer

Chelsea Van de Cappelle, CPA

The accompanying summary of significant accounting policies, notes to consolidated financial statements and schedules are an integral part of these consolidated financial statements.

**The City of Salmon Arm
Consolidated Statement of Operations**

For The Year Ended December 31	2020	2020	2019
	Actual	Budget (Note 7)	Actual (Note 1)
Revenues			
Taxation - Net - Note 8	\$ 18,977,526	\$ 18,990,520	\$ 18,625,597
Transportation Parcel Tax - Note 8	1,210,200	1,208,000	1,196,430
Frontage Tax - Note 8	2,422,956	2,417,435	2,395,891
Grants - Schedule 3	5,216,754	6,906,690	1,846,055
Grants - Other	188,057	206,000	186,134
Sales of Services	7,136,252	7,094,430	7,343,176
Licences, Permits and Fines	834,916	797,255	842,439
Rentals, Leases and Franchises	1,022,172	1,038,265	1,066,107
Return on Investments	1,053,431	471,920	1,777,816
Penalties and Interest	170,626	202,500	198,527
Other Revenue from Own Sources	66,786	55,300	62,888
Developer and Other Contributions	616,619	1,874,000	2,233,115
Gain on Disposal of Capital Assets	2,617	-	245,571
	<u>38,917,911</u>	<u>41,262,315</u>	<u>38,019,746</u>
Expenses			
General Government Services	5,171,025	4,369,645	4,932,640
Protective Services	5,349,008	5,823,910	5,096,792
Transportation Services	9,436,811	5,937,325	9,319,785
Public Health Services	1,245,794	1,520,892	1,417,534
Development Services	1,269,852	1,438,465	1,304,274
Recreation and Cultural Services	3,304,696	3,442,515	3,274,365
Water and Sewer Services	5,961,966	4,307,213	5,974,819
	<u>31,739,152</u>	<u>26,839,965</u>	<u>31,320,209</u>
Annual Surplus	7,178,759	14,422,350	6,699,537
Accumulated Surplus, Beginning of Year	<u>243,842,078</u>	<u>243,842,078</u>	<u>237,142,541</u>
Accumulated Surplus, End of Year	<u><u>\$ 251,020,837</u></u>	<u><u>\$ 258,264,428</u></u>	<u><u>\$ 243,842,078</u></u>

The accompanying summary of significant accounting policies, notes to consolidated financial statements and schedules are an integral part of these consolidated financial statements.

The City of Salmon Arm
Consolidated Statement of Change in Net Financial Assets (Debt)

For The Year Ended December 31	2020	2020	2019
	Actual	Budget	Actual (Note 1)
Annual Surplus	\$ 7,178,759	\$ 14,422,350	\$ 6,699,537
Acquisition of Tangible Capital Assets	(5,477,731)	(27,656,743)	(9,277,783)
Amortization of Tangible Capital Assets	7,897,010	-	7,651,128
Disposal of Tangible Capital Assets	2,040	-	99,739
	<u>9,600,078</u>	<u>(13,234,393)</u>	<u>5,172,621</u>
Acquisition of Inventories of Supplies	(486,823)	-	(449,612)
Acquisition of Prepaid Expenses	(188,099)	-	(29,667)
Usage of Inventories of Supplies	449,612	-	562,659
Usage of Prepaid Expenses	29,667	-	16,038
	<u>9,404,435</u>	<u>(13,234,393)</u>	<u>5,272,039</u>
Net Change In Net Financial Assets (Debt)	9,404,435	(13,234,393)	5,272,039
Net Financial Assets, Beginning of Year	20,085,599	20,085,599	14,813,560
Net Financial Assets, End of Year	\$ 29,490,034	\$ 6,851,206	\$ 20,085,599

The accompanying summary of significant accounting policies, notes to consolidated financial statements and schedules are an integral part of these consolidated financial statements.

**The City of Salmon Arm
Consolidated Statement of Cash Flows**

For The Year Ended December 31

2020

2019

(Note 1)

Cash Flows From Operating Activities

Annual Surplus	\$ 7,178,759	\$ 6,699,537
Items Not Involving Cash		
Amortization Expense	7,897,010	7,651,128
Developer Contributed Capital Assets	(290,645)	(1,568,179)
Gain on Disposal of Capital Assets	(2,617)	(245,571)
Changes in Non-Cash Operating Items		
Inventories for Resale	38,391	(32,238)
Accounts Receivable	(203,874)	1,083,159
Accounts Payable	2,166,570	(675,036)
Long Term Liability	230,732	-
Loan Receivable	-	4,667
Deferred Revenues	1,843,142	1,664,622
Deposits and Performance Bonds	104,506	(799,737)
Prepaid Property Taxes and Levies	(181,635)	303,218
Inventories of Supplies	(37,211)	113,047
Prepaid Expenses	(158,432)	(13,629)
	<u>18,584,696</u>	<u>14,184,988</u>

Cash Flows From Investing Activity

Increase in Investments	<u>(10,949,138)</u>	<u>(10,859,953)</u>
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Cash Flows From Capital Activity

Proceeds on Disposal of Capital Assets	4,657	345,310
Acquisition of Tangible Capital Assets	(5,187,086)	(7,709,604)
	<u>(5,182,429)</u>	<u>(7,364,294)</u>

Cash Flows From Financing Activities

Actuarial Adjustments	(573,060)	(847,697)
Issuance of Long Term Debt	845,000	6,145,000
Repayment of Long Term Debt	(2,007,896)	(1,316,686)
	<u>(1,735,956)</u>	<u>3,980,617</u>

Increase (Decrease) In Cash During Year

717,173 (58,642)

Cash, Beginning of Year

1,284,802 1,343,444

Cash, End of Year

\$ 2,001,975 \$ 1,284,802

The accompanying summary of significant accounting policies, notes to consolidated financial statements and schedules are an integral part of these consolidated financial statements.

The City of Salmon Arm Summary of Significant Accounting Policies

December 31, 2020

Nature of Business	The City of Salmon Arm (City) is incorporated under the laws of British Columbia and is engaged in the operation of a municipality.														
Basis of Presentation	It is the City's policy to follow Canadian generally accepted accounting principles. The consolidated financial statements include the accounts of all funds of the City. All inter fund transactions have been eliminated. The consolidated statements have been prepared by management using guidelines issued by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants of Canada.														
Revenue Recognition	Taxation revenues, net of collections for other governments, are recognized at the time of issuing the property tax notices for the fiscal year. Sale of services and user fee revenues are recognized when the service or product is provided by the City.														
Expenses	Expenses are recorded in the period in which the goods or services are acquired and a liability is incurred.														
Investments	Investments of \$77,335,118 (2019 - \$66,385,980) are deposited with the Municipal Finance Authority and are held in a money market fund. The interest rate as at December 31, 2020 was approximately 0.85% (2019 - 1.86%). The City holds three \$100,000 Royal Bank debenture bonds due in 2083 with a floating interest rate. All investments are recorded at cost; the fair market value at December 31, 2020 was \$77,635,118 (2019 - \$66,685,980).														
Non-Financial Assets	Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.														
Inventories	Inventories are stated at cost. Cost is generally determined on a first-in, first-out basis. Inventories for resale are classified as financial assets. Inventories of supplies are classified as non-financial assets.														
Tangible Capital Assets and Amortization	<p>Tangible capital assets are recorded at cost less accumulated amortization. Cost includes all cost directly attributable to the acquisition or construction of the tangible capital asset, including transportation, site preparation, design, engineering, and legal fees. Contributed tangible capital assets are recorded at fair value at the time of donation, with a corresponding amount recorded as revenue. Amortization is recorded on a straight-line basis over the estimated life of the tangible capital asset commencing once the asset is available for productive use as follows:</p> <table> <tr> <td>Buildings</td><td>10 to 50 years</td></tr> <tr> <td>Machinery and Equipment</td><td>5 to 25 years</td></tr> <tr> <td>Vehicles</td><td>10 to 25 years</td></tr> <tr> <td>Information Technology Infrastructure</td><td>3 to 10 years</td></tr> <tr> <td>Parks Infrastructure</td><td>10 to 100 years</td></tr> <tr> <td>Utility Infrastructure</td><td>20 to 70 years</td></tr> <tr> <td>Transportation Infrastructure</td><td>10 to 75 years</td></tr> </table>	Buildings	10 to 50 years	Machinery and Equipment	5 to 25 years	Vehicles	10 to 25 years	Information Technology Infrastructure	3 to 10 years	Parks Infrastructure	10 to 100 years	Utility Infrastructure	20 to 70 years	Transportation Infrastructure	10 to 75 years
Buildings	10 to 50 years														
Machinery and Equipment	5 to 25 years														
Vehicles	10 to 25 years														
Information Technology Infrastructure	3 to 10 years														
Parks Infrastructure	10 to 100 years														
Utility Infrastructure	20 to 70 years														
Transportation Infrastructure	10 to 75 years														
Intangible Assets	Intangible assets include works of art and historic assets located throughout City Hall. They are not reflected in these consolidated financial statements.														

The City of Salmon Arm Summary of Significant Accounting Policies

December 31, 2020

Long Term Debt	Long term debt is recorded net of any sinking fund balances. Debt charges, including interest and foreign exchange, are charged to current operations. Interest charges are accrued for the period from the date of the last interest payment to the end of the year.
Reserves	Reserves for future expenditures represent amounts set aside for future operating and capital expenditures.
Grants and Government Transfers	Unrestricted government grants or transfers are recognized as revenue in the year that the grant or transfer is approved by the issuing government. Restricted government transfers, in the way of grants or other transfers, are recognized as revenue in the year in which related expenses are incurred, except where the grant or transfer is received for which the expense has not yet been incurred, then the grant or other transfer is included in deferred revenue. Transfers made to other organizations are expensed in the current year.
Deferred Revenue	Funds received for specific purposes which are externally restricted by legislation, regulation or agreement and are not available for general municipal purposes are accounted for as deferred revenue on the consolidated statement of financial position. The revenue is recognized in the consolidated statement of operations in the year in which it is used for the specified purpose.
Budget Figures	The budget figures are from the Annual Budget Bylaw adopted by May 15 of each year. They have been reallocated to conform to PSAB financial statement presentation. Subsequent amendments have been made by Council to reflect changes in the budget as required by law.
Commitments	The City has entered into various agreements and contracts for services for periods ranging from one to five years.
Employee Future Benefits	The City and its employees make contributions to the Municipal Pension Plan. These contributions are expensed as incurred.
Contaminated Sites	<p>Effective January 1, 2015, the City adopted the new Public Sector Accounting Standard PS3260 Contaminated Sites. The new standard can be applied retroactively or prospectively, and the City has elected to apply it prospectively.</p> <p>Under PS3260 governments are required to accrue a liability for the costs to remediate a contaminated site. Liabilities are recognized when an environmental standard exists, contamination exceeds the standard, the government has responsibility for remediation, future economic benefits will be given up and a reasonable estimate can be made.</p> <p>Management has assessed its potential liabilities under the new standard including sites that are no longer in productive use and sites which the City accepts responsibility. There were no such sites that had contamination in excess of an environmental standard which required remediation at this time, therefore no liability was recognized as at December 31, 2020.</p>

The City of Salmon Arm
Summary of Significant Accounting Policies

December 31, 2020

Loan Guarantees

The City has guaranteed a loan to assist the Salmon Arm Tennis Club in the financing and construction of an Indoor Tennis Facility. When it is determined that a loss is likely, a provision for loss is recorded. The provision is determined using the best estimates available and taking into consideration the principal amount outstanding, any guaranteed accrued and unpaid interest, any amounts recoverable from the borrower and from the sale of assets pledged as security, and all known circumstances. The provision for loan losses is reviewed by management on an annual basis.

Use of Estimates

The preparation of the consolidated financial statements, in accordance with generally accepted accounting principles, requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the consolidated financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from management's best estimates as additional information becomes available in the future. Significant estimates in these financial statements include the valuation of accounts receivable and amortization of tangible capital assets.

The City of Salmon Arm
Notes to Consolidated Financial Statements

December 31, 2020

1. Prior Period Adjustment

During the year, the City identified adjustments required in its non-financial assets, as follows:

Inventories of supplies had not been previously included on the Consolidated Statement of Financial Position; instead they were expensed as incurred. As a result, adjustments were required to restate expenses, inventories of supplies and accumulated surplus.

Tangible capital assets were not being capitalized and amortized in accordance with the City's approved capital asset policy. As a result, adjustments were required to restate expenses, tangible capital assets and accumulated surplus.

Accumulated Surplus, beginning of 2019, prior to restatement	\$ 232,686,819
Increase in Accumulated Surplus:	
Tangible Capital Assets	\$ 3,893,063
Inventories of Supplies	<u>562,659</u>
Total Increase in Accumulated Surplus	4,455,722
Accumulated Surplus, beginning of 2019, restated	<u>237,142,541</u>
2019 Annual Surplus, prior to restatement	6,578,871
Increase (decrease) in 2019 Annual Surplus:	
Tangible Capital Assets	233,713
Inventories of Supplies	<u>(113,047)</u>
2019 Annual Surplus, restated	6,699,537
Accumulated Surplus, end of 2019, restated	<u>\$ 243,842,078</u>

2. Long Term Debt

Future principal requirements, not including sinking fund additions, on existing debt:

	<u>General Fund</u>	<u>Water Fund</u>	<u>Sewer Fund</u>	<u>Total</u>
2021	\$ 622,152	\$ 424,832	\$ 150,688	\$ 1,197,672
2022	622,152	424,832	150,688	1,197,672
2023	622,152	424,832	150,688	1,197,672
2024	446,079	424,832	63,650	934,561
2025	446,079	424,832	63,650	934,561
2026 and thereafter	<u>5,600,167</u>	<u>1,316,267</u>	<u>636,500</u>	<u>7,552,934</u>
	8,358,781	3,440,427	1,215,864	13,015,072
Actuarial Adjustment	<u>7,879,289</u>	<u>2,886,356</u>	<u>871,717</u>	<u>11,637,362</u>
Total Long Term Debt	<u>\$ 16,238,070</u>	<u>\$ 6,326,783</u>	<u>\$ 2,087,581</u>	<u>\$ 24,652,434</u>

3. Contingent Liabilities and Commitments

(a) Pension Liabilities

The City of Salmon Arm and its employees contribute to the Municipal Pension Plan (a jointly trusteed pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits provided are based on a formula. As at December 31, 2019, the plan has about 213,000 active members and approximately 106,000 retired members. Active members include approximately 41,000 contributors from local governments.

Continued...

The City of Salmon Arm Notes to Consolidated Financial Statements

December 31, 2020

3. Contingent Liabilities and Commitments - Continued

(a) Pension Liabilities - Continued

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as at December 31, 2018, indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The City of Salmon Arm paid \$655,637 (2019 - \$636,674) for employer contributions while employees contributed \$572,151 (2019 - \$558,781) to the plan in fiscal 2020.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the plan.

(b) Columbia Shuswap Regional District

Columbia Shuswap Regional District (Regional District) debt is, under the provisions of the Local Government Act, a joint and several liability of the Regional District and each member municipality within the Regional District, including the City of Salmon Arm. The loan agreements with the Regional District and the Municipal Finance Authority provide that, if at any time the scheduled payments provided for in the agreements are not sufficient to meet the Authority's obligations with respect to such borrowing, the resulting deficiency becomes a liability of the member municipalities.

(c) Contractual Obligation

The City has entered into a contract with the Shuswap Recreation Society to manage the Recreation and Shaw Centres and is contingently liable for deficits incurred when expenses exceed revenues. The City provides an annual provision for the operation and maintenance of these facilities.

(d) Other

The City is the defendant in various lawsuits. In the opinion of management, the overall estimation of loss is not determinable. These claims have not been provided for in the consolidated financial statements. Settlement, if any, made with respect to these actions, would be expected to be accounted for as a charge to expenditures in the period in which realization is known.

Continued...

The City of Salmon Arm
Notes to Consolidated Financial Statements

December 31, 2020

3. Contingent Liabilities and Commitments - Continued

(e) Equipment Leases

The City is the lessee of a postage machine and computer servers valued at approximately \$103,742 excluding taxes. The lease terms are March 2017 to February 2024. The City has no equity in the leased equipment, and the lease payments are disclosed as operating expenses of the year in which they are paid.

Future annual lease payments are as follows:

2021	17,449
2022	2,873
2023	2,873
2024	479

(f) Guarantor Agreement

The City has entered into an agreement to act as a loan guarantor to assist the Salmon Arm Tennis Club in the financing of an Indoor Tennis Facility at 3440 Okanagan Avenue SE, Salmon Arm, BC. The outstanding balance at December 31, 2020 was \$763,226 (2019 - \$750,000). The loan bears interest at 4.47% (2019 - 4.47%) repayable in monthly instalments of \$4,156. The loan has a term of 25 years and is secured by the assets of the Tennis Club and an indemnity agreement from the City.

(g) Police Contract Negotiations

The City is responsible for the compensation of its police force. Police force compensation is determined through negotiations between the Royal Canadian Mounted Police (RCMP) and the Government of Canada.

On January 1, 2017, the most recent pay package for RCMP members expired. The City anticipates that there will be retroactive compensation paid to RCMP members once a new agreement is signed. In anticipation for this future liability, the City has allocated funds to a reserve account. A reasonable estimate of the liability cannot be determined at the date of the financial statements.

(h) Modification of Licence Agreements

During the year, the City entered into Modification of Licence Agreements with fourteen (14) Campsite Licensees occupying the City owned property at 4203 78 Avenue NE. This agreement modifies the existing License for Use and Occupation Agreements such that upon expiration of the License Agreements, the Licensee shall surrender the Campsite to the City and the City shall carry out the work necessary to remove the cabin and any other improvements from the lands for a specified fee.

As a result, the City anticipates that there will be restoration work expenditures following the expiration of the License Agreements, October 31, 2021. A reasonable estimate of the liability cannot be made at the date of the financial statements.

4. Loan Receivable

The City has entered into a loan agreement with the Salmon Arm Tennis Club to assist in the financing of an Indoor Tennis Facility at 3440 Okanagan Avenue SE, Salmon Arm, BC. The outstanding balance at December 31, 2020 was \$170,333 (2019 - \$170,333). The loan bears interest at 0%, with monthly payments of \$583 commencing September 2021 until December 2045.

The City of Salmon Arm
Notes to Consolidated Financial Statements

December 31, 2020

5. Reserves – Municipal Finance Authority

The City issues the majority of its debt instruments through the Municipal Finance Authority. As a condition of these borrowings, a portion of the debenture proceeds are withheld as cash deposits by the Municipal Finance Authority as a Debt Reserve Fund. The City also executes demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the Municipal Finance Authority. These demand notes are contingent in nature.

The details of the cash deposits and demand notes at the year end are as follows:

	<u>Demand Notes</u>	<u>Cash Deposits</u>	<u>Total</u>
General Fund	\$ 488,419	\$ 310,650	\$ 799,069
Water Fund	369,407	182,318	551,725
Sewer Fund	132,947	72,049	204,996
Total Long Term Debt	<u>\$ 990,773</u>	<u>\$ 565,017</u>	<u>\$ 1,555,790</u>

6. Deferred Revenues

	<u>December 31, 2019</u>	<u>Inflow</u>	<u>Outflow</u>	<u>Interest</u>	<u>December 31, 2020</u>
BC Buildings Corporation	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Community Works Fund	4,738,594	800,760	(395,937)	40,278	5,183,695
Development Cost Charges	10,165,480	990,352	-	89,468	11,245,300
Recycling User Fee Rebate	237,611	241,469	(237,611)	-	241,469
Unspent Grant Funding	4,115	112,500	(4,115)	-	112,500
Other	104,270	310,248	(104,270)	-	310,248
Total Deferred Revenues	<u>\$16,250,070</u>	<u>\$ 2,455,329</u>	<u>\$ (741,933)</u>	<u>\$129,746</u>	<u>\$ 18,093,212</u>

Included in deferred revenue is a prepayment amount of \$1,000,000 received from British Columbia Buildings Corporation for future rental of the Law Courts facility to be used for annual rent payments commencing in 2021. Deferred revenue amounts of \$5,183,695 (2019 - 4,738,594) have been received under the Community Works Fund for future restricted capital projects.

The City of Salmon Arm
Notes to Consolidated Financial Statements

December 31, 2020

7. Budget

The City of Salmon Arm 2020 to 2024 Financial Plan Bylaw No. 4391 (Financial Plan Bylaw) was adopted by Council on April 14, 2020. The Financial Plan Bylaw was prepared utilizing a budget method consistent with Local Governments while the actual operating results have been prepared in accordance with the requirements of the Public Sector Accounting Standards (PSAB). The Financial Plan Bylaw was prepared on a modified accrual basis while the actual operating results utilizing Public Sector Accounting Standards requirements were prepared on a full accrual basis. The Financial Plan Bylaw projected the use of Reserve Fund transfers and prior year surpluses to balance the Financial Plan. Public Sector Accounting Standards requires that the actual operating results capitalize all tangible capital expenditures and that an amortization expense for tangible capital assets be included. The Financial Plan Bylaw expenses all tangible capital expenditures as opposed to including an amortization expense. As a result, the Financial Plan Bylaw figures presented in the Statements of Operations and Change in Net Financial Debt represent the Financial Plan Bylaw adopted by Council on April 14, 2020 with adjustments as follows:

Financial Plan Bylaw	\$ -
Add:	
Capital Grants (Schedule 3)	6,181,600
Capital Expenditures	27,656,743
Debt Repayment	1,162,910
Transfer to Reserve Accounts	2,326,865
Transfer to Reserve Funds	1,195,200
Transfer from DCC Reserve Funds	604,000
Other Developer Contributions	1,270,000
Less:	
Transfer from Prior Year Surplus	(1,054,105)
Transfer from Reserve Accounts	(982,350)
Transfer to Capital Reserve Accounts	(23,938,513)
Budget Surplus as per Statement of Operations	<u>\$ 14,422,350</u>

8. Taxation

Taxation revenue comprises the following amounts raised less transfers to other governments:

	2020	2019
Taxes Collected:		
Property Taxes	\$ 29,775,302	\$ 29,856,918
Transportation Parcel Tax	1,210,200	1,196,430
Frontage Tax - Water	1,461,983	1,449,532
Frontage Tax - Sewer	960,973	946,359
1% Utility Tax	316,543	315,530
	<u>33,725,001</u>	<u>33,764,769</u>
Collected for Other Governments		
Province of BC (School Taxes)	7,332,380	8,166,378
BC Assessment Authority	204,007	183,646
Regional Hospital District	1,537,453	1,240,929
Columbia Shuswap Regional District	1,086,349	1,017,941
Okanagan Regional Library	764,990	757,820
Municipal Finance Authority	910	870
Downtown Improvement Area	188,230	179,267
	<u>11,114,319</u>	<u>11,546,851</u>
Net Taxes Available for Municipal Purposes	<u>\$ 22,610,682</u>	<u>\$ 22,217,918</u>

**The City of Salmon Arm
Notes to Consolidated Financial Statements**

December 31, 2020

9. Trust Funds

In accordance with PSAB recommendations for local governments, trust funds are not included in the City's Consolidated Financial Statements. The City administers a Cemetery Maintenance Fund for the perpetual care and maintenance of the City owned and operated cemeteries. As at December 31, 2020, the Trust Fund balance is \$415,265 (2019 - \$391,502) (Schedule 4).

10. Fire Training Centre Function

The City participates jointly with the Columbia Shuswap Regional District and other local governments to construct a Fire Training Centre. This function is not reflected in the financial statements of the City.

Investments	\$ 98,691
Due from the City of Salmon Arm	84,229
Capital Assets	<u>577,952</u>
Total Assets	<u>\$ 760,872</u>
Operating Surplus	\$ 182,920
Equity in Capital Assets	<u>577,952</u>
Total Liabilities	<u>\$ 760,872</u>

11. Segment Reporting

The City of Salmon Arm is a municipal government that provides a range of services to its citizens. The City is governed by an elected Council comprised of a Mayor and six (6) Councillors whose authority is set out in the Community Charter and Local Government Act. For management reporting purposes, the City's operations and activities are organized and reported by Fund. The General Fund has been further segmented for the purpose of recording specific activities to attain certain objectives in accordance with special regulations, restrictions or limitations.

City services are provided by departments and their activities are reported in these funds. Certain departments have been separately disclosed in the segmented information, along with the services they provide, as follows:

Continued...

The City of Salmon Arm Notes to Consolidated Financial Statements

December 31, 2020

11. Segment Reporting - Continued

General Government Services – Legislative Services, Information Services, Customer Service, Financial Services and Human Resources. Legislative Services is responsible for the statutory obligations under the Community Charter and Local Government Act and provides the legal and administrative support to City Council. It is responsible for recording resolutions, decisions and minutes of Council to allow the direction and policies of Council to be carried out. Legislative Services manages the City's property and liability insurance portfolio, freedom of information inquiries, municipal elections and referendums, the corporate document management system, City Policy Manual and completion of the City's Annual Report and Civic Calendar. The role of the Information Services is to provide reliable, stable and current technology systems to all City departments. Information Services maintains all servers, workstations, firewalls, printers, digital cameras, scanners, telephones, cellular phones, pagers, security systems, Geographic Information Systems (GIS) and the corporate website. Customer Service recognizes the importance of its customers and endeavours to provide quality services in a timely and efficient manner to reflect the growing and changing needs of our citizens. Customer Service representatives provide information and service in building inspection, cash payments, taxation, transit, pet and business licensing, etc. Financial Services provides financial expertise, information, guidance and advice on day-to-day operational matters to internal and external customers. Financial Services develops financial policies and procedures which assist Council and guide staff in shaping the direction of the City. Financial Services provides accurate and full disclosure on the financial affairs of the City as set out in the Community Charter and Local Government Act. This information includes annual municipal reporting forms, operational and capital budgets, setting of annual property tax and water and sewer rates, annual financial statements, long term financial plan, investments, public bodies report, etc. Long term growth management strategies such as the Long Term Financial Plan, Five (5) Year Capital Plan, and the Long Term Equipment and Infrastructure Replacement Plans are developed and implemented to better plan for our community. Human Resources is responsible for all issues surrounding the employees of the City of Salmon Arm. It represents the City in union negotiations and is key in setting human resource policies and procedures. Human Resources encourages and coordinates staff development, training and recognition programs to better and more efficiently deliver services to the community and plays a major role in recruiting, transferring, promoting and retaining the best people for the job.

Protective Services – Fire Prevention and Suppression, Police Protection, Bylaw Enforcement, Building Inspection, Business Licensing and Animal Control Services. The City provides community-based fire prevention and suppression services and responds to a geographical area of 84 square miles. It provides fire protection services to approximately 8,550 properties (residential, commercial, etc.) and inspection services to approximately 850 buildings. Fire Prevention and Suppression encompasses a Rescue Team designed, pursuant to WorkSafe BC, to provide rescue services to municipal employees who work in areas where identifiable hazards are present and manages the City Safety Program. The Police Department strives to provide a quality service to the community which includes calls for service, proactive enforcement and interaction with the community to gain insight into community concerns so that policing priorities may be set. Salmon Arm is policed by the Royal Canadian Mounted Police. Bylaw Enforcement encompasses all matters relating to the enforcement of City bylaws, and for the maintenance and accuracy of all files on matters relating to court actions on behalf of the City of Salmon Arm. Building Inspection addresses residential, commercial, institutional and industrial building construction within the City. The focus is to provide the public and the building industry with high quality service such that the structural integrity of the buildings constructed conform to the requirements of the BC Building Code and zoning, building and servicing bylaws and are safe for their intended purpose. Business Licensing is responsible for reviewing and issuing business licenses within the City. Business applications and premises are inspected to ensure that they are safe for the public and that they meet zoning bylaw requirements. Animal Control enforces the Animal Control regulations within the City and the issuance of dog licenses.

Continued...

The City of Salmon Arm Notes to Consolidated Financial Statements

December 31, 2020

11. Segment Reporting - Continued

Transportation Services – This function is comprised of engineering, public works (transit, roadway systems, bridge repair, storm drainage, sidewalks, boulevards, street lighting, airport, downtown, parking, etc.) utilities, parks, municipal facilities, marina/wharf, garage, vehicle and equipment fleet and cemeteries and provides a broad spectrum of services to the community. These services are provided in a participative fashion between City Council, the public, management and employees in a safe, effective, efficient and financially responsible manner. Transportation Services is responsible for the maintenance of over 226 kilometers (excluding the Trans Canada Highway and Highway 97B) of roadway, 69 kilometres of sidewalk, as well as, 126 kilometers of storm sewer complete with retention ponds and currently operates a +/- 70 unit municipal fleet of major vehicles and equipment.

Environmental and Development Services – Development Services, Community Development Services and Public Health and Welfare Services. Development Services provides community planning, subdivision and development application facilitation. Taking into account various Council approved policies, bylaws, and procedures, it provides Council with professional advice on land use planning issues and is the coordinating department for the processing and approval of development applications to meet the community's objectives. It also provides advice to other City departments, community and business groups, developers, property owners, and citizens. It is responsible for the creation and recommendation of bylaws, policies and procedures to maintain the community's quality of life. Community Development Services provides services regarding environmental concerns, heritage matters, etc. Public Health and Welfare Services provides cemetery services to the citizens of the City.

Recreational and Cultural Services – Recreational and Leisure Services (Multi-Use Facility, Auditorium and Pool), and Park and Wharf Services. Recreational and Leisure Services' mandate is to provide diverse family and adult oriented recreational activities with a view of promoting active living and quality of life in the community. The City strives to maximize the productivity of resources, to provide good cost recovery of the taxpayers' dollars and provide affordable recreational opportunities for the citizens of Salmon Arm. The Multi-Use Facility promotes community events and concerts, in addition to, hockey, ringette, speed skating, and figure skating. The Recreation Centre provides a wide range of services from pool and facility rentals, racquetball and squash, weight training, programming, etc. to promote the health and wellness of our citizens. Recreational programming such as scuba diving, summer French and music lessons, canoeing, babysitter courses, and summer soccer camps are all components of this function. The Parks and Wharf Services is proud to promote community pride in parks through the use and enjoyment of our many green spaces and natural amenities through carefully managed maintenance and improvement of park facilities. It projects a positive impression for citizens and visitors by ensuring that facilities, parks and playing fields are safe, clean and well-maintained while at the same time protecting the environment for future generations. The City maintains seven hundred and twenty (720) hectares of park land; this includes developed, natural, and passive parks, marinas, wharves, beaches, walking trails, lawn bowling, horseshoes and playing fields. Parks receive ongoing maintenance such as turf management, hanging flower baskets, downtown flower planters, irrigation systems, general park maintenance (bathrooms, garbage control), parkland design and construction, special events and sports field construction. The City works closely with community groups to achieve localized objectives such as neighbourhood parks where the efforts and contributions of local business owners, property owners, volunteers and the City come together to enhance and build new parks.

Continued...

The City of Salmon Arm Notes to Consolidated Financial Statements

December 31, 2020

11. Segment Reporting - Continued

Utilities

The Utilities function, through a schedule of systematic new improvements, upgrades and replacements, strives to maintain and improve the efficient delivery and the high quality of water and sanitary sewer services to the community. It plays an integral role in maintaining the health, safety and well-being of the community.

The Water and Sewer Utilities are self-liquidating funds which must provide for their own revenues through fees, taxes and other charges to support the expenditures required to operate and maintain infrastructure into the future.

Water Utility Services – This Utility function provides for the delivery of safe drinking water to the citizens of Salmon Arm. The municipal water system consists of two main raw water sources, chlorine treatment systems for the water sources and an extensive water pumping, distribution and storage system. The City's water supply is by way of three (3) sources: East Canoe Creek at Metford Dam, Shuswap Lake at Canoe Beach and a minor water supply from Rumball Creek for irrigation at the Mt. Ida Cemetery. Treatment of the water sources (except Rumball Creek) is by primary disinfection with chlorine. The distribution system includes approximately 204 km of watermain varying in diameter from 100mm to 1000mm. The City waterworks system provides quality water through a gravity and pump system. The primary water sources are from Shuswap Lake – 80% and East Canoe Creek – 20%. The waterworks system is relatively complex and is comprised of eight (8) zones, eight hundred and twenty nine (829) hydrants, seven (7) pumping stations, fourteen (14) reservoirs, and one (1) dam with a total storage capacity of 33,144 cubic metres and over 6,100 connections. The treatment process utilizes chlorination for the purposes of disinfection. The water supply consistently meets the Canadian Drinking Water Guidelines, BC Drinking Water Protection Act and the Safe Drinking Water Regulations.

Sewer Utility Services – The City provides effective collection and treatment of waste water to meet the guidelines set by the Ministry of Environment to protect the public and the environment. It operates both the treatment plant and seven (7) lift stations safely and at optimum efficiency. The sanitary sewer system has approximately 126 kilometers of mainline and 5,185 service connections.

The accounting policies used in these segments are consistent with those followed in preparation of the consolidated financial statements as disclosed in our Basis of Presentation Policy. For additional information, see the Consolidated Schedule of Segment Disclosure (Schedule 5).

12. Subsequent Events

The impact of COVID-19 in Canada and on the global economy is still uncertain. As the impacts of COVID-19 continue, there could be further impact on the City, its citizens, employees, suppliers and other third party business associates that could impact the timing and amounts realized on the City's assets and future ability to deliver services and projects.

At this time, the full potential impact of COVID-19 on the City is not known. Given the dynamic nature of these circumstances, the related financial impact cannot be reasonably estimated at this time. The City's ability to continue delivering non-essential services and employ related staff, will depend on the legislative mandates from various levels of government.

The City will continue to focus on collecting receivables, managing expenditures, and leveraging existing reserves and available credit facilities to ensure it is able to continue providing essential services to its citizens. The City will use COVID-19 Safe Restart Grant funding when it is appropriate (see Schedule 6).

**The City of Salmon Arm
Schedule 1 - Long Term Debt**

As at December 31

<u>Bylaw #</u>	<u>Description</u>	<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Balance Outstanding 2020</u>	<u>Balance Outstanding 2019</u>
General Fund					
3184	Fire Hall and Little Mountain	2022	2.250	\$ 65,566	\$ 85,361
3334	City Hall and Law Courts	2034	5.950	6,374,816	6,684,595
3479	City Hall and Law Courts	2035	1.750	471,159	491,917
3569	Blackburn Park	2027	2.250	139,421	156,394
3758	Underpass 20/21 Street	2029	2.250	1,367,762	1,492,035
4048	New Cemetery	2040	2.750	879,570	909,621
4072	Blackburn Park Improvement	2035	2.750	405,189	425,478
4244	Drainage Improvements	2023	P - 1.0	501,000	668,000
4289	Airport Taxiway Charlie	2040	1.990	845,000	845,000
4500	Ross Street Underpass	2049	2.240	5,188,598	5,300,000
				<u>\$ 16,238,071</u>	<u>\$ 17,058,401</u>
Water Fund					
3458	Water	2025	1.750	\$ 200,577	\$ 229,654
3551	Water	2026	1.750	410,798	470,348
3576	Water	2028	2.650	4,458,664	4,923,943
3816	Water	2030	1.280	1,217,500	1,315,007
3793	Water	2041	3.250	39,243	40,423
				<u>\$ 6,326,782</u>	<u>\$ 6,979,375</u>
Sewer Fund					
3207	Sewer	2023	2.250	\$ 628,902	818,895
4051	Sewer	2035	2.750	1,458,679	1,531,719
				<u>\$ 2,087,581</u>	<u>\$ 2,350,614</u>
				<u><u>\$ 24,652,434</u></u>	<u><u>\$ 26,388,390</u></u>

The gross interest paid relating to the above noted debt was \$1,304,747 (2019 - \$1,335,864).

The City of Salmon Arm
Schedule 2 - Consolidated Schedule of Tangible Capital Assets

As at December 31	2020	2019
		(Note 1)
General Fund		
Land	\$ 40,190,839	\$ 40,190,839
Buildings	22,639,876	23,365,716
Machinery and Equipment	4,152,147	3,361,561
Vehicles	2,503,211	2,733,714
Information Technology Infrastructure	280,128	301,909
Parks Infrastructure	5,474,872	5,643,325
Utility Infrastructure	13,582,526	13,891,029
Transportation Infrastructure	68,391,015	69,497,704
Work in Progress	1,628,473	1,539,934
	<u>\$ 168,743,086</u>	<u>\$ 160,525,731</u>
Water Fund		
Buildings	\$ 12,822,056	\$ 13,148,022
Machinery and Equipment	1,437,434	1,405,835
Information Technology Infrastructure	114,203	128,213
Utility Infrastructure	20,734,662	20,532,709
Work in Progress	189,314	199,525
	<u>\$ 35,297,669</u>	<u>\$ 35,414,304</u>
Sewer Fund		
Buildings	\$ 13,215,018	\$ 13,549,809
Machinery and Equipment	138,691	156,080
Information Technology Infrastructure	39,230	45,498
Utility Infrastructure	13,267,513	13,573,429
Work in Progress	154,674	12,349
	<u>\$ 26,815,126</u>	<u>\$ 27,337,165</u>
	<u><u>\$ 220,855,881</u></u>	<u><u>\$ 223,277,200</u></u>

The City of Salmon Arm
Schedule 2 - Consolidated Schedule of Tangible Capital Assets - Continued

For The Year Ended December 31	Land	Buildings	Machinery and Equipment	Vehicles	Information Technology Infrastructure	Parks Infrastructure	Utility Infrastructure	Transportation Infrastructure	Work In Progress	2020 Total
Cost										
Balance, Beginning of Year	\$ 40,190,839	\$ 74,548,809	\$ 8,386,862	\$ 5,620,027	\$ 1,847,723	\$ 11,234,458	\$ 74,417,759	\$ 129,528,999	\$ 1,751,808	\$ 347,527,284
Additions	-	163,294	1,329,442	87,871	38,580	127,052	843,756	2,395,945	491,791	5,477,731
Work In Progress Completed	-	-	14,600	-	-	-	10,211	346,327	(371,138)	-
Disposals	-	-	(28,208)	(25,730)	(10,197)	-	-	-	-	(64,135)
Balance, End of Year	40,190,839	74,712,103	9,702,696	5,682,168	1,876,106	11,361,510	75,271,726	132,271,271	1,872,461	352,940,880
Accumulated Amortization										
Balance, Beginning of Year	-	24,485,262	3,463,386	2,886,313	1,372,103	5,591,133	26,420,592	60,031,295	-	124,250,084
Amortization	-	1,549,892	539,246	318,374	78,599	295,505	1,266,433	3,848,961	-	7,897,010
Disposals	-	-	(28,208)	(25,730)	(8,157)	-	-	-	-	(62,095)
Balance, End of Year	-	26,035,154	3,974,424	3,178,957	1,442,545	5,886,638	27,687,025	63,880,256	-	132,084,999
Net Book Value, End of Year	\$ 40,190,839	\$ 48,676,949	\$ 5,728,272	\$ 2,503,211	\$ 433,561	\$ 5,474,872	\$ 47,584,701	\$ 68,391,015	\$ 1,872,461	\$ 220,855,881

For The Year Ended December 31	Land	Buildings	Machinery and Equipment	Vehicles	Information Technology Infrastructure	Parks Infrastructure	Utility Infrastructure	Transportation Infrastructure	Work In Progress	2019 Total (Note 1)
Cost										
Balance, Beginning of Year	\$ 39,439,590	\$ 74,316,981	\$ 7,287,168	\$ 5,499,230	\$ 1,797,858	\$ 11,011,317	\$ 73,725,566	\$ 126,360,072	\$ -	\$ 339,437,782
Prior Period Adjustment (Note 1)	-	(259,275)	(359,054)	-	(44,897)	(141,728)	(48,524)	(958,831)	1,631,930	(180,379)
Balance, Beginning of Year (Restated)	39,439,590	74,057,706	6,928,114	5,499,230	1,752,961	10,869,589	73,677,042	125,401,241	1,631,930	339,257,403
Additions	751,251	481,470	1,890,899	258,755	128,602	314,455	735,808	4,118,013	598,529	9,277,782
Work In Progress Completed	-	9,633	359,054	-	44,896	50,414	4,909	9,745	(478,651)	-
Disposals	(2)	-	(791,205)	(137,958)	(78,736)	-	-	-	-	(1,007,901)
Balance, End of Year	40,190,839	74,548,809	8,386,862	5,620,027	1,847,723	11,234,458	74,417,759	129,528,999	1,751,808	347,527,284
Accumulated Amortization										
Balance, Beginning of Year	-	23,750,009	3,942,136	2,860,572	1,413,495	5,507,762	25,881,672	58,224,915	-	121,580,561
Prior Period Adjustment (Note 1)	-	(804,566)	(228,283)	(164,150)	(40,185)	(208,678)	(715,111)	(1,912,469)	-	(4,073,442)
Balance, Beginning of Year (Restated)	-	22,945,443	3,713,853	2,696,422	1,373,310	5,299,084	25,166,561	56,312,446	-	117,507,119
Amortization	-	1,539,819	446,511	322,339	77,529	292,049	1,254,031	3,718,849	-	7,651,127
Disposals	-	-	(696,978)	(132,448)	(78,736)	-	-	-	-	(908,162)
Balance, End of Year	-	24,485,262	3,463,386	2,886,313	1,372,103	5,591,133	26,420,592	60,031,295	-	124,250,084
Net Book Value, End of Year	\$ 40,190,839	\$ 50,063,547	\$ 4,923,476	\$ 2,733,714	\$ 475,620	\$ 5,643,325	\$ 47,997,167	\$ 69,497,704	\$ 1,751,808	\$ 223,277,200

Tangible capital assets that are either under construction or being developed are included in Work In Progress.

Tangible capital assets that were contributed by developers for various infrastructure projects were \$290,645 (2019 - \$1,568,179).

Due to the age of some City-owned lands such as parklands and land beneath roads and sidewalks, a nominal value \$1.00 has been assigned.

Interest capitalized in the year was Nil (2019 - Nil).

The City of Salmon Arm
Schedule 3 - Grants From Federal and Provincial Governments

For The Year Ended December 31	2020	2020	2019
	Actual	Budget	Actual
General Fund - Grants in Lieu of Taxes			
Federal Government	\$ 15,642	\$ 17,500	\$ 17,303
Province of British Columbia	26,416	27,000	26,739
Provincial Government Agencies	85,099	84,600	84,673
	<u>\$ 127,157</u>	<u>\$ 129,100</u>	<u>\$ 128,715</u>
General Fund - Current Operating Grants			
Province of British Columbia			
Arterial Street Lighting	\$ 3,076	\$ 3,100	\$ 3,846
Municipal Regional District Tax	150,692	200,000	255,582
Small Communities Protection	191,566	190,000	196,088
Traffic Fine Revenue Sharing	167,891	167,890	150,798
Community Child Care Grant	10,135	10,000	14,635
Food Hub Feasibility Grant	14,000	-	35,000
Crosswalk Safety Grant	14,977	15,000	-
COVID-19 Safe Restart Grant (Schedule 6)	3,598,000	-	-
Food Hub Grant	250,000	-	-
Safety Provincial Emergency Preparedness	-	-	15,188
Police Wages Subsidy	-	-	10,836
	<u>\$ 4,400,337</u>	<u>\$ 585,990</u>	<u>\$ 681,973</u>
Water Fund - Operating Grants			
Province of British Columbia			
Infrastructure Planning Grant	\$ -	\$ 10,000	\$ -
General Fund - Capital Grants			
Federal Government and Province of British Columbia			
Community Works Fund	\$ 395,937	\$ 4,011,600	\$ 963,612
BC Air Access Program	293,323	1,645,000	71,755
Transport Canada	-	425,000	-
BC Rural Dividend	-	100,000	-
	<u>\$ 689,260</u>	<u>\$ 6,181,600</u>	<u>\$ 1,035,367</u>
Total Operating Grants	\$ 4,527,494	\$ 725,090	\$ 810,688
Total Capital Grants	689,260	6,181,600	1,035,367
Total Grants	<u>\$ 5,216,754</u>	<u>\$ 6,906,690</u>	<u>\$ 1,846,055</u>
Total Federal Grants	\$ 213,611	\$ 2,448,300	\$ 499,109
Total Provincial Grants	5,003,143	4,458,390	1,346,946
Total Grants	<u>\$ 5,216,754</u>	<u>\$ 6,906,690</u>	<u>\$ 1,846,055</u>

The City of Salmon Arm
Schedule 4 - Trust and Reserve Funds Statements
Balance Sheet

As at December 31	2020	2019
Assets		
Trust Funds		
Cash and Investments	<u>\$ 415,265</u>	<u>\$ 391,502</u>
Reserve Funds		
Restricted Cash and Investments	<u>22,592,962</u>	<u>20,527,440</u>
	<u><u>\$ 23,008,227</u></u>	<u><u>\$ 20,918,942</u></u>
Liabilities		
Trust Funds		
Fund Balances		
Perpetual Care	<u>\$ 410,933</u>	<u>\$ 387,207</u>
Klahani Park Playground Equipment	<u>4,332</u>	<u>4,295</u>
	<u>415,265</u>	<u>391,502</u>
Reserve Funds		
Development Cost Charge Reserve Funds - Note 5	<u>11,245,301</u>	<u>10,165,481</u>
Other Statutory Reserve Funds	<u>11,347,661</u>	<u>10,361,959</u>
	<u>22,592,962</u>	<u>20,527,440</u>
	<u><u>\$ 23,008,227</u></u>	<u><u>\$ 20,918,942</u></u>

The City of Salmon Arm
Schedule 4 - Trust and Reserve Funds Statements - Continued
Transactions

For The Year Ended December 31	2019	Interest	Contributions	Inter-Fund Transfers	Expenditures	2020
Trust Funds						
Perpetual Care	\$ 387,207	\$ 3,348	\$ 20,378	\$ -	\$ -	\$ 410,933
Kiahani Playground Equipment	4,295	37	-	-	-	4,332
Total Trust Funds	391,502	3,385	20,378	-	-	415,265
Reserve Funds						
Development Cost Charge - Sewer	2,967,762	27,856	319,296	-	-	3,314,914
Development Cost Charge - Water	3,162,130	26,135	293,009	-	-	3,481,274
Development Cost Charge - Drainage	1,791,915	15,707	133,177	-	-	1,940,799
Development Cost Charge - Parks	492,192	4,350	73,102	-	-	569,644
Development Cost Charge - Highways	1,664,852	14,670	171,768	-	-	1,851,290
Development Cost Charge - Underpass	86,630	750	-	-	-	87,380
Total Development Cost Charges	10,165,481	89,468	990,352	-	-	11,245,301
Equipment Replacement	2,344,411	20,270	-	477,030	(486,689)	2,355,022
General Capital	568,746	5,156	43,251	50,000	-	667,153
Fire Department Building and Equipment	288,243	2,492	-	25,000	(18,468)	297,267
Emergency Apparatus	1,201,942	10,392	-	320,500	-	1,532,834
Police Vehicle Replacement	250,685	2,168	-	60,000	(51,328)	261,525
Landfill Site Repurchase	226,392	1,958	-	-	-	228,350
Cemetery Development	158,344	1,369	-	-	-	159,713
Water Major Maintenance	1,038,710	9,147	23,209	240,000	-	1,311,066
Sewer Major Maintenance	2,988,432	25,840	-	176,100	-	3,190,372
Community Centre Major Maintenance	686,116	5,932	-	35,000	-	727,048
Cemetery Columbarium	73,295	634	-	-	-	73,929
Parks Development	536,643	4,645	5,937	25,000	(28,843)	543,382
Total Other Statutory Reserves	10,361,959	90,003	72,397	1,408,630	(585,328)	11,347,661
Total Reserve Funds	20,527,440	179,471	1,062,749	1,408,630	(585,328)	22,592,962
	\$ 20,918,942	\$ 182,856	\$ 1,083,127	\$ 1,408,630	\$ (585,328)	\$ 23,008,227

The City of Salmon Arm
Schedule 5 - Consolidated Schedule of Segment Disclosure

For The Year Ended December 31	General Government Services	Protective Services	Transportation Services	Environmental Development Services	Recreation and Cultural Services	Sewer Utility Services	Water Utility Services	Elimination Entries	2020 Total
Revenue									
Taxation	\$ 18,977,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,977,526
Transportation Parcel Tax	-	-	1,210,200	-	-	-	-	-	1,210,200
Frontage Tax	-	-	-	-	-	960,973	1,461,983	-	2,422,956
Grants	4,527,494	-	807,870	2,250	67,197	-	-	-	5,404,811
Sales of Service	73,884	97,486	1,172,539	1,068,359	754,025	2,176,212	2,658,397	(865,650)	7,135,252
Licenses, Permits, Fines, Franchise	1,388,814	903,543	28,764	110,898	145,782	22,000	1,350	(744,064)	1,857,087
Return on Investment	765,949	15,052	20,271	3,960	10,578	188,443	286,590	-	1,290,843
Other Contributions	328,482	-	128,531	-	15,668	71,575	72,363	-	616,619
Gain on Disposal of Capital Assets	(434)	-	3,051	-	-	-	-	-	2,617
Total Revenue	26,061,715	1,016,081	3,371,226	1,185,467	993,250	3,419,203	4,480,683	(1,609,714)	38,917,911
Expenses									
Wages and Benefits	2,232,364	1,535,349	1,743,203	670,681	1,598,474	756,602	976,805	-	9,513,478
Insurance	202,618	24,831	108,672	104	52,253	40,213	32,503	-	461,194
Community Grants	471,069	-	-	-	-	-	-	-	471,069
Professional and Legal Fees	62,645	532	-	2,330	-	563	563	-	66,633
Utilities and Property Taxes	86,033	66,618	292,214	5,101	90,011	276,179	370,500	(102,024)	1,084,632
Repairs and Maintenance	-	155,490	1,254,225	18,082	443,849	330,320	477,799	(95,308)	2,584,457
Contracts	178,494	3,188,922	819,862	1,489,899	824,317	10,442	10,671	-	6,522,607
Operating Expenses	394,145	304,891	996,511	318,074	756,413	580,209	467,653	(2,011,308)	1,806,588
Collections for Other Governments	9,660	-	-	-	-	-	-	-	9,660
Amortization	928,128	165,794	4,637,078	-	328,499	801,212	1,036,299	-	7,897,010
Interest and Debt Issue Expenses	609,913	6,750	209,878	28,050	20,853	114,255	332,125	-	1,321,824
Total Expenses	5,175,069	5,449,177	10,061,643	2,532,321	4,114,669	2,909,995	3,704,918	(2,208,640)	31,739,152
Net Surplus (Deficit)	\$ 20,886,646	\$ (4,433,096)	\$ (6,690,417)	\$ (1,346,854)	\$ (3,121,419)	\$ 509,208	\$ 775,765	\$ 598,926	\$ 7,178,759

The City of Salmon Arm
Schedule 5 - Consolidated Schedule of Segment Disclosure

For The Year Ended December 31	General Government Services	Protective Services	Transportation Services	Environmental Development Services	Recreation and Cultural Services	Sewer Utility Services	Water Utility Services	Elimination Entries	2019 Total (Note 1)
Revenue									
Taxation	\$ 18,625,597	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,625,597
Transportation Parcel Tax	-	-	1,196,430	-	-	-	-	-	1,196,430
Frontage Tax	-	-	-	-	-	946,359	1,449,532	-	2,395,891
Grants	810,688	-	1,154,601	2,250	64,650	-	-	-	2,032,189
Sales of Service	84,828	81,495	1,409,149	1,012,937	1,019,415	2,107,261	2,766,604	(1,138,513)	7,343,176
Licenses, Permits, Fines, Franchise	1,492,287	928,333	33,499	72,105	166,680	21,000	7,950	(813,308)	1,908,546
Return on Investment	1,315,550	26,499	61,377	8,319	22,714	245,818	358,954	-	2,039,231
Other Contributions	228,445	-	1,222,177	-	50,000	500,460	232,033	-	2,233,115
Loss on Disposal of Capital Assets	89,598	14,265	141,708	-	-	-	-	-	245,571
Total Revenue	22,646,993	1,050,592	5,218,941	1,095,611	1,323,459	3,820,898	4,815,073	(1,951,821)	38,019,746
Expenses									
Wages and Benefits	2,083,058	1,441,838	1,690,875	681,380	1,774,491	791,988	1,030,506	-	9,494,136
Insurance	190,615	25,698	107,551	104	51,338	41,266	33,915	-	450,487
Community Grants	347,188	-	-	-	-	-	-	-	347,188
Professional and Legal Fees	44,216	-	-	2,870	-	9,880	-	-	56,966
Utilities and Property Taxes	87,484	68,578	304,632	6,121	93,463	262,123	363,208	(107,020)	1,078,589
Repairs and Maintenance	-	136,436	1,274,649	7,306	483,037	253,239	559,278	(77,607)	2,636,338
Contracts	145,264	3,081,287	841,205	1,499,832	813,818	18,580	10,904	-	6,410,890
Operating Expenses	491,371	248,915	482,502	511,878	746,164	579,835	482,107	(1,767,194)	1,775,578
Collections for Other Governments	11,336	-	-	-	-	-	-	-	11,336
Amortization	918,106	168,819	4,451,524	-	311,991	793,250	1,007,437	-	7,651,127
Interest and Debt Issue Expenses	619,995	6,750	193,077	28,050	82,271	114,255	363,176	-	1,407,574
Total Expenses	4,938,633	5,178,321	9,346,015	2,737,541	4,356,573	2,864,416	3,850,531	(1,951,821)	31,320,209
Net Surplus (Deficit)	\$ 17,708,360	\$ (4,127,729)	\$ (4,127,074)	\$ (1,641,930)	\$ (3,033,114)	\$ 956,482	\$ 964,542	\$ -	\$ 6,699,537

The City of Salmon Arm
Schedule 6 - COVID-19 Safe Restart Grant

December 31, 2020

In response to COVID-19, the Province of British Columbia has provided COVID-19 Safe Restart Grants to support local governments with increased operating costs, lower revenues and fiscal pressures related to COVID-19. The City received \$ 3,598,000 in 2020.

The COVID-19 Safe Restart Grant is unconditional and has been accounted for as an unrestricted government transfer; recognized as revenue in the year received. The following schedule outlines how the City has utilized the grant funding as of December 31, 2020.

COVID-19 Safe Restart Grant		\$ 3,598,000
Revenue Shortfalls:		
Protective Services	\$ 23,495	
Recreation and Cultural Services	20,000	
Total Revenue Shortfalls		(43,495)
Expenditures:		
Replenishment of Emergency Reserve	470,460	
General Government Services	110,056	
Total Expenditures		(580,516)
Balance, December 31, 2020		<u>\$ 2,973,989</u>

Item 9.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the Financial Statements for the year ended December 31, 2021 be adopted as presented.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

To: Mayor Harrison and Members of Council
 Date: April 12, 2021
 Subject: 2020 Financial Statements

Recommendation

That the Financial Statements for the year ended December 31, 2020 be adopted as presented.

Background

Draft Financial Statements for the year ended December 31, 2020 have been emailed. Provided below is a summary of changes between 2019 and 2020.

The following analysis encompasses all Operating, Capital, Reserve and Trust Funds (consolidated format):

The net Annual Surplus has increased by \$479,222.00 and is attributed to the following:

Tax Revenue	\$ 365,699.00
Other Levies & Fees (<i>Largely attributed to Water Connections Fees, Storm Sewer Connection Fees, Transit, Airport Sales, Parking Fees, Building Permits, Investments, Arena and Community Centre (Offset by Increase in Sewer Connections and User Fees, Solid Waste Services, Cemetery Sales and Planning & Development Fees)</i>)	(980,706.00)
Other Contributions (<i>Decrease in DCC Funds Used in Capital Projects and Developer Contributed Capital Assets</i>)	(1,859,450.00)
Grants (<i>Increase attributed to COVID-19 Safe Restart Grant, BC Air Access Grant, and Food Hub Feasibility Grant (Offset by Decrease in Municipal Regional District Tax, and Community Works Fund Grant)</i>)	3,372,622.00
Expenditures (overall increase)*	(418,943.00)
	\$ 479,222.00

* The overall expenditures increased by \$418,943.00 and is largely attributed to an increase in RCMP police force costs, prisoner costs, inventory adjustments, snow removal costs, and wages and benefits, offset by decrease in solid waste and recycling program costs, debt costs, R.R. grade crossings costs and transit services costs.

The City's Net Financial Assets (the amount of assets greater than liabilities before capital assets) has increased by \$9,404,435.00 and is attributed to the following:

Annual Surplus (Does Not Include Principal Repayments or Reserve Transfers)	\$ 7,178,759.00
Acquisition of Capital Assets	(5,477,731.00)
Amortization Expense	7,897,010.00
Disposal of Tangible Capital Assets	2,040.00
Decrease in Prepaid Expenses	(195,643.00)
	\$ 9,404,435.00

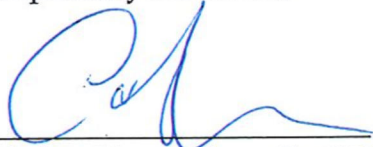
Reserve Funds, Developer Cost Charges and Reserve Accounts have increased by a net amount of \$12,504,047, largely attributable to developer cost charges, COVID-19 Safe Restart Grant, Underpass Bylaw 4500, transfers to specific projects (such as, Emergency Apparatus, Police Operating, Drainage, General Parking Lots, Lakeshore Road Rehabilitation, Underpass, Wharf Major Maintenance, Shoemaker Hill, 4 Street Connector, Water Major Maintenance and Sewer Major Maintenance) and interest earned on deposit, offset by reduction to equipment replacement reserves.

Long Term Debt has decreased by \$1,505,224.00 and is attributed to the following:

Principal Debt Repayments and Actuarial Payments	\$ (2,580,956.00)
Debt Issuance	845,000.00
Accrual of Long Term Liability	230,732.00
	\$ (1,505,224.00)

During the year, staff determined that Inventories of Supplies had not been previously included on the Consolidated Statement of Financial Position, instead expensed for financial statement presentation. As a result, adjustments were required to restate expenses, inventories of supplies and accumulated surplus. Staff also determined that Tangible Capital Assets were not being capitalized and amortized in accordance with the City's approved capital asset policy. As a result, adjustments were required to restate expenses, tangible capital assets and accumulated surplus. The impact of these adjustments on the financial statements is detailed in Note 1 of the Draft Financial Statements – Prior Period Adjustment.

Respectfully Submitted,



Chelsea Van de Cappelle, CPA
Chief Financial Officer

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Item 9.2

CITY OF SALMON ARM

Date: April 12, 2021

Chief Financial Officer – 2020 Yearend Surplus For Information

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Date: March 11, 2021
 To: Mayor Harrison and Council
 From: Chelsea Van de Cappelle, Chief Financial Officer
 Subject: 2020 Yearend Surplus

FOR INFORMATION

The 2020 yearend operating surpluses are summarized below.

General Revenue Fund - \$197,055.91

The surplus for 2020 is \$606,675.91; however a number of operational projects were not completed and are carried forward to 2021. The projects are listed below:

- Mt. Ida Cemetery - Digitization Project - \$18,000.00;
- Shuswap Memorial Cemetery - Major Maintenance - \$43,000.00;
- General - Safety Programs, Administration, Grants - \$45,200.00;
- Fire - Superior Tanker Shuttle Accreditation - \$5,000.00;
- Environmental - Civic Buildings - Asbestos Assessments, Other - \$28,750.00;
- Transportation - Administration, Assessment & Studies - \$66,800.00;
- Transportation - Major Maintenance - \$3,000.00;
- Wharf - Major Maintenance - \$18,170.00;
- Sr. Drop In Centre - Building/Structure - Major Maintenance - \$10,000.00;
- Parks - Greenway Projects & Major Maintenance Projects - \$121,700.00; and
- Police - Major Maintenance - \$50,000.00.

The surplus is largely attributed to reduced costs in various areas, most notable due to COVID 19 and the actions taken by the City to reduce the financial impact of the pandemic. The more significant sections include:

- Park and Facility Maintenance;
- SASCU Recreation Centre;
- Administrative Costs (i.e. professional development); and
- Police Force.

Regional Fire Training Centre - \$11,483.78

The Fire Training Centre surplus is due to equipment maintenance being lower than anticipated.

Downtown Parking Specified Area - (\$4,696.69)

The Downtown Parking Specified Area surplus is \$21,405.31; however an update of the Strategic Plan (\$11,240.00) and several major maintenance projects - Gravel Parking Lot (\$6,560.00), Parking Meters (\$5,300.00), Patching and Crack Seal - Parking Lots (\$3,000.00) were not completed and will be carried forward to 2021. The net deficit is largely attributed to reduced revenues due to vandalism of parking meters and ticket machines.

Water Revenue Fund - \$25,504.45,

The surplus for 2020 is \$134,504.45; however the Water Conservation / Education operational account (\$14,000.00), Secondary Water Supply Assessment (\$20,000.00), Water Conservation Study (\$25,000.00) and the Zone 2 Pump Station Feasibility Study (\$50,000.00) were not completed and will be carried forward to 2021.

Sewer Revenue Fund – \$24,187.37

The surplus for 2020 is \$94,187.37; however the Foreshore Main CCTV Survey (\$70,000.00) was not completed and will be carried forward to 2021.

Respectfully Submitted,



Chelsea Van de Cappelle, CPA

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Item 9.3

CITY OF SALMON ARM

Date: April 12, 2021

Chief Financial Officer - 2021 Assessments/New Construction For Information

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

To: Mayor Harrison and Members of Council
 Date: April 12, 2021
 From: Chelsea Van de Cappelle, Chief Financial Officer
 Subject: 2021 Assessments / New Construction

For Information

Assessments/Property Taxation

City of Salmon Arm property owners have received their 2021 assessment notices.

Average inflationary/deflationary changes in assessment for 2021 for each property class are as follows:

<i>Property Class</i>	<i>Increase (Decrease)</i>
Class 1 (Residential)	2.82%
Class 2 (Utilities)	2.34%
Class 3 (Supportive Housing)	0.00%
Class 4 (Major Industry)	1.56%
Class 5 (Light Industry)	6.60%
Class 6 (Business)	(1.61%)
Class 7 (Managed Forest Land)	(3.38%)
Class 8 (Rec Non Profit)	2.18%
Class 9 (Farm)	(0.31%)

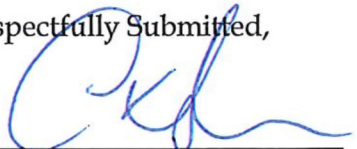
Moderate inflationary/deflationary changes to assessments are not unusual. For example, the average inflationary increase in residential assessments in 2020 was 1.41% as opposed to an inflationary increase in 2021 of 2.82%.

It is important to note that the 2021 tax rate will be adjusted and applied against current assessments to collect the same amount of revenue as 2020 plus a 0.50% tax increase approved by Council. The only time that property owners will see an increase/decrease in their general municipal levy is if their assessment increase/decrease is proportionately higher/lower than the average assessment change.

New Construction

The City has received the B.C. Assessment Authority's Authenticated Roll for 2021. The revenue from new construction or new growth was projected at 1.30% or \$241,846.04 the actual new construction estimate for 2021 is 1.22% or \$231,481.34.

Respectfully Submitted,



Chelsea Van de Cappelle, CPA

Item 10.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm 2020 to 2024 Financial Plan Amendment Bylaw No. 4446 be read a first, second and third time;

AND THAT: the bylaw entitled City of Salmon Arm Equipment Replacement Reserve Fund Expenditure Bylaw No. 4442 be read a first, second and third time;

AND THAT: the bylaw entitled City of Salmon Arm Police Vehicle Replacement Reserve Fund Expenditure Bylaw No. 4443 be read a first, second and third time;

AND THAT: the bylaw entitled City of Salmon Arm Fire Department Building/Equipment Reserve Fund Expenditure Bylaw No. 4444 be read a first, second and third time;

AND FURTHER THAT: the bylaw entitled City of Salmon Arm Parks Development Reserve Fund Expenditure Bylaw No. 4445 be read a first, second and third time.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Date: March 17, 2021
 To: Mayor Harrison and Members of Council
 From: Chelsea Van de Cappelle, Chief Financial Officer
 Subject: 2020 Final Budget

Recommendation:

That: Bylaw No. 4446 cited as “City of Salmon Arm 2020 to 2024 Financial Plan Amendment Bylaw No. 4446” be given 3 readings;

And That: Bylaw No. 4442 cited as “City of Salmon Arm Equipment Replacement Reserve Fund Expenditure Bylaw No. 4442” be given 3 readings;

And That: Bylaw No. 4443 cited as “City of Salmon Arm Police Protection Vehicle and Equipment Reserve Fund Expenditure Bylaw No. 4443” be given 3 readings;

And That: Bylaw No. 4444 cited as “City of Salmon Arm Fire Department Building and Equipment Reserve Fund Expenditure Bylaw No. 4444” be given 3 readings;

And Further

That: Bylaw No. 4445 cited as “City of Salmon Arm Parks Development Reserve Fund Expenditure Bylaw No. 4445” be given 3 readings;

Background:

The 2020 Final Budget requires amendments to reflect Council Resolutions and to redirect allocations between budget accounts.

General Fund:

Revenue

Property Taxes – Decrease (\$10,220.00)

Attributed to supplemental assessment changes received during the year (i.e. various assessment appeals for a number of smaller value changes).

Sewer Frontage Tax – Increase \$6,000.00

To reflect actual. Offsets with transfer to Sewer Fund for same.

Municipal Regional District Tax – Decrease (\$49,300.00)

To reflect actual, likely due to lower hotel accommodation bookings due to COVID 19. Offsets with expenditure for same.

General Government - Miscellaneous – Decrease (\$3,500.00)

To reflect actual.

General Government - Other – Net Change \$0

To reflect reduction associated with MIA Dividend (\$8,000.00) and increase due to the reallocation of Conditional Transfer – Rogers Hometown Hockey contribution received from the Economic Development Society (\$8,000.00). Overall reduction in revenue associated with the MIA Dividend has been offset by savings in Other Grants – SA Children's Festival Canada Day.

Fire Protection Services

Fire Suppression Services – Kault Hill - Increase \$3,100.00

To reflect actual as per contract.

Fire - Other – Increase \$20,500.00

To reflect funds received from Emergency Management BC – Penticton Wildfire. Offsets in part with expenditures (Wildfire - \$5,000.00), net income reallocated to Fire Emergency Apparatus Reserve Fund (\$15,500.00).

Police Protection Services

RCMP Criminal Document Services – Decrease (\$9,500.00)

To reflect actual. Attributed to a front office closure from March until October in response to COVID 19 and a reduced number of criminal record requests, as many sporting groups were not operational. Offset in part by the increase in Rental Revenue – RCMP Building.

Transportation Services

Custom Work – Increase \$54,500.00

Attributed to work completed by City crews where cost is recoverable. Offsets with increase in expenditures (i.e. Roads, Drainage, and Sidewalk Extensions/Replacements).

Equipment Earnings – Decrease (\$58,000.00)

Attributed to difference in charge out rate of equipment to various functions, as actual usage was lower (due to COVID). Offsets with Transfer to Reserve - Equipment Replacement for same.

Storm Sewer Connections – Increase \$41,900.00

To reflect actual. Offsets with increase in expenditures (i.e. Service Connections). Net revenue has been redirected to the Drainage Reserve.

Other – Decrease (\$1,500.00)

To reflect actual.

Transit – Revenue – Decrease (\$33,000.00)

To reflect actual. Offset by reduction in Transit Contract expenditures associated with COVID 19 Safe Restart Funding received and applied by BC Transit.

Transit – Revenue CSRD – Decrease (\$1,000.00)

To reflect actual. Offset by reduction in Transit Contract expenditures associated with COVID 19 Safe Restart Funding received and applied by BC Transit.

Transit Passes– Decrease (\$12,500.00)

To reflect actual. Offset by reduction in Transit Contract expenditures associated with COVID 19 Safe Restart Funding received and applied by BC Transit.

Transit Revenue – ALIB (\$4,000.00)

To reflect actual.

Airport Services

Sales of Services - Gas and Oil Sales, Landing Fees and Ground Rentals – Net Decrease (\$65,000.00)

To reflect actual. Largely attributed to an uneventful fire season and temporary runway closure to prepare for Taxiway Charlie. Offsets with costs of fuel and oil and reduced airport operating expenses.

Downtown Parking Services

Sales of Services – Reserved Parking, Ticket Machines and Meter Parking – Net Decrease (\$26,700.00)

To reflect actual. Largely attributed to the vandalism of the City's meters and ticket machines. Offsets with reduced parking operating expenses.

Environmental Services

EV Vehicle Charge Station User Fees – Increase \$1,000.00

To reflect actual.

Solid Waste and Recycling Program – Increase \$13,140.00

Analyzed and reallocated actual expenses; and balanced with user fees resulting in a transfer from the Solid Waste and Recycling Reserve of \$27,165.00.

Cemetery Services

Mt. Ida

Sales of Services – Burial, Cremation and Columbarium Niche Sales – Net Increase \$6,900.00

To reflect actual. Increase in Burial (\$10,500.00) and Cremation Sales (\$8,500.00) offset by reduced Columbarium Niche Sales (\$12,100.00). Net revenues have been used to offset increased Mt. Ida Building and Grounds Maintenance expenditures.

Shuswap Memorial

Sales of Services – Burial, Cremation, Columbarium and Other Sales – Net Decrease (\$37,150.00)

To reflect actual. 2020 was Shuswap Memorial's first full year of operation. Initial projections were based on demand in the last half of 2019. Reduced sales may be related to COVID 19 and the deferral of services due to restrictions on group gatherings, however this is difficult to confirm. Overall, the reduction in revenue is offset in part by reduced Shuswap Memorial operating expenses.

Recreation and Cultural Services

Shaw Centre - Labour – Decrease (\$38,600.00)

To reflect actual. Attributed to the closure of the Shaw Centre for the replacement of the Chillers and as a result of COVID 19. Offsets with decrease in expenditures for same.

Park Services

Other Sales – Increase \$2,100.00

To reflect the recovery of utility costs associated with the Blackburn Park Concession Lease.

SASCU Recreation Centre

Labour – Decrease (\$274,185.00)

To reflect actual. Attributed to the closure of the SASCU Recreation Centre in response to COVID 19. Offsets with decrease in expenditures for same.

General Government Services

Taxation Penalties – Decrease (\$22,000.00)

To reflect actual. The property tax due date was extended as a result of COVID 19 to September 30, 2020 and resulted in a slightly higher collection rate of taxes. As a result, penalties assessed were lower. Decrease has been offset by savings within the General Government Services – Administration.

Interest on Taxes – Decrease (\$3,000.00)

To reflect actual.

Interest – Net Decrease (\$65,600.00)

To reflect actual. The COVID 19 crisis has lead the Bank of Canada to decrease its benchmark rate in an effort to minimize the economic impact. Interest rates realized on reserves averaged 1% lower than originally estimated. Decrease has been offset by savings within the General Government Services – Administration.

Climate Action Revenue – Carbon Tax - Increase \$54,500.00

Provision for 2020 carbon tax rebate. Redirected to Reserve for same.

Fire Protection Services

Burning Permits – Decrease (\$7,000.00)

The City's permitting process requires residents to physically attend City Hall to complete the necessary paperwork and obtain a campfire permit. Permits are issued on an annual basis and generally results in a significant amount of traffic within the building. Given the Provincial Health Orders (PHO's) related to COVID 19 at the time, campfire permits were suspended in an effort to reduce in-person contact at City Hall. The reduction in revenue has been offset with a transfer from the COVID 19 Safe Restart Grant Reserve equivalent to the difference between actual and budget (\$7,470.00).

Building Inspection Services

Building Permit Revenue – Increase \$57,000.00

To reflect actual. Redirected to the Downtown Parking (General) Reserve.

Plumbing Permit Revenue – Increase \$6,000.00

To reflect actual. Redirected to the Downtown Parking (General) Reserve.

Law Enforcement Services

MTI Fines, Traffic Fines and Bylaw Infractions – Net Decrease (\$16,400.00)

Largely attributed to the suspension of traffic ticketing due to COVID 19 and the vandalism of parking meters and ticket dispensers. The reduction in revenue has been largely offset with a transfer from the COVID 19 Safe Restart Grant Reserve (\$16,025.00).

Other Protective Services

Wildfire Prevention – Timber Sales – Decrease (\$43,200.00)

To reflect actual. Offsets with expenditure and net transfer to the Forestry Management Reserve for same.

Cemetery Services

Mt. Ida

Other Revenue – Burial Marker Permits and Saturday Burials– Net Increase \$2,825.00

To reflect actual.

Shuswap Memorial

Other Revenue – Burial Marker Permits, Saturday Burials and Wall Plaque Permits – Net Decrease (5,850.00)

To reflect actual.

Planning and Development Services

Other Revenue – Permits, Variances, Applications, Inspections, Approvals etc. – Net Increase \$4,600

To reflect actual. Largely attributed to increased re-zoning applications related to R8 for suites and detached suites. Offset mostly by minor reductions in various other permits, variances, inspections and approval fees.

General Government Services

Rentals – Law Courts – Increase \$4,300.00

To reflect actual. Attributed to increase in facility operating costs compared to the lease agreement base year. Redirected to the Lakeshore Road Rehabilitation Reserve.

Rentals – Crown Counsel – Increase \$1,000.00

To reflect actual. Attributed to increase in facility operating costs compared to the lease agreement base year. Redirected to the Lakeshore Road Rehabilitation Reserve.

Rentals – Corrections – Increase \$500.00

To reflect actual. Attributed to increase in facility operating costs compared to the lease agreement base year. Redirected to the Lakeshore Road Rehabilitation Reserve.

Protective Services

Rentals – RCMP Building – Increase \$6,000.00

To reflect actual. Attributed to increase in facility costs and building improvements as per the lease agreement. Offsets in part the reduction in RCMP Criminal Document Services revenue.

Airport Services

Rentals – Terminal Building – Decrease (\$3,665.00)

Attributed to the waiving of rental fees for April, May and June due to COVID 19.

Park Services

Rentals – Terminal Building – Net Increase \$110.00

Attributed to an increase in Canoe Beach Lot rents associated with interest (\$2,510.00) and a reduction in Little Mountain Park Naming Revenue (\$2,400.00) as is now received by the Shuswap Recreation Society.

Wharf

Rentals – Houseboat Lease – Decrease (\$20,000.00)

Attributed to the waiving of 50% of the rental fees due to COVID 19. The reduction in revenue has been offset with a transfer from the COVID 19 Safe Restart Grant Reserve (\$20,000.00).

Transfers From Other Governments

Unconditional Transfer – COVID 19 Safe Restart Grant – Increase \$3,598,000.00

To reflect funding received from the Province of BC to assist local governments in addressing operational issues and fiscal pressures as a result of COVID 19. The funding received has been reallocated to the COVID 19 Safe Restart Grant Reserve.

Conditional Transfer – Regional District - Airport – Decrease (\$12,876.00)

To reflect proportionate share of reduced airport revenues and operational costs. Offsets with reduced revenues and expenditures (net of capital).

Conditional Transfer – Other (BC Hydro Re-greening Grant) – Increase \$4,000.00

To reflect actual.

Conditional Transfer – Rogers Hometown Hockey – Decrease (\$8,000.00)

To reflect contribution received from Economic Development Society, reallocated to General Government – Other.

Conditional Transfer – Food Hub Grant – Increase \$250,000.00

To reflect actual. Offsets with Other Grants – Economic Development Society Food Hub expenditure for same.

Conditional Transfer – Other (Regional District) – Increase \$2,600.00

To reflect actual. Contribution received from Shuswap Emergency Program to help maintain the Ross Street Washrooms in response to COVID 19.

Reserves

Transfer From Reserve For Unexpended – Increase \$5,246,015.00

Attributed to prior year capital projects that were either deferred or completed under budget. Also includes the reallocation of funding to specific reserves. Redirected as follows:

- Underpass Construction - \$5,069,925.00. Represents debt funding received in 2019, net 2019 expenditures. Funding reallocated to Underpass (Bylaw 4500) Reserve;
- Jackson Park Improvements - \$20,615.00 – Funding reallocated to the Jackson Park Improvements Reserve;
- EXPO Signage Design - \$27,900.00 – Funding reallocated to an EXPO Signs Reserve;
- Underpass Reserve - \$79,472.00; and
- Police Special Investigations Reserve - \$48,103.00.

Transfer From Reserve – Wages and Benefits – Decrease (\$53,150.00)

To reflect actual. Offsets with decrease in General Administration Other and increase in CUPE Retroactive Pay.

Transfer From Reserve – General - Canada 150 Celebrations – Decrease (\$25,800.00)

To reflect carry forward project - Art Gallery Map of Canada (\$17,500.00) and reallocation of budget amount for the Cultural Master Plan (\$8,300.00). Offsets with expenditure for same.

Transfer From Reserve – Corporate Strategic Plan – Net Increase \$10,865.00

To reflect expenditures to date. Project carried forward to 2021. Offsets with expenditure for same.

Transfer From Reserve – COVID 19 Safe Restart Grant – Increase \$623,685.00

To reflect operational revenue deficits and expenditures as related to COVID 19. Funding has been directed as follows:

- Transfer to Reserve – Emergency (Surplus) - \$470,460.00. To replenish reserve used to offset the reduction in the 2020 tax increase to zero in response to the hardships presented to property owners as related to the COVID 19 pandemic;
- General Administration – COVID Leave Wages and Benefits - \$102,200.00;
- General Administration – COVID 19 Emergency Grant Fund (Non Profit Grants) - \$8,000.00;
- Law Enforcement – MTI and Traffic Fines - \$16,025.00;
- Fire Services – Burning Permits - \$7,000.00; and
- Wharf – Houseboat Lease - \$20,000.00.

Transfer From Reserve - Transit Services – Decrease (\$20,000.00)

The 2020 Transit System Contract budget included an additional \$20,000.00 for transit expansion funded from the Transit Services Reserve. Expansion projects were deferred by BC Transit due to COVID 19. This project has been carried forward and an allocation has already been included in the 2021 Budget. Therefore, the transfer from the Transit Services Reserve has been eliminated.

Transfer From Reserve – Specified Area Parking – Decrease (\$20,000.00)

Ross Street Parking Lot Crosswalk was carried forward from 2019. Project has been deferred until after the completion of the Ross Street Underpass. Offsets with reduction in expenditure for same.

Transfer From Reserve – Airport – Major Maintenance – Net Increase \$2,500.00

Structural Repair (\$6,000.00) and Entry Roof Repair (\$2,500.00) were completed under the Terminal Building Roof budget and are no longer required. The fencing (\$24,000.00) project has been cancelled. Associated expenditures have been reduced by same. As resolved by Council, an allocation for the Safety Management System (SMS) Implementation (\$35,000.00) has been included and offsets with an increase in expenditure for same.

Transfer From Reserve – Airport – Marketing and Promotion – Decrease (\$19,575.00)

To reflect the cancellation of the 2020 Air Appreciation Day due to COVID 19. Offsets with expenditure for same.

Transfer From Reserve – Airport – Tree Encroachment – Decrease (\$105,000.00)

To reflect actual. Offsets with expenditure for same.

Transfer From Reserve – Solid Waste and Recycling Program – Decrease (\$129,095.00)

Analyzed and reallocated actual expenses; and balanced with user fees resulting in a transfer from the reserve. The transfer represents funds required to cover the program deficit. Actual program deficit was reduced primarily due to lower tipping fee costs both on garbage and food waste. (approximately \$120,000.00). The reduction in the garbage tipping rate is the result of reduced tonnage, while considering actual number of users. The food waste tipping rate used for the 2020 budget had been based on tipping data collected from July 1, 2019.

Transfer From Reserve – Canoe Beach Rental – Increase \$10,425.00

As resolved by Council. Offsets with increase in Bad Debt expense.

Transfer From Reserve – Cultural Master Plan – Increase \$8,300.00

To record corrected revenue source, previously included in Transfer from Reserve Canada 150 Celebrations. Offsets with expenditure for same.

Expenditures

General Government

Council Indemnities – Decrease (\$4,000.00)

To reflect actual. Redirected to LED Street Light Conversion Reserve.

Council Expenses – Decrease (\$57,950.00)

As resolved by Council, \$20,000.00 reallocated to COVID 19 Emergency Grant Fund, of which was subsequently funded from the COVID 19 Safe Restart Grant. Overall reduction attributed to reduced travel, conference and seminar costs. Savings have been redirected to the General Capital Reserve Fund (\$50,000.00).

Council Mentorship Program – Decrease (\$2,500.00)

To reflect actual. No travel to UBCM conference due to COVID 19. Savings redirected to the Canoe Beach General Improvements Reserve.

Civic Building Maintenance – Decrease (\$27,425.00)

To reflect actual. Decrease attributed to less maintenance required. Redirected to Civic Building Major Maintenance Reserve.

Administration – Net Decrease (113,185.00)

To reflect actual. Significant items to note include:

Wages and Benefits – Decrease (\$66,500.00)

Attributed to two position vacancies for part of the year, the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay. Savings redirected to the Wages and Benefits Reserve for same.

Other – Decrease (\$125,000.00)

To reflect actual. Offsets with reduction in Transfer from the Wages and Benefits Reserve (\$53,150.00) and CUPE Retroactive Pay (\$71,850.00).

Bad Debts – Increase \$10,100.00

To reflect actual. Offsets with Transfer from the Canoe Beach Rental Reserve.

Staff Training – Decrease (\$18,500.00)

To reflect actual. Reduced training costs due to COVID 19.

Conference and Seminars – Decrease (\$7,000.00)

To reflect actual. Reduced training costs due to COVID 19.

Labour Relations – Contracted Services – Decrease (\$15,500.00)

To reflect actual.

Strategic Corporate Plan Update – Increase \$10,865.00

To reflect expenditures to date. Project carried forward to 2021. Offsets with Transfer from Reserve for same.

Other – Decrease (\$12,500.00)

To reflect actual. Largely related to the cancellation of the Staff Christmas Function. Offset in part by reduction in revenue for same.

CUPE Retroactive Pay – Increase \$71,850.00

To reflect CUPE retroactive pay from January 1 to December 31, 2020.

COVID 19 - Labour – Increase \$102,200.00

To reflect staff wages related to COVID 19. Offset by a transfer from the COVID 19 Safe Restart Grant Reserve for same.

Safety Program

Safety Officer - Wages and Benefits – Decrease (\$5,400.00)

To reflect actual. Attributed to position vacancy at the start of the year, redirected to the Lakeshore Road Rehabilitation Reserve.

Safety Training – Net Decrease (\$11,900.00)

To reflect actual. Reduced training costs due to COVID 19, redirected to the Lakeshore Road Rehabilitation Reserve.

Conference and Seminars – Decrease (\$4,100.00)

To reflect actual. Reduced training costs due to COVID 19, redirected to the Lakeshore Road Rehabilitation Reserve.

Safety Field Inspections – Decrease (\$4,100.00)

To reflect actual. Reduced costs due to COVID 19, redirected to the Lakeshore Road Rehabilitation Reserve.

Safety Supplies & Equipment – Decrease (\$3,500.00)

To reflect actual. Redirected to the Lakeshore Road Rehabilitation Reserve.

Immunizations – Decrease (\$1,500.00)

To reflect actual. Redirected to the Lakeshore Road Rehabilitation Reserve.

Technologies

Consulting Service – Decrease (\$8,500.00)

To reflect actual. Additional resources were not required for the Office rollout and some projects were unable to proceed due to COVID. Savings redirected to the Technologies, Equipment and Software Reserve.

Small Computer/Office Equipment – Decrease (\$3,200.00)

To reflect actual. The City did not purchase any replacement phones. Savings redirected to the Technologies, Equipment and Software Reserve.

Computer Supplies – Decrease (\$6,500.00)

Attributed to savings associated with the UPS purchase and fewer monitors. Savings redirected to the Technologies, Equipment and Software Reserve.

GIS System

GIS – Wages & Benefits – Increase \$13,900.00

To reflect reallocation of wages and benefits for IT support for RCMP Court Liaison.

GIS Training and Development – Decrease (\$3,300.00)

To reflect actual. Reduced training costs due to COVID 19.

GIS Contracted Service – Consulting – Increase \$1,400.00

To reflect actual.

GIS Supplies & Maintenance – Decrease (\$1,000.00)

To reflect actual.

Printers - Decrease (\$3,000.00)

To reflect actual. Redirected to Photocopier and Printer Replacement Reserve for same.

Other General Government - Administration

Professional Development – Decrease (\$13,700.00)

To reflect actual. Reduced training costs due to COVID 19. Savings have been redirected to the RCMP Building Major Maintenance Reserve.

Insurance – Property – Decrease (\$2,000.00)

To reflect actual. Savings have been redirected to the RCMP Building Major Maintenance Reserve.

Insurance – Claims – Net Decrease (\$3,000.00)

Attributed to increase in insurance claims (\$2,000.00), offset by a reduction in property claims (\$5,000.00) as there was none in 2020. Savings have been redirected to the RCMP Building Major Maintenance Reserve.

Property Appraisals – Decrease (\$3,000.00)

To reflect actual. Savings have been redirected to the RCMP Building Major Maintenance Reserve.

IRMC – Issues – Decrease (\$5,000.00)

To reflect actual. Savings have been redirected to the RCMP Building Major Maintenance Reserve.

Grants – SA Folk Music Society – Decrease (\$52,900.00)

To reflect actual. Due to COVID 19, the music festival moved to an online platform and the Society elected not to receive the grant funding. Funding redirected to the Parks Development Reserve Fund (\$25,000.00) and the Shaw Centre Major Maintenance Reserve (\$25,000.00).

Grants – SA Children's Festival Canada Day – Decrease (\$8,200.00)

To reflect actual. Due to COVID 19, the Canada Day Children's Festival did not take place. Savings have been reallocated to the reduction in General Government Sales – Other Revenue associated with the MIA Dividend.

Grants – COVID 19 Emergency Grant Fund – Increase \$8,000.00

As resolved by Council, \$20,000.00 reallocated from savings in Council Expenses. Subsequently the budget was reduced to reflect actual and funded by a transfer from the COVID 19 Safe Restart Grant Reserve for same.

Grants – Salmon Arm Art Gallery – Accessibility – Increase \$1,000.00

As resolved by Council.

Grants – EDS – Food Hub – Increase \$250,000.00

To reflect actual, offsets with revenue for same.

Fire Protection Services

Administration – Net Decrease (\$52,100.00)

To reflect actual. Significant items to note include:

Wages and Benefits – Decrease (\$19,500.00)

To reflect actual. Attributed to an adjustment to account for actual overhead costs due primarily to a reduction in sick pay.

Clerical Wages and Benefits – Decrease (\$26,900.00)

To reflect actual. Attributed to the restructure of clerical.

Licenses – Increase \$2,200.00

Attributed to annual licensing fees for Smart Capture for the Fire Pre-Plan Program.

Conferences and Seminars – Decrease (\$5,000.00)

To reflect actual. Reduced training costs due to COVID 19.

Fire Fighting Force – Decrease (\$8,000.00)

Attributed to reduced regular practice hours because of COVID 19 and restrictions on group gatherings and reduced call outs.

Fire Fighting Force – Additional Practice Remuneration – Decrease (\$15,900.00)

Attributed to reduced additional practice hours (i.e. weekends and other special training) because of COVID 19 and restrictions on group gatherings.

Fire Investigation and Prevention – Net Zero

To reflect actual.

Hydrant Maintenance – Increase \$3,200.00

To reflect actual. Increase is the result of time spent removing snow from the winter and maintaining accessibility and visibility including week whacking, installation of markers and painting. Off-set in Water Department for same.

Training Officer – Wages and Benefits – Decrease (\$68,250.00)

To reflect actual. Attributed to position vacancy and restructure. Savings have been reallocated in part to offset the increase in Paid on Call Department Maintenance, with the difference transferred to the Wages and Benefits Reserve.

Training – Paid on Call Department Maintenance – Increase \$18,800.00

To reflect actual, due to restructure. Funding from Training Officer Wages and Benefits reallocated to offset the increase for department maintenance.

Equipment Maintenance, Courses & Seminars, and Conferences – Net Decrease (\$5,200.00)

To reflect actual. Reduced training costs due to COVID 19.

Rescue – Air Pak Maintenance –Decrease (\$3,200.00)

To reflect actual, attributed to reduced maintenance costs.

Fire Fleet Operations – Net Decrease (\$5,000.00)

To reflect actual, attributed to reduced maintenance costs.

Building Inspection Services

Wages and Benefits – Decrease (\$15,000.00)

To reflect actual. Attributed to the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay. Savings have been redirected to the Wages and Benefits Reserve (\$10,200.00) and the LED Street Light Conversion Reserve (\$4,800.00)

Legal Fees – Decrease (\$2,400.00)

To reflect actual. Savings have been redirected to the LED Street Light Conversion Reserve.

Conferences & Seminars – Decrease (\$4,000.00)

To reflect actual. Reduced training costs due to COVID 19. Savings have been redirected to the LED Street Light Conversion Reserve.

Police Protection

RCMP Building Maintenance – Decrease (\$4,000.00)

To reflect reduced utility costs, savings redirected to Prisoner Costs.

RCMP – Clerical – Wages and Benefits – Decrease (\$8,500.00)

To reflect actual. Attributed to the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay. Savings have been redirected to Prisoner Costs.

RCMP – Court Liaison/IT - Wages and Benefits – Decrease (\$19,000.00)

Attributed to the reallocation of wages and benefits for IT support (\$13,900.00), the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay with remaining savings reallocated to Prisoner Costs.

RCMP Police Force – Decrease (\$304,500.00)

To reflect E Division credit adjustment and savings as a result of vacancies at the Salmon Arm Detachment. The decrease also reflects savings from the addition of a 20th member (\$61,680.00) budgeted for in 2020 and not yet active. The allocation for the 20th member has been carried forward and included in the transfer from the Police Operating Reserve in 2021. Savings (\$301,000.00) redirected to Police Operating Reserve to offset future costs related to RCMP retroactive wages estimated by “E” Division to total \$579,500.00 (approximately \$30,500.00 per member). Remaining savings reallocated to Prisoner Costs.

Prisoner Costs – Increase \$34,000.00

To reflect actual. During the year, the City was advised of a change to the billing of prisoner costs. Previously, prisoner costs were billed based on actual. However, going forward the City will be billed according to the E-Division budget for prisoner costs (based on actual prior year costs of Provincial, Federal and municipal prisoners). A reconciliation and adjustment will be completed by E-Division as part of their year-end process (March 31, 2021). The City will see an adjustment related to 2020 in 2021 (similar to Police Force billing). Further, the City is only responsible for municipal prisoners and receives a reimbursement from the Province for those that are Federal and Provincial. As a result, this is a very difficult line item to project as it is based on the number of Provincial, Federal and municipal prisoners held in the local detachment and it varies from year to year. The majority of this increase has been offset by net savings within the Police Services function.

DNA Analysis – Decrease (\$6,000.00)

To reflect actual. Savings have been redirected to Prisoner Costs.

Law Enforcement Services

Bylaw Wages and Benefits – Decrease (\$19,100.00)

To reflect actual. The 2020 budget included additional funding for cross over training related to a potential retirement. The 2021 budget includes an allocation for an additional Bylaw Enforcement Officer and as a result, these additional funds are no longer required. Savings have been redirected to the Wages and Benefits Reserve.

Student Help – Decrease (\$10,200.00)

Attributed to a hiring freeze on relief staff in response to COVID 19. Savings have been redirected to the Wages and Benefits Reserve.

Office Expenses – Decrease (\$4,400.00)

To reflect actual.

Training and Development – Decrease (\$1,500.00)

To reflect actual. Reduced training costs due to COVID 19.

Bylaw Infractions – Decrease (\$1,500.00)

To reflect actual.

Vandalism Reward Policy – Decrease (\$3,000.00)

To reflect actual.

Other Protective Services

Animal Control – Other – Decrease (\$1,100.00)

To reflect actual. Attributed to lower than anticipated impoundment expenses. Savings have been redirected to RCMP Special Investigations Reserve.

Animal Control – Contracted Services – Decrease (\$5,000.00)

To reflect actual. Attributed to reduced after-hours call out expenditures. Savings have been redirected to RCMP Special Investigations Reserve.

Emergency Services

Wildfire – Increase \$5,000.00

To reflect expenditures to provide assistance for the Penticton Wildfire. Offset by revenue received from Emergency Management BC (\$20,500), net income reallocated to the Fire Emergency Apparatus Reserve Fund (\$15,500).

Wildfire Prevention – Timber Removal – Decrease (\$22,500.00)

To reflect actual. Offsets with revenue and net transfer to the Forestry Management Reserve for same.

Transportation Services

Common Services – Net Increase \$23,700.00

Primarily attributed to the reallocation of current year labour and equipment charges related to the operation of the City's Gravel Pit, including the screening and movement of sand and gravel, previously included in inventory.

Land and Buildings, Administration and Engineering – Net Increase \$514,810.00

To reflect actual. Overall, net savings have been used to offset the increase associated with the inventory adjustment. This adjustment and other significant items to note are discussed below:

Wages & Benefits – Decrease (\$17,800.00)

To reflect actual. Attributed to the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay.

Wages & Benefits – PW Foremen – Decrease (\$7,200.00)

To reflect actual. Attributed to the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay.

Training and Travel – Net Decrease (\$35,100.00)

Reduced training costs due to COVID 19.

- *Travel – (\$1,000.00);*
- *Conventions & Seminars – (\$8,000.00);*
- *Organizational Culture/Risk Assessment Sessions – (\$2,900.00); and*
- *Safety Courses (Net) – (\$23,200.00)*

Inventory Adjustments – Increase \$615,510.00

During the year, the City identified inventories of supplies that had not been previously included on the Consolidated Statement of Financial Position. As a result, adjustments were required to restate expenses, inventories of supplies and accumulated surplus. The adjustment has affected the General, Water and Sewer Funds. The adjustment primarily relates to the Gravel Pit (crushed rock, screened gravel and sand), however also includes materials, gasoline, diesel, and salt and magnesium. This adjustment has been offset by the total net, unallocated savings within the Transportation Services

budget (approximately \$287,500.00), the Park Services budget (approximately \$219,500.00) and net savings attributed to Tourism Information – Chamber of Commerce (\$12,000.00).

Machinery and Equipment – Net Change – Zero

To adjust expenditures and associated revenue for charge-out to City functions. More significant changes are summarized below:

Unit No. 833 – 1990 Powerscreen Mark II – Decrease (\$14,600.00)

To reflect actual. Planned purchase of replacement parts did not materialize.

Unit No. 57 – 2015 Freightliner Dump/Plow – Increase \$20,440.00

Increase attributed to multiple service visits to do engine diagnostics resulting in the replacement of multiple sensors and to purchase replacement trip edges.

Unit No. 60 – 2013 Bobcat S590 Skid Steer Loader – Increase \$8,875.00

The operating and maintenance costs associated with this unit are higher than anticipated. Unanticipated costs included replacement hydraulic lines, electrical connections, wipers and replacement windshield.

Unit No. 64 – 2015 Freightliner Dump and Plow – Increase \$15,290.00

Increase attributed to the purchase of replacement trip edges, carbides, and the replacement of a main controller.

Unit No. 69 – 2020 MACK Flusher Truck – Decrease (\$8,710.00)

To reflect actual. The operating budget for this new unit was based on the previous truck. The budget will be reviewed based on current data.

Unit No. 78 – 2008 Sterling 1 Ton Dump/Plow – Decrease (\$11,515.00)

To reflect actual. Attributed to reduced usage.

Unit No. 79 – 2007 Volvo Loader – Increase \$17,725.00

The operating and maintenance costs associated with this unit are higher than anticipated. Unanticipated costs included new tires, replacement of a radiator, diesel lift pump, exhaust manifold, bucket-quick attach cylinder and front wiper motor.

Unit No. 82 – 2009 Volvo BL70 Backhoe – Decrease (\$13,150.00)

To reflect actual. Attributed to reduced usage.

Unit No. 86 – 2019 John Deere 310SL – Decrease (\$11,700.00)

To reflect actual. The operating budget for this new unit was based on the previous piece of equipment. The budget will be reviewed based on current data.

Roads and Streets – Roadway Surfaces – Net Increase \$22,865.00

To reflect actual. Significant items to note include:

Grading – Decrease (\$11,660.00)

To reflect actual. Attributed to a hiring freeze on temporary and relief staff in response to COVID 19.

Dust Abatement – Decrease (\$18,500.00)

To reflect actual. Due to a reduction in staffing levels as a result of COVID 19, there was not enough manpower to complete multiple dust abatement applications. In addition, a change in practice regarding material composition has contributed to savings in material costs.

Asphalt Patching – Increase \$7,040.00

Attributed to hard winter conditions resulting in an increase in potholes and road failures that required remediation.

Roadway Maintenance – Other – Decrease (\$13,420.00)

To reflect actual. Due to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Road - Extensions and Replacements – Increase \$61,665.00

To reflect actual. Attributed to work completed by City crews where cost is recoverable. Offsets with increased revenue (i.e. Custom Work) and reduced costs in Drainage Extensions and Replacements.

Roads and Streets – Road Allowances, Intersections, Approaches – Net Decrease (\$70,100.00)

To reflect actual. Significant items to note include:

Weed Control - Sidewalks – Decrease (\$35,100.00)

To reflect actual. Attributed to a hiring freeze on temporary and relief staff in response to COVID 19.

Road Allowances Maintenance – Decrease (\$32,000.00)

To reflect actual. Due to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Roads and Streets – Sidewalks

Sidewalks – Repairs and Maintenance – Decrease (\$20,360.00)

Largely attributed to a reduction in repairs observed and reported and a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Brick Strips – Repairs and Maintenance – Decrease (\$4,965.00)

Largely attributed to savings associated with the re-use of existing bricks resulting in less purchases during the year.

Roads and Streets – Drainage Ditches

Drainage Ditch Maintenance – Decrease (\$33,060.00)

Largely attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area. Savings reallocated to Flood Control Maintenance.

Flood Control Maintenance – Increase \$31,495.00

Largely attributed to high lake levels during spring freshet. The lake remained high for multiple days. Offset by savings in Drainage Ditch Maintenance.

Service Connections – Increase \$31,495.00

To reflect actual. Attributed to work completed by City crews where cost is recoverable. Offsets with increased revenue (i.e. Storm Sewer Connections). Net savings redirected to the Drainage Reserve.

Roads and Streets – Storm Sewers

Storm Sewer Maintenance – Increase \$7,200.00

Increase is attributed to a major storm sewer failure at the 800 block of Okanagan Avenue and an increase in catch basin and retention/detention pipe cleaning as a result of new subdivision servicing.

Catch Basin Maintenance – Decrease (\$11,600.00)

Largely attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area

Culvert Maintenance – Decrease (\$10,060.00)

Largely attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area

Drainage – Extensions & Replacements – Decrease (8,325.00)

To reflect actual. In part attributed to work completed by City crews where cost is recoverable. Offsets with increased revenue (i.e. Custom Work), savings redirected to increase in Road Extensions and Replacements.

Roads and Streets – Street Cleaning and Flushing – Net Increase \$13,040.00

Street Cleaning and Flushing Maintenance – Decrease (\$7,160.00)

To reflect actual. Additional contracted services were not required due to the successful operation of City owned equipment.

Sidewalk Snow Removal/Sanding – Increase \$20,200.00

To reflect actual. The winter season required more full days of operation.

Vandalism – Decrease (\$9,240.00)

To reflect actual.

Bridges and Other Crossings – Net Decrease (\$116,545.00)

Bridges and Approaches – Decrease (\$6,035.00)

To reflect actual. Due to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

R.R. Grade Crossings – Decrease (\$110,510.00)

To reflect actual. Projects planned by CP Rail for the year were deferred to 2023. Allocation for same has been transferred to the R.R. Grade Crossings reserve.

Street Lighting – Net Increase \$5,905.00

To reflect actual. Significant items to note include:

Overhead Lighting – Increase \$16,100.00

Attributed to an increase in reported bulb burnouts and damaged lights.

Ornamental Lighting – Pole Refurbishment – Decrease (\$12,725.00)

To reflect actual. Largely attributed to the maintenance of existing poles versus replacement.

Traffic Services – Net Decrease (\$10,360.00)

To reflect actual. Significant item to note includes:

Traffic & Crosswalk Markings – Decrease (7,560.00)

To reflect actual. Due to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Transit Services – Net Decrease (\$138,140.00)

Transit System – Decrease (\$129,140.00)

To reflect actual. The 2020 Budget allocation included an additional \$20,000.00 for transit expansion funded from the Transit Services Reserve. This project was put on hold by BC Transit in response to COVID 19. The project has been carried forward and an allocation has already been included in the 2021 Budget. Therefore, the transfer from the Transit Services Reserve has been reduced by \$20,000.00

The net reduction in transit contract costs (\$104,000.00) is attributed to COVID 19 Safe Restart Funding and a one-time reduction in lease fees provided by BC Transit. The COVID 19 Safe Restart Funding received offsets the reduction in Transit Revenues and the net operational savings due to the reduction in lease fees has been transferred to the Transit Services Reserve (\$53,500.00).

Transit Shelters Maintenance – Decrease (\$9,000.00)

Due to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Lakeshore Road Rehabilitation Assessment – Decrease (28,200.00)

To reflect actual. This was phase two of a multi-phased project. The work associated with phase two was less than anticipated, as the original estimate was too high and because some of the work was delayed until phase 3. Savings have been redirected to the Lakeshore Road Rehabilitation Reserve for same.

Major Maintenance – Net Decrease (\$59,650.00)

To reflect actual. Significant item to note includes:

Agricultural Ditch Maintenance – Decrease (\$17,250.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Restoration of Gravel Road Structure – Decrease (\$26,900.00)

To reflect actual. Attributed to an overall reduction in material required to maintain gravel roads. In addition, the City utilized recycled asphalt on some projects further reducing materials required.

Gravel Pit Remediation – Decrease (\$10,000.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Downtown Parking

Parking Lot Maintenance and Equipment – Net Decrease (\$24,700.00)

Minor adjustments throughout section. More significant decrease is summarized below:

Inner Core Parking Lot Maintenance – Decrease (\$8,400.00)

Primarily attributed to reduced amount due to Lessor for parking revenue collected due to the vandalism of the Ticket Spitter in the Inner Core Lot.

Major Maintenance – Ross Street Parking Lot Crosswalk – Decrease (20,000.00)

Project deferred until after the completion of the Ross Street Underpass. Offsets with reduction in revenue for same.

Airport Services

Administration – Net Decrease (\$14,525.00)

To reflect actual. Largely attributed to the cancellation of the Air Appreciation Day (\$19,575.00) due to COVID 19, offsets with reduction in revenue for same and the costs associated with SMS Implementation and Training (\$35,000.00), as resolved by Council.

Fuel and Oil – Cost of Sales – Decrease (\$49,500.00)

To reflect actual. Savings have been offset against reduced fuel and oil sales.

Buildings and Grounds Maintenance – Net Decrease (\$152,650.00)

To reflect actual. Significant item to note includes:

Grounds Maintenance – Decrease (\$4,300.00)

To reflect actual. Less maintenance required as a result of many new upgrades and due to a temporary shutdown during Taxiway Charlie construction.

Snow Removal – Decrease (\$4,600.00)

To reflect actual. The budget was increased to account for snow removal of the new taxiway, however it is not yet opened and did not require snow removal during the year.

Terminal Building Maintenance – Decrease (\$11,050.00)

To reflect actual. Due to COVID 19, there was less use of the terminal building and therefore required less maintenance.

Tree Encroachment Maintenance – Decrease (\$105,000.00)

To reflect actual. Carry forward project funds. Transfer from Airport – Tree Encroachment Reserve reduced by same.

Runway and Road Maintenance – Decrease (\$18,500.00)

To reflect actual. Attributed to less maintenance as a result of less use, including crack sealing.

Machinery and Equipment – Net Decrease (\$300.00)

To reflect actual. Significant item to note includes:

Navigation Equipment Maintenance – Decrease (\$6,500.00)

Attributed to less maintenance as a result of less use due to COVID 19.

Fueling System Maintenance – Increase \$5,500.00

To reflect actual. The new system has been having ongoing issues with the POS component, requiring significant maintenance.

Arborist Tree Report – Decrease \$30,000.00

Project has been carried forward and transferred to the Airport General O&M Reserve for same.

Fencing – Decrease (\$24,000.00)

Project has been cancelled as has been determined that the existing fence height is sufficient. The fence height standard is based on the recommendations from the Airport Wild Life Management Plan, which was reviewed in 2020. A transfer from Airport Major Maintenance Reserve has been reduced by same.

Terminal Building –Repairs – Net Decrease (8,500.00)

Terminal Building Structure Repair (\$6,000.00) and Entry Roof Repair (\$2,500.00) were completed within the Terminal Building Roof Repair project and are no longer required. A transfer from the Airport Major Maintenance Reserve has been reduced by same.

Environmental Health Services

Electric Vehicle Charging Station – Decrease \$2,760.00

To reflect actual. The EV Charging Station operation was transferred to BC Hydro during the year.

Access Awareness – Decrease (\$11,900.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area. Savings have been redirected to Senior Centre - Drop In – Structural Engineer Reserve.

Solid Waste and Recycling Program – Decrease (\$115,955.00)

Analyzed and reallocated actual expenses; and balanced with user fees resulting in a transfer from the reserve. The transfer represents funds required to cover the program deficit. Actual program deficit was reduced primarily due to lower tipping fee costs both on garbage and food waste. (approximately \$120,000.00). The reduction in the garbage tipping rate is the result of reduced tonnage, while

considering actual number of users. The food waste tipping rate used for the 2020 budget had been based on tipping data collected from July 1, 2019.

Cemetery Services

Mt. Ida - Administration – Wages and Benefits – Digitization – Decrease \$30,000.00

As resolved by Council, reallocated to the purchase of City computers.

Mt. Ida - Building and Grounds Maintenance – Net Increase \$11,410.00

To reflect actual. Largely attributed to an increase in Grounds Maintenance (\$19,150.00) because of a significant windstorm in February 2020 and a significant repair required to the irrigation system, offset in part by a decrease in Snow Removal costs (\$4,700.00). Offset by increase in Mt. Ida Sales of Service and Other revenue.

Shuswap Memorial - Building and Grounds Maintenance - Net Decrease (\$11,800.00)

To reflect actual. Largely attributed to a decrease in Grounds Maintenance (\$6,200.00) and Snow Removal (\$4,600.00). As the cemetery operations are new, the City is still assessing maintenance needs. Savings have been redirected to offset reductions in Shuswap Memorial Sales of Service and Other revenue.

Shuswap Memorial – Sales of Services Expenditures - Net Decrease (\$10,700.00)

To reflect actual. Savings have been redirected to offset reductions in Shuswap Memorial Sales of Service and Other revenue.

Shuswap Memorial – Ortho Update – Decrease \$5,000.00

To reflect actual. Project no longer required. Savings have been redirected to offset reductions in Shuswap Memorial Sales of Service and Other revenue.

Planning and Development Services

Administration – Net Decrease (\$84,500.00)

Largely attributed to reduction in Planning and Engineering Wages and Benefits (\$47,500.00) due to position vacancies, new employees at lower rate of pay and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay; Legal Fees (\$17,600.00) and Contracted Services (\$15,000.00). Redirected to the Downtown Parking (General) Reserve.

Economic Development Services

Tourism Information – Chamber of Commerce – Decrease (\$45,640.00)

To reflect actual. Savings as a result of contract termination effective August 2020, a portion of which has been used to offset the increase for the Visitor Services Strategy (\$23,280.00). Net savings in part have been redirected to offset the Transportation Services Inventory Adjustment (\$12,000.00) with residual savings redirected to the Gateway Signage Reserve (\$10,000.00).

Inashiki, Japan – Twinning – Decrease (\$5,000.00)

To reflect actual. Due to COVID 19, all international travel was required to be cancelled. Savings have been redirected to the RCMP Special Investigations Reserve.

Municipal Regional District Tax – Decrease (\$49,300.00)

To reflect actual. Offsets with revenue for same.

Visitor Services Strategy – Increase \$23,280.00

To reflect actual. Funded from Tourism Information – Chamber of Commerce contract savings.

Recreation and Cultural Services

Shaw Centre – Operating– Decrease (\$4,630.00)

To reflect actual. Savings have been redirected to the Airport Capital Improvements Reserve.

Shaw Centre – Ice Maintenance Labour – Decrease (\$38,600.00)

To reflect actual. Attributed to the closure of the Shaw Centre as result of COVID 19. Offsets with decrease in revenue for same.

Parks Services

Administration – Net Decrease (\$11,850.00)

Largely attributed Wages and Benefits as a result of the reallocation of COVID 19 related wages and an adjustment to account for actual overhead costs due primarily to a reduction in sick pay. Savings have been redirected to offset the Transportation Services Inventory Adjustment.

Park and Facility Maintenance – Net Decrease (\$201,660.00)

Various increases and decreases throughout section. Savings have been redirected to offset the Transportation Services Inventory Adjustment. more notable changes are as follows:

Blackburn Park Maintenance – Decrease (\$28,000.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area. Further, the spray park and playgrounds were temporarily closed in response to COVID 19.

Fletcher Park Maintenance – Decrease (\$13,320.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area. Further, the spray park and playgrounds were temporarily closed in response to COVID 19, resulting in a reduction in water and sewer costs (\$5,000.00).

McGuire Lake Park Maintenance – Decrease (\$20,500.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Marine Park Maintenance – Decrease (\$11,300.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Grounds/Parking Lot – Shaw/RC Maintenance – Decrease (\$13,420.00)

Attributed to a reduction in use and staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Little Mountain Sports Field Maintenance – Decrease (\$13,700.00)

Attributed to a reduction in use and staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Central Business District – Decrease (\$26,000.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Special Events Maintenance – Decrease (\$19,635.00)

Due to COVID 19, the majority of special and community events were cancelled.

City Hall/Courthouse Facility – Plaza Maintenance – (\$11,920.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area. In addition, the flower bed areas around City Hall have been redeveloped and now require less maintenance. This budget will be refined going forward.

TCH West Maintenance – Decrease (\$8,500.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Parks Boulevards – Decrease (\$5,390.00)

Attributed to a reduction in staffing levels as a result of COVID 19, less manpower was available and therefore less work was completed in this area.

Klahani Park – Increase \$9,440.00

To reflect actual. Attributed to a number of issues with the septic system and clogging of drains and toilets as well, the irrigation system was damaged resulting in significant labour costs to repair.

SAGA Building Maintenance – Decrease (\$10,620.00)

Attributed to a reduction in maintenance as the building was temporarily closed due to COVID 19.

Memorial Arena Sports Complex – Decrease (\$6,200.00)

To reflect actual. Savings redirected to Memorial Arena Major Maintenance Reserve.

SASCU Recreation Centre

Recreation Centre – Labour – Decrease (\$274,185.00)

To reflect actual. Attributed to the closure and reduced capacity of the SASCU Recreation Centre as a result of COVID 19. Offsets with decrease in revenue for same.

Recreation Centre - Operating – Decrease (\$9,435.00)

To reflect actual. Attributed to savings in Shuswap Recreation Society labour costs and reduced activity levels as a result of COVID 19. Savings Redirected to the Recreation Centre Major Maintenance Reserve Fund.

Wharf

Wharf Maintenance and Vandalism – Net Decrease (\$855.00)

To reflect actual.

Canada Day Celebrations – Decrease (\$17,000.00)

Due to COVID 19, the Canada Day Celebrations were cancelled. Funding redirected to the Canoe Beach General Improvements Reserve.

Art Gallery – Map of Canada – Decrease (\$17,500.00)

To reflect actual. Project carried forward and transfer in from Canada 150 Reserve has been reduced by same.

Fiscal Services

Interest – Net Decrease (\$15,700.00)

To reflect actual. The COVID 19 crisis has lead the Bank of Canada to decrease its benchmark rate in an effort to minimize the economic impact. As a result, costs associated with interest on prepaid taxes and overall interest and bank charges have decreased. Savings have been redirected to the Klahani Park Master Plan Reserve.

Capital

General

Information Technology – Computers – Increase \$30,000.00

As resolved by Council. Redirected from Mt. Ida - Wages and Benefits Digitization for same.

Transportation Services

10 Ave NE – Drainage – Increase \$6,000.00

To reflect actual. Curbing costs were higher than originally estimated. Offset by savings in Harbourfront Drive sidewalk, curb and gutter project.

1 Street SE – SC&G – Increase \$9,500.00

To reflect actual. Attributed to additional costs to upgrade the street lighting along the sidewalk as part of the project. Offset by savings associated with the 10 Ave NW Road Repair.

16 Ave SE (1600 Block) – SC&G – Decrease (\$30,000.00)

As resolved by Council, this project was “parked” in response to COVID 19. The project is no longer considered a priority. Savings have been redirected to Transportation Services – Inventory Adjustment.

Harbourfront Drive – SC&G – Decrease (\$6,000.00)

To reflect actual. Attributed to an alternative alignment, which resulted in efficiencies and overall savings. Savings have been redirected to 10 Ave NE Drainage Project.

10 Street NE (8 Ave NE) – Road – Decrease (\$21,000.00)

To reflect actual. Attributed to an over-estimated budget. City crews completed the work expediently and without issue, as a result the contingency funds were not required. Savings have been redirected to Transportation Services – Inventory Adjustment.

60 Street NW RAP – Road – Decrease (\$15,600.00)

To reflect actual. The City was able to secure excellent pricing for paving, and as a result opted to pave instead. Savings have been redirected to Transportation Services – Inventory Adjustment.

Lakeshore Road Repair – Road – Decrease (\$5,500.00)

To reflect actual. City crews completed the work expediently and without issue, as a result the contingency funds were not required. Savings have been redirected to Transportation Services – Inventory Adjustment.

10 Ave NW Repair – Road – Decrease (\$12,900.00)

To reflect actual. City crews completed the work expediently and without issue, as a result the contingency funds were not required. Reallocated in part to additional costs associated with the 1st Street SE Sidewalk, Curb and Gutter project. Remaining savings have been redirected to Transportation Services – Inventory Adjustment.

Hudson Street NE Beautification - Roads – Decrease (\$30,000.00)

As resolved by Council, redirected Community Works funding to LED Street Light Conversion.

LED Street Light Conversion - Roads – Increase \$30,000.00

As resolved by Council. Community Works funding redirected from Hudson Street NE Beautification.

Mechanics Truck – Unit No. 55 - Increase \$7,500.00

As resolved by Council. Funded from the Equipment Replacement Reserve Fund.

ROW – 4400 TCH NE – Increase \$25,000.00

As resolved by Council. Funded from the Parks Development Reserve Fund.

Airport Services

Mo Gas/Diesel Fuel Tank – Increase \$3,580.00

To reflect actual.

Transfer To Reserves

General – Prior Year's Surplus (Emergency) Reserve – Increase \$470,460.00

Provision to replenish reserve used to offset the reduction in the 2020 tax increase to zero in response to the hardships presented to property owners as related to the COVID 19 pandemic. Fund from COVID 19 Safe Restart Grant reserve.

General – Council Initiatives Reserve – Decrease (\$25,000.00)

To reflect actual. Funding redirected to the Wharf/Float – Major Maintenance Reserve.

General - Future Expenditure Reserve – Decrease (\$120,528.00)

Funds attributed to reduction in Ross Street Underpass Debenture Interest (\$93,280.00), and additional funds received from the Fortis Franchise Fee and Traffic Fine Revenue Sharing Grant, reallocated to the Ross Street Underpass Reserve.

General – Technologies Equipment/Software – Increase \$33,200.00

Provision for future technology and software related purchase costs. Redirected from savings in IT Consulting, Small Computer and Office Equipment and Computer Supplies.

General - Climate Action – Energy Initiatives Reserve – Increase \$54,500.00

Provision for 2020 carbon tax rebate.

General – Photocopier/Printer Replacement – Increase \$3,000.00

To reflect savings in operational account for same.

General - Wages and Benefits – Increase \$109,200.00

Provision to offset the impact of future labour costs. Redirected from savings in Administration (\$66,500.00), Bylaw (\$19,100.00), Bylaw Student Help (\$10,200.00) and Building Inspection (\$10,200.00) Wages and Benefits.

General – Civic Building Major Maintenance – Increase \$25,000.00

Provision for future capital works. Redirected from savings in Civic Building Operating costs.

General – Senior Centre - Drop In – Structural Engineer – Increase \$10,000.00

Provision for future works. Redirected from operational costs savings related to Access Awareness.

General – Forestry Management – Decrease (\$20,700.00)

To reflect revenues associated with timbers sales. Offsets with net revenue and expenditure for same.

General – Memorial Arena – Major Maintenance – Increase \$5,000.00

Provision for future capital and remediation works. Redirected from operational cost savings for the Memorial Arena.

General – COVID 19 Safe Restart Grant – Increase \$3,598,000.00

To reflect funding received from the Province of BC to assist local governments in addressing operational issues and fiscal pressures as a result of COVID 19. Transfer has offset with Unconditional Transfer for same.

Police – Operating – Increase \$301,000.00

Provision for RCMP retroactive wages estimated by “E” Division to be \$579,500.00 (\$30,500.00 per member). Redirected from Police Force savings.

Police – Building Major Maintenance – Increase \$25,000.00

Provision for future capital upgrades to the RCMP Building. Redirected from savings in Other General Government – Administration.

Police – Special Investigations – Increase \$59,000.00

Provision for RCMP Special Investigations, as recommended by the RCMP Staff Sargent. Redirected from the Unexpended Reserve (\$48,000.00), attributed to prior year capital projects that were either

deferred or completed under budget, Animal Control (\$6,000.00) and Inashiki, Japan – Twinning (\$5,000.00).

Transportation – Transit Services – Increase \$53,500.00

To reflect net operational savings due to the reduction in transit lease fees. As advised by BC Transit, the Province as well as BC Transit will be reverting to billing based on actual expenditures versus budget and will no longer hold a reserve to offset price volatility, effective April 1, 2021. As a result, the City will be required to manage price volatility within our own reserves.

Transportation - Drainage – Increase \$15,000.00

Provision to replenish reserve to provide for future drainage expenditures and capital works (i.e. spring freshet costs etc.). Redirected from net revenue from Custom Work.

Transportation – Underpass Reserve – Increase \$200,000.00

Provision for additional funds for capital project contingency. Redirected from reduced transfer to the Future Expenditure Reserve and from the transfer from the Unexpended Reserve, related to projects completed under budget.

Transportation – Underpass (Bylaw #4500) Reserve – Increase \$5,069,925.00

To reflect debenture proceeds received in the prior year. Offsets with transfer from the Unexpended Reserve for same.

Transportation – Gateway Signage – Increase \$10,000.00

Provision for new gateway signage. Redirected from remaining net savings attributed to Tourism Information – Chamber of Commerce.

Transportation – Lakeshore Road Rehabilitation – Increase \$98,200.00

Provision for rehabilitation works. Redirected from savings in the Lakeshore Road Rehabilitation Assessment (\$28,200.00), savings in Fire Operating and Maintenance (\$35,000.00), operational savings within the Safety Program (\$30,500.00) and additional revenues generated from the Law Courts, Corrections and Crown Leases.

Transportation – LED Street Lighting Conversion – Increase \$15,000.00

Provision for same. Redirected from remaining operational savings in the Building Inspection Services (\$10,200.00) and Council Indemnities (\$4,000.00).

Transportation – R.R Grade Crossings – Increase \$110,000.00

Provision for same. Projects planned by CP Rail for the year were deferred to 2023. Redirected from R.R. Grade Crossing savings.

Downtown Parking (General) Reserve - Increase \$150,000.00

Provision for future works in keeping with Debt Strategy and Capital Plan. Redirected from Building and Plumbing Permit Revenue and savings in Planning and Development Operational Expenditures.

Airport – General O&M Reserve – Increase \$30,000.00

Provision for Arborist Tree Report, offsets with expenditure for same.

Airport - Marketing and Promotion Reserve – Increase \$4,565.00

As per Council policy. Provision for 2% of gas and oil sales to be transferred to the Marketing and Promotion Reserve.

Airport – Capital Improvements (CSA) – Increase \$15,000.00

Provision for future capital works. Largely attributed to net savings within the Airport Services Budget (\$8,600.00) and net operational savings associated with the Shaw Centre (\$4,600.00).

Recreation – Shaw Centre Major Maintenance – Increase \$25,000.00

Provision to replenish reserve to provide for future expenditures. Redirected from SA Folk Music Society Grant savings.

Parks – Canoe Beach Park Improvements – Increase \$20,000.00

Provision for future works at Canoe Beach. Redirected from savings related to the Canada Day Celebrations and the Council Mentorship Program

Parks – Klahani Park – Increase \$15,000.00

Provision for future works related to the Klahani Park Master Plan. Redirected from savings within Fiscal Services (i.e. interest and bank charges).

Parks - Jackson Park Improvements – Increase \$20,615.00

Offsets with transfer from Unexpended Revenue for same.

Parks – EXPO Signs – Increase \$27,900.00

Offsets with transfer from Unexpended Revenue for same.

Wharf – Wharf/Float – Major Maintenance – Increase \$25,000.00

Offsets with transfer from Unexpended Revenue for same. Redirected from savings in Council Initiatives.

Fire – Emergency Apparatus Reserve Fund – Increase \$115,500.00

Redirected from income associated with Emergency Management BC – Penticton Wildfire (\$15,500.00) and savings in Fire Operating and Maintenance.

General Capital Reserve Fund – Increase \$50,000.00

Provision for future capital investment. Redirected from savings in Council Expenses.

Parks – Development Reserve Fund – Increase \$25,000.00

To provide for costs associated with future parks development. Redirected from SA Folk Music Society Grant savings.

Recreation Centre – Major Maintenance Reserve Fund – Increase \$10,000.00

To provide for costs associated with future parks development. Redirected from savings in Recreation Centre Operations.

Transportation – Equipment Replacement – Decrease (\$58,000.00)

Attributed to difference in charge out rate of equipment to various functions, as actual usage was lower (due to COVID). Offsets with Equipment Revenue for same.

Transfer to Other Funds – Sewer Frontage – Increase \$6,000.00

To reflect actual. Offsets with revenue for same.

Water Fund:

Revenue

User Fees – Flat Rate - Increase \$33,000.00

To reflect actual. Attributed to new billings associated with new construction and connections. Anticipated growth was higher than budgeted. Redirected to offset in part the reduction in Metered User Fees.

User Fees – Metered Rate - Decrease (\$73,000.00)

To reflect actual. Consumption was reduced due to a wetter year. Metered billings are also fully automated, and therefore usage is very accurate. Offset in part by increased User Fee revenue, net Water Connection revenues and Bulk Water Sales.

User Fees – Neskonlith Band - Decrease (3,000.00)

To reflect actual.

Discounts - Increase \$6,000.00

To reflect actual. Attributed to more users taking advantage of the discount offered to pay users charges early.

Water Connections – Increase \$181,000.00

To reflect actual. Attributed to work completed by City crews where cost is recoverable. Offsets with expenditure (i.e. Service Connections), with net revenue (\$24,000.00) redirected to offset reduction in Metered User Fee revenue.

Water Supply – Decrease (\$44,500.00)

To reflect actual. Attributed to a wetter year and reduced usage at Blackburn and Fletcher spray parks due to a temporary closure in response to COVID 19. Offset by reduced costs associated with Service Repairs and Extensions and Replacements.

Tri-Partate Agreement (NIB/ALIB) – Increase \$10,000.00

To reflect actual. Attributed to increased expenditures at the Gleneden Pump Station, offsets with increase in expenditure for same.

Bulk Water Sales – Increase \$7,000.00

To reflect actual. Redirected to offset reduction in Metered User Fee revenue.

Custom Work – Decrease (\$9,500.00)

To reflect actual, attributed to reduced custom work requests related to hydrants. Offsets with reduced costs associated with Chlorination for same.

Interest Income – Increase \$20,000.00

To reflect actual. Offsets with expenditure.

Interest and Penalties – Decrease (\$3,500.00)

To reflect actual.

Hydrant Rentals - Increase \$3,200.00

To reflect actual. Offsets with expenditure

Back Flow Device Rental – Decrease (\$3,000.00)

To reflect actual.

Expenditures

Administration & GIS Maintenance – Net Decrease (23,500.00)

Primarily attributed to reduced training costs due to COVID (\$7,000.00), lower utility software and insurance costs (\$7,300.00) and an inventory adjustment (\$5,400.00).

Water Treatment Plant – Net Decrease (\$7,600.00)

Largely attributed to decrease in energy consumption (natural gas and hydro), water and sewer, materials, training costs due to COVID offset and chemicals.

Chlorination – Decrease (\$9,500.00)

Metford Dam was offline for a large portion of 2020 due to the spring freshet, high turbidity, low overall consumption, PLC issues and for cleaning of the arrestors. This has resulted in a substantial reduction of sodium hypochlorite required for disinfection treatment. Savings have been redirected to reduced Custom Work Revenue for same.

Service of Supply – Net Decrease (\$4,150.00)

Various increases and decreases throughout section.

Main Repair – Decrease (\$15,900.00)

Attributed to reduced major water main breaks and a reduction in maintenance as a result of a hiring freeze on relief staff in response to COVID 19.

Service Connections – Increase \$156,600.00

To reflect actual. Offsets with revenue (i.e. Water Connections), with net revenue redirected to decrease in Metered User Fee revenue.

Service Repair – Decrease (36,900.00)

To reflect actual. Several aspects of maintenance (i.e. locates, upgrades etc.) were reduced as a result of a hiring freeze on relief staff in response to COVID 19. Savings have been redirected to offset the reduction Water Supply revenue.

Extensions & Replacements – Decrease (\$12,800.00)

To reflect actual. There were no projects identified during the year that required the utilization of these funds. Savings have been redirected to offset the reduction Water Supply revenue.

Line Flushing and Preventative Maintenance – Decrease (\$3,400.00)

To reflect actual. Attributed to fewer materials expenditures required.

Cross Connection Control Maintenance – Decrease (\$12,500.00)

To reflect actual. No maintenance works required in 2020.

Meter Repair – Decrease (\$3,000.00)

To reflect actual.

Hydrant Maintenance - Increase \$3,200.00

To reflect actual. Off-set in revenue and Fire Department for same.

Hydrant Protection - Increase \$9,100.00

To reflect actual. The large amount of snowfall required extensive efforts in maintaining accessibility to hydrants during the past winter in which multiple large snow events occurred.

Valve Maintenance – Decrease (\$6,000.00)

To reflect actual. Several aspects of maintenance were reduced as a result of a hiring freeze on relief staff in response to COVID 19.

1860 Pump Station Maintenance – Decrease (\$8,800.00)

Attributed to significant utility savings as a result of abnormally low water consumption this past year.

2020 Pump Station Maintenance – Decrease (\$3,100.00)

To reflect actual.

Canoe Pump Station Maintenance – Decrease (\$9,000.00)

Attributed to significant utility savings as a result of abnormally low water consumption this past year.

ALIB/NIB Gleneden Pump Station Maintenance – Increase \$10,800.00

Attributed to the failure of three (3) different level transmitters at all three (3) reservoirs. Extensive time and effort of staff were put into assisting with the operations at IR 6 and dealing with multiple alarms and issues.

Gleneden/Nyland Pump Station Maintenance – Decrease (\$1,900.00)

To reflect actual.

Water Main/Pipe Condition Assessment – Decrease (\$5,000.00)

To reflect actual. There are no laboratories within Western Canada that can complete this testing, previously available in Levelton, BC.

Interest (Bylaw #3816) – Decrease (\$11,590.00)

To reflect actual. To reflect reduction in interest costs associated with term renewal.

Transfer To Reserve for Future Expenditure – Decrease (\$1,260.00)

To reflect actual. Provision for future capital upgrades to reduce borrowing implications.

Transfer To Reserve for Interest – Net Increase \$17,900.00

To reflect actual. Offsets with revenue.

Transfer to Water Major Maintenance Reserve Fund – Increase \$100,000.00

Provision for future capital upgrades to reduce borrowing implications. Redirected from net savings within the Water Department as a whole.

Capital

Mainline Valve Installation Program – Decrease (\$3,000.00)

To reflect actual.

SCADA – Decrease (\$5,000.00)

To reflect actual. There were no materials or contracted services required for upgrades during the year.

Zone 1 – Canoe Beach Water Main – Increase \$50,000.00

As resolved by Council.

Zone 2 – Pump Station Design – Decrease \$50,000.00

As resolved by Council.

Sewer Fund:

Revenue

User Fees - Increase \$39,000.00

To reflect actual. Attributed to new billings associated with new construction and connections. Anticipated growth was higher than budgeted.

Metered Fees – Decrease (\$63,000.00)

To reflect actual. Consumption was reduced due to a wetter year. Metered billings are also fully automated, and therefore usage is very accurate. Offset in part by increased User Fee revenue, Unexpended revenues (\$6,100.00), Sewer Frontage Taxes (\$6,000.00) and cost savings in Extensions and Replacements.

User Fees - ALB – Decrease (\$15,000.00)

To reflect actual. Consumption was reduced due to a wetter year. Offset by net Sewer Connection revenue.

Mayor Harrison and Members of Council
2020 Final Budget

Discounts - Increase \$5,000.00

To reflect actual. Attributed to more users taking advantage of the discount offered to pay users charges early.

Sewer Connections – Increase \$73,000.00

To reflect actual. Attributed to work completed by City crews where cost is recoverable. Offsets with expenditure (i.e. Service Connections), with net revenue (\$17,300.00) redirected to offset reduction in ALB User Fee revenue.

Custom Work – Decrease (\$4,000.00)

To reflect actual.

Interest Income – Increase \$22,100.00

To reflect actual. Offsets with expenditure for same.

Interest and Penalties – Decrease (\$2,900.00)

To reflect actual.

Transfer From Reserve For Unexpended – Increase \$6,100.00

Attributed to prior year capital projects that were completed under budget. Redirected to offset reduction in Metered User Fee revenue.

Sewer Frontage Tax – Increase \$6,000.00

To reflect actual. Redirected to offset reduction in Metered User Fee revenue.

Expenditures

Administration & GIS Maintenance – Net Decrease (23,900.00)

Primarily attributed to wages and benefits (\$4,900.00), reduced training costs due to COVID (\$7,000.00), lower engineer, surveying and legal fees (\$4,400.00) and an inventory adjustment (\$3,400.00).

Manhole Maintenance - Decrease (\$2,100.00)

To reflect actual.

Main Repairs – Decrease (\$10,750.00)

Attributed to a position vacancy, a hiring freeze on relief staff in response to COVID 19 and reduced costs associated with contracted services.

Brush Removal – Decrease (\$8,700.00)

Attributed to reduced number of areas requiring brush removal in 2020.

Service Connections – Increase \$55,700.00

To reflect actual. Offsets with revenue (i.e. Sewer Connections), with net revenue redirected to decrease in Metered User Fee revenue.

Extensions and Replacements – Decrease (\$15,950.00)

To reflect actual. There were no projects identified during the year that required the utilization of these funds. Redirected to offset reduction in Metered User Fee revenue.

Wharf Street Lift Station – Decrease (\$8,700.00)

To reflect actual. Largely attributed to a reduction utility (i.e. hydro) costs.

Monitoring and Testing – Increase \$3,800.00

To reflect actual. The Ministry of Environment did not complete lake sampling due to COVID which resulted in the City contracting sampling work on multiple occasions.

Biosolids Handling – Increase \$10,000.00

To reflect actual. Attributed to an increase in transport costs due to a centrifuge failure and issues with product and scheduling resulting in smaller loads.

Wastewater Pollution Control Centre Maintenance – Net Increase \$21,200.00

To reflect actual. More significant changes are summarized below:

Contracted Services – Increase \$30,000.00

To reflect actual. Attributed to multiple VFD failures requiring substantial troubleshooting, replacement and re-programming.

Materials – Decrease (\$18,000.00)

To reflect actual. Due to a number of delivery issues late in the year, whether at the border or due to COVID, resulted in a large amount of materials not being processed in 2020.

Hydro – Increase \$15,000.00

To reflect actual. Attributed in increase in Hydro rates.

Consulting – Decrease (\$10,000.00)

To reflect actual. No consulting work was required during the year.

Chemicals – Increase \$11,000.00

To reflect actual. The cost of chemicals utilized at the facility can be quite volatile; in addition, several products required restocking before the end of year resulting in increased expenses.

Liquid Waste Management Plan – Decrease (\$5,000.00)

Project has been completed, carry forward funds no longer required.

Pipe Condition Assessment – Decrease (\$5,000.00)

To reflect actual. There are no laboratories within Western Canada that can complete this testing, previously available in Levelton, BC.

Foreshore Main CCTV Survey – Increase \$70,000.00

As resolved by Council, reallocated from Foreshore Main Rehabilitation Phase 1 – Point Repairs project.

Mayor Harrison and Members of Council
2020 Final Budget

Transfer To Reserve for Future Expenditure – Decrease (\$3,500.00)

To reflect actual. Provision for future capital upgrades to reduce borrowing implications.

Transfer to Reserve for Interest – Net Increase \$22,100.00

To reflect actual. Offsets with revenue for same.

Transfer to Sewer Major Maintenance Reserve – Increase \$56,100.00

Provision for future capital upgrades to reduce borrowing implications. Redirected from net savings within the Sewer Department as a whole.

Capital

47 Avenue NE Sanitary Upgrade – Increase \$20,000.00

As resolved by Council, funding redirected from the TCH Sanitary Replacement project (\$44,000.00). The costs associated with lining were significantly less than anticipated and overall the project did not require the budgeted contingency.

Foreshore Main Rehabilitation Phase 1 – Point Repairs – Decrease (\$70,000.00)

As resolved by Council. Redirected to Foreshore Main CCTV Survey.

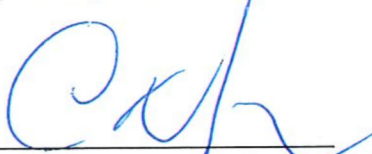
SCADA – Decrease (\$5,000.00)

To reflect actual. There were no materials or contracted services required for upgrades during the year.

TCH Sanitary Replacement (4 St – 10 St NE) Design – Decrease (\$44,000.00)

As resolved by Council. Redirected to 47 Avenue NE Sanitary Upgrade.

Respectfully Submitted,



Chelsea Van de Cappelle, CPA

CITY OF SALMON ARM

BYLAW NO. 4446**A bylaw to amend the 2020 to 2024 Financial Plan**

WHEREAS in accordance with the provisions of Section 165 of the Community Charter, the Council has adopted a financial plan for the period of 2020 to 2024;

AND WHEREAS it is deemed expedient to amend the Financial Plan;

NOW THEREFORE the Council of the City of Salmon Arm, in the Province of British Columbia, in an open meeting assembled, hereby enacts as follows:

1. "Schedule "A" of "City of Salmon Arm 2020 to 2024 Financial Plan Bylaw No. 4423 is hereby deleted in its entirety and replaced with Schedule "A" attached hereto and forming part of this bylaw.

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited for all purposes as "City of Salmon Arm 2020 to 2024 Financial Plan Amendment Bylaw No. 4446".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

Schedule "A" - Bylaw #4446

City of Salmon Arm**2020 - 2024 Financial Plan**

	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget
Consolidated Revenues					
Property and MRDT Taxes - Net	\$19,240,200	\$19,592,820	\$ 19,984,676	\$ 20,384,370	\$ 20,792,057
Frontage & Parcel Taxes	3,640,055	3,673,055	3,746,516	3,821,446	3,897,875
Sales of Service	8,020,370	8,528,585	8,699,157	8,873,140	9,050,603
Revenue From Own Sources	2,516,105	2,308,445	2,354,614	2,401,706	2,449,740
Rentals	776,910	467,435	476,784	486,320	496,046
Federal Government Transfers	-	-	-	-	-
Provincial Government Transfers	4,284,555	363,100	370,362	377,769	385,324
Other Government Transfers	212,704	227,615	232,167	236,810	241,546
Transfer From Prior Year Surplus	1,056,105	570,520	581,930	593,569	605,440
Transfer From Reserve Accounts	6,533,330	1,760,715	1,795,929	1,831,848	1,868,485
Transfer From Reserve Funds	-	-	-	-	-
Total Consolidated Revenues	\$46,280,334	\$37,492,290	\$ 38,242,135	\$ 39,006,978	\$ 39,787,116
Consolidated Expenditures					
General Government Services	\$ 3,690,940	\$ 3,914,160	\$ 3,992,443	\$ 4,072,292	\$ 4,153,738
Protective Services	5,421,990	6,123,070	6,245,531	6,370,442	6,497,851
Transportation Services	5,496,775	5,475,455	5,584,964	5,696,663	5,810,596
Environmental Health Services	80,862	55,010	56,110	57,232	58,377
Environmental Development Service	2,547,500	2,671,025	2,724,446	2,778,935	2,834,514
Recreation and Cultural Services	3,985,605	4,977,130	5,076,673	5,178,206	5,281,770
Fiscal Services - Interest	1,313,673	1,272,088	1,297,530	1,323,481	1,349,951
Fiscal Services - Principal	1,162,910	1,204,180	1,228,264	1,252,829	1,277,886
Capital Expenditures	3,569,310	3,737,750	2,332,092	3,034,371	2,929,967
Transfer to Surplus	-	-	-	-	-
Transfer to Reserve Accounts	12,898,869	2,043,422	3,564,702	2,980,359	3,205,054
Transfer to Reserve Funds	1,493,800	1,088,700	1,110,474	1,132,683	1,155,337
Water Services	2,506,300	2,708,950	2,763,129	2,818,392	2,874,760
Sewer Services	2,111,800	2,221,350	2,265,777	2,311,093	2,357,315
Total Consolidated Expenditures	\$46,280,334	\$37,492,290	\$ 38,242,135	\$ 39,006,978	\$ 39,787,116

2020 - 2024 Financial Plan**City of Salmon Arm**

2020	2021	2022	2023	2024
Budget	Budget	Budget	Budget	Budget

Capital Projects**Finances Acquired**

General Operating Fund	\$ 2,296,310	\$ 2,251,750	\$ 1,305,092	\$ 1,959,371	\$ 1,954,967
Water Operating Fund	662,000	766,000	500,000	500,000	800,000
Sewer Operating Fund	611,000	720,000	527,000	575,000	175,000
Federal Government Grants	3,002,256	2,297,956	-	-	-
Provincial Government Grants	5,497,256	4,772,956	-	-	-
Prior Year Surplus	50,000	18,000	-	-	-
Reserve Accounts	14,015,913	10,682,865	15,000	340,000	1,200,000
Reserve Funds	2,446,500	4,548,965	710,000	550,000	1,122,000
Development Cost Charges	604,000	1,612,750	3,335,000	3,445,000	3,373,000
Short Term Debt	-	-	-	-	-
Long Term Debt	2,348,000	7,824,925	-	-	500,000
Developer Contributions	1,205,530	2,306,000	44,000	40,000	40,000

Total Funding Sources

\$ 32,738,765	\$ 37,802,167	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967
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Finances Applied

Transportation Infrastructure	\$ 22,221,502	\$ 21,045,892	\$ 3,622,000	\$ 3,619,500	\$ 5,219,500
Buildings	461,793	1,817,365	144,000	458,500	140,000
Land	-	-	-	300,000	-
IT Infrastructure	228,600	257,800	55,000	65,000	185,000
Machinery and Equipment	1,895,925	1,699,965	513,092	443,871	397,967
Vehicles	655,000	1,704,000	-	-	-
Parks Infrastructure	1,908,120	1,850,030	260,000	262,500	782,500
Utility Infrastructure	5,367,825	9,427,115	1,842,000	2,260,000	2,440,000

Total Capital Expense

\$ 32,738,765	\$ 37,802,167	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967
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Departmental Summary:

2020	2021	2022	2023	2024
Budget	Budget	Budget	Budget	Budget

General Government Services	\$ 201,970	\$ 193,770	\$ 122,500	\$ 138,500	\$ 208,500
Protective Services	1,034,800	2,159,550	140,000	55,000	55,000
Transportation Services	23,315,847	23,106,202	3,918,500	4,233,500	5,518,500
Environmental Health Services	56,510	53,510	2,500	327,500	27,500
Environmental Development Services	-	-	-	-	-
Recreation and Cultural Services	2,605,428	2,444,520	335,592	319,871	840,467
Water Services	3,478,000	6,380,000	1,390,000	1,760,000	2,340,000
Sewer Services	2,046,210	3,464,615	527,000	575,000	175,000

Total by Department

\$ 32,738,765	\$ 37,802,167	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967
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Schedule "B" – Bylaw #4446
2020 Revenue Policy Disclosure

1. Table One (1) reflects the proportion of total revenue proposed to be raised from each funding source in 2020. Property taxes form the greatest proportion of revenue of the City. The first column details the proposed percentage of revenue including Conditional Government Transfers and the second column shows the proposed percentage of revenue excluding Conditional Government Transfers. Conditional Government Transfers are funds provided by other levels of government or government agencies to fund specific projects. The absence of this funding would result in an increase to property taxes, debt borrowing or funding from reserves or other sources (ie. developers, donations, etc.) or result in the project not being undertaken.

The City collects three (3) types of parcel tax; a water frontage tax; a sewer frontage tax and a transportation parcel tax. The water and sewer frontage tax rate is applied to each parcel of land taxable foot frontage. The frontage rate is comprised of a capital debt repayment component plus 10% of the water and sewer operation and maintenance budget for preventative maintenance of the utilities infrastructure. The City introduced a transportation parcel tax in 2003. The transportation parcel tax is collected to maintain the City's transportation network to an adequate level to minimize future reconstruction costs and ensure the network is safe from hazards and disrepair. To this end, the transportation parcel tax provides a stable and dedicated source of funding. The transportation parcel tax was specifically implemented on a "flat rate per parcel" rather than an "ad valorem tax" basis recognizing that all classes of property are afforded equal access to the City's transportation network and should contribute to its sustainability equally. This method directed tax dollars away from business and industry to residential.

The City also receives a Municipal Regional District Tax (MRDT) which is levied and collected by the Provincial Government on all daily accommodation rentals within the City. Under the direction and approval of the Accommodation Industry, the City has applied to the Provincial Government to levy a 2% MRDT which will be utilized on initiatives that will increase exposure/awareness of Salmon Arm as a tourism destination with emphasis on off-season event expansion.

The City endorses a 'user pay' philosophy in its collection of fees and charges. Such fees and charges (ie. development, building, plumbing and fire permits, recreational program and rental fees and cemetery services) are reviewed annually to ensure adequate cost recovery for the provision of services. The policy of the City is to work towards full cost recovery for services provided. The objective in reviewing fees and charges periodically is to measure the cost of providing municipal services versus the cost recovery established through user fees and charges. Development Cost Charges are based on the City's Long Term Financial Plan. Included in this percentage is the City's investment income. The City exercises a stringent cash management plan to maximize investment and interest income.

Other sources of revenue provide funding for specific functions such as the Columbia Shuswap Regional District's contribution to the Shuswap Regional Airport, Recreation Centre, Shaw Centre, Cemeteries and Fire Training Centre.

The proceeds from borrowing and developer contributions fund capital projects pursuant to the City's Long Term Financial Plan.

Schedule "B" – Bylaw #4446
2020 Revenue Policy Disclosure

Table 1: Proportions of Total Revenue

Revenue Source	Percentage to Total Revenue Includes Conditional Government Transfers	Percentage to Total Revenue Excludes Conditional Government Transfers
Property Taxes	37.91%	47.51%
Parcel Taxes	7.17%	8.99%
User Fees, Charges and Interest Income	22.30%	27.93%
Other Sources	27.99%	9.77%
Proceeds From Borrowing	4.63%	5.80%
	100.00%	100.00%

2. Table Two (2) reflects the distribution of property tax between the different property classes. The objective of the City is to set tax rates in order to maintain tax stability while maintaining equality between the property classes. The policy of the City is to develop a tax rate which maintains the proportionate relationship between the property classes. Inflationary increases in assessments are reduced to reflect only the 'real' increase attributed to new construction for each property class. This allows the property owner to be confident that, in any year, their property tax bill will only increase as much as their proportion of the increase in tax revenue required year to year.

The City has reviewed the property tax multiple structure and adjusted the property tax multiple for Class 4 (Major Industry) by shifting \$50,000.00 in general municipal taxes from Class 4 (Major Industry) to Class 1 (Residential) for the taxation year 2020 in keeping with its objective to maintain tax stability while maintaining equality between property classes.

The City reviewed the property tax multiple structure and equalized the general municipal property tax rate and associated multiple for Class 5 (Light Industry) and Class 6 (Business) by shifting general municipal property taxes from Class 5 (Light Industry) to Class 6 (Business) commencing in 2017. This property tax stability strategy is in keeping with its objective to maintain tax stability while maintaining equality between property classifications.

Assessment values fluctuate as market values change in one class or another. It is this market value change that may precipitate an amendment to the class multiple.

The Provincial Government has legislated a municipal taxation rate cap for the Class 2 (Utilities) assessments. The City of Salmon Arm Class 2 (Utilities) general municipal property tax rate adheres to this legislation.

Schedule "B" – Bylaw #4446
2020 Revenue Policy Disclosure

Table 2: Distribution of Property Taxes Between Property Classes

Property Class	2020 Tax Rate	Class Multiple	Percentage to Total Property Tax	Percentage to Total Property Assessment Value
Residential	3.8984	1.00:1	66.25%	85.27%
Utilities	23.7386	6.09:1	0.83%	0.18%
Supportive Housing	0.000	0.00:1	0.00%	0.00%
Major Industry	66.4164	17.04:1	2.81%	0.21%
Light Industry	10.6288	2.73:1	2.47%	1.17%
Business	10.6288	2.73:1	26.93%	12.72%
Managed Forest Land	7.9356	2.04:1	0.00%	0.00%
Recreational/Non Profit	2.8219	0.72:1	0.12%	0.22%
Farm	12.7025	3.26:1	0.59%	0.23%

3. The City adopted a Permissive Tax Exemption Policy in 1998 which outlines the eligibility criteria to receive a permissive tax exemption. The Annual Municipal Report for 2019 contains a schedule of permissive tax exemptions granted for the year and the amount of tax revenue exempted.

Commencing in 1999, the City provided a three (3) year permissive tax exemption for each eligible organization. These include religious institutions, historical societies, some recreational facilities, service organizations and cultural institutions.

Table 3: Permissive Tax Exemptions

Organization	General Municipal Tax Exemption	Other Government Tax Exemption	Total
Churches	\$ 46,063.50	\$ 36,955.00	\$ 83,018.50
Non Profit Societies	392,803.00	222,863.00	615,666.00
Senior Centers	19,338.00	9,601.00	28,939.00
Other	13,754.00	10,356.00	24,110.00
Sports Clubs	290,408.00	149,213.00	439,621.00
Total	\$ 762,366.50	\$ 428,988.00	\$ 1,191,354.50

Schedule "B" – Bylaw #4446
2020 Revenue Policy Disclosure

4. The Official Community Plan for the City of Salmon Arm identifies the revitalization of the downtown as a priority. As a result, in 2005, the City established a Downtown Revitalization Tax Exemption Program pursuant to City of Salmon Arm Revitalization Tax Exemption Bylaw No. 3471.

The Revitalization Tax Exemption Program is a tool that Council is using to encourage property investment in the downtown area (hereinafter referred to as the Revitalization Area). Council's objective is to stimulate and reinforce development initiatives in the Revitalization Area by promoting property investment within the C-2, "Town Centre Commercial Zone" and to reinforce the City's investment in infrastructure upgrades and beautification projects.

City of Salmon Arm Revitalization Tax Exemption Bylaw No. 3741 establishes property tax exemptions in respect of construction of a new improvement or alteration of an existing improvement where the alteration has a value in excess of \$75,000.00 to encourage revitalization in the Revitalization Area.

Table 4: Revitalization Tax Exemptions

Area	2015 General Municipal Tax Exemption	2016 General Municipal Tax Exemption	2017 General Municipal Tax Exemption	2018 General Municipal Tax Exemption	2019 General Municipal Tax Exemption	2020 General Municipal Tax Exemption
C-2 "Downtown Commercial Zone"	\$ 45,846.66	\$ 34,828.47	\$ 29,851.20	\$ 24,304.74	\$ 24,657.03	\$ 18,939.56

5. The Official Community Plan for the City of Salmon Arm identifies the revitalization of the "Industrial Zones" as a priority. As a result, in 2014, the City established an Industrial Revitalization Tax Exemption Program pursuant to City of Salmon Arm Revitalization Tax Exemption Bylaw No. 4020.

The Revitalization Tax Exemption Program is a tool that Council is using to encourage property investment in the "Industrial Zones" (hereinafter referred to as the Revitalization Area). Council's objective is to stimulate and reinforce development initiatives in the Revitalization Area by promoting property investment within the "Industrial Zone" and to reinforce the City's investment in infrastructure upgrades and beautification projects.

City of Salmon Arm Revitalization Tax Exemption Bylaw No. 4020 establishes general municipal property tax exemptions in respect of construction of a new improvement or alteration of an existing improvement where the alteration has a value in excess of \$300,000.00 to encourage revitalization in the Revitalization Area.

This bylaw shall have an expiration date of five (5) years from the date of adoption.

Schedule "B" – Bylaw #4446
2020 Revenue Policy Disclosure

Table 5: Revitalization Tax Exemptions

Area	2016 General Municipal Tax Exemption	2017 General Municipal Tax Exemption	2018 General Municipal Tax Exemption	2019 General Municipal Tax Exemption	2020 General Municipal Tax Exemption
"Industrial Zone"	\$ 0.00	\$ 0.00	\$ 5,425.51	\$ 5,400.26	\$ 7,614.60

CITY OF SALMON ARM

BYLAW NO. 4442

**A bylaw authorizing the expenditure of monies in the
Equipment Replacement Reserve Fund**

WHEREAS under the provisions of Section 189 of the Community Charter (S.B.C., 2003, c.26), the Council may, by bylaw, provide for the expenditure of any money in a reserve fund and interest earned on it;

AND WHEREAS Council deems it desirable to expend a portion of the monies set aside under the District of Salmon Arm Equipment Replacement Reserve Fund for the purpose of purchasing machinery and equipment;

AND WHEREAS there is an unappropriated balance in the Equipment Replacement Reserve Fund established under District of Salmon Arm Equipment Replacement Reserve Fund Bylaw, 1973 (Bylaw No. 1080) of \$2,841,711.25 as at December 31, 2020, which amount has been calculated as follows:

Balance in Equipment Replacement Reserve Fund at December 31, 2019	\$2,344,410.50
Add: Additions to fund including interest earnings for current year to date	497,300.75
Deduct: Commitments outstanding under bylaws previously adopted	<u>Nil</u>
Balance in Equipment Replacement Reserve Fund at December 31, 2020	<u>\$ 2,841,711.25</u>

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

1. The sum of four hundred and eighty-six thousand six hundred and eighty-eight dollars and ninety-eight cents (\$486,688.98) is hereby appropriated from the Equipment Replacement Reserve Fund for the following purchases:

Truck/Sander – Unit No. 74 & 47	\$ 120,732.47
Hybrid SUV – Unit No. 62 (Parks)	28,543.54
Elgin Sweeper – Unit No. 35	337,412.97
	<u>\$ 486,688.98</u>

2. The expenditures to be carried out by monies hereby appropriated may be more particularly specified and authorized by resolution of the Council.

3. Should any of the above amount remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the Equipment Replacement Reserve Fund.

4. SEVERABILITY

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

5. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

6. EFFECTIVE DATE

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

7. CITATION

This bylaw may be cited as "City of Salmon Arm Equipment Replacement Reserve Fund Expenditure Bylaw No. 4442".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

CITY OF SALMON ARM

BYLAW NO. 4443

**A bylaw authorizing the expenditure of monies in the
Vehicle and Equipment Acquisition or Replacement Reserve Fund for Police
Protection Purposes**

WHEREAS under the provisions of Section 189 of the Community Charter (S.B.C., 2003, c.26), the Council may, by bylaw, provide for the expenditure of any money in a reserve fund and interest earned on it;

AND WHEREAS Council deems it desirable to expend a portion of the monies set aside under the District of Salmon Arm Vehicle and Equipment Acquisition or Replacement Reserve Fund for Police Protection purposes;

AND WHEREAS there is an unappropriated balance in the Vehicle and Equipment Acquisition or Replacement Reserve Fund for Police Protection purposes established under District of Salmon Arm Bylaw No. 3059 of \$312,852.85 as at December 31, 2020, which amount has been calculated as follows:

Balance in Vehicle and Equipment Acquisition or Replacement Reserve Fund at December 31, 2019	\$ 250,685.31
Add: Additions to fund including interest earnings for current year to date	62,167.54
Deduct: Commitments outstanding under bylaws previously adopted	<u>Nil</u>
Balance in Vehicle and Equipment Acquisition or Replacement Reserve Fund at December 31, 2020	<u>\$ 312,852.85</u>

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

1. The sum of fifty-one thousand three hundred and twenty-eight dollars (\$51,328.00) is hereby appropriated from the Vehicle and Equipment Acquisition or Replacement Reserve Fund for the purchase of Police Vehicles.
2. The expenditures to be carried out by monies hereby appropriated may be more particularly specified and authorized by resolution of the Council.
3. Should any of the above amount remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the Police Protection Vehicle and Equipment Reserve Fund.

4. SEVERABILITY

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

5. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

6. EFFECTIVE DATE

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

7. CITATION

This bylaw may be cited as "**City of Salmon Arm Police Protection Vehicle and Equipment Reserve Fund Expenditure Bylaw No. 4443**".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

CITY OF SALMON ARM

BYLAW NO. 4444**A bylaw authorizing the expenditure of monies in the
Fire Building and Equipment Reserve Fund**

WHEREAS under the provisions of Section 189 of the Community Charter (S.B.C., 2003, c.26), the Council may, by bylaw, provide for the expenditure of any money in a reserve fund and interest earned on it;

AND WHEREAS Council deems it desirable to expend a portion of the monies set aside under the District of Salmon Arm Fire Department Building and Equipment Reserve Fund for the purchase or replacement of land, buildings and machinery and equipment to maintain municipal property and to protect persons and property;

AND WHEREAS there is an unappropriated balance in the Fire Department Building and Equipment Reserve Fund established under District of Salmon Arm Bylaw No. 1479 of \$315,735.16 as at December 31, 2020, which amount has been calculated as follows:

Balance in Fire Department Building and Equipment Reserve Fund at December 31, 2019	\$ 288,242.91
Add: Additions to fund including interest earnings for current year to date	27,492.25
Deduct: Commitments outstanding under bylaws previously adopted	<u>Nil</u>
Balance in Fire Department Building and Equipment Reserve Fund at December 31, 2020	<u>\$ 315,735.16</u>

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

1. The sum of eighteen thousand four hundred and sixty-eight dollars (\$18,468.00) is hereby appropriated from the Fire Department Building and Equipment Reserve Fund to be expended on Fire Hall No. 4 – Roof.
2. The expenditures to be carried out by monies hereby appropriated may be more particularly specified and authorized by resolution of the Council.
3. Should any of the above amount remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the Fire Department Building and Equipment Reserve Fund.

4. SEVERABILITY

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

5. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

6. EFFECTIVE DATE

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

7. CITATION

This bylaw may be cited as "City of Salmon Arm Fire Department Building and Equipment Reserve Fund Expenditure Bylaw No. 4444".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

CITY OF SALMON ARM

BYLAW NO. 4445**A bylaw authorizing the expenditure of monies in the
Parks Development Reserve Fund**

WHEREAS under the provisions of Section 189 of the Community Charter (S.B.C., 2003, c.26), the Council may, by bylaw, provide for the expenditure of any money in a reserve fund and interest earned on it;

AND WHEREAS Council deems it desirable to expend a portion of the monies set aside under the District of Salmon Arm Parks Development Reserve Fund for the purposes of park development;

AND WHEREAS there is an unappropriated balance in the Parks Development Reserve Fund established under District of Salmon Arm Parks Development Reserve Fund Bylaw No. 2404 of \$572,225.34 as at December 31, 2020, which amount has been calculated as follows:

Balance in General Capital Reserve Fund at December 31, 2019	\$ 536,642.85
Add: Additions to fund including interest earnings for current year to date	35,582.49
Deduct: Commitments outstanding under bylaws previously adopted	<u>Nil</u>
Balance in General Capital Reserve Fund at December 31, 2020	<u>\$ 572,225.34</u>

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

1. The sum of twenty-eight thousand eight hundred and forty-two dollars and ninety-three cents (\$28,842.93) is hereby appropriated from the Parks Development Reserve Fund for the following purchases:

Klahani Park – Backstops	\$ 20,842.93
Disc Golf Course	8,000.00
	<u>\$ 28,842.93</u>

2. The expenditures to be carried out by monies hereby appropriated may be more particularly specified and authorized by resolution of the Council.
3. Should any of the above amount remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the Parks Development Reserve Fund.

4. SEVERABILITY

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

5. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

6. EFFECTIVE DATE

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

7. CITATION

This bylaw may be cited as "City of Salmon Arm Parks Development Reserve Fund Expenditure Bylaw No. 4445".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

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Item 10.2

CITY OF SALMON ARMDate: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm 2021 to 2025 Financial Plan Amendment Bylaw No. 4456 be read a first, second and third time;

AND THAT: the bylaw entitled City of Salmon Arm 2021 Annual Rate of Taxation Bylaw No. 4457 be read a first, second and third time.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

Date: April 12, 2021
 To: Mayor Harrison and Members of Council
 Subject: 2021 Final Budget

Recommendation

That: Bylaw No. 4456 cited as "City of Salmon Arm 2021 to 2025 Financial Plan Amendment Bylaw No. 4456" be given 3 readings;

And That: Bylaw No. 4457 cited as "City of Salmon Arm 2021 Annual Rate of Taxation Bylaw No. 4457" be given 3 readings.

Background

The 2021 – 2025 Financial Plan was adopted by Council in February, 2021. A re-visitation of the Financial Plan is required in April of each year to provide for outstanding items such as:

- 2020 Capital Carry Forward Projects;
- 2020 Operational Carry Forward Projects;
- Authenticated Assessment Roll;
- Tax Requisitions from Other Governments (MFA, Regional District, Regional Hospital, BC Assessment Authority, etc.);
- Council Resolutions;
- Grants; and
- Other budget adjustments as noted below.

The 2021 Final Budget reflects a 0.50% tax increase and a 1.22% "new construction" factor resulting in reduced tax revenue of \$1,460.00 which has been offset by an increase in Franchise Fee revenue. In keeping with Council's resolution in 2017, the Light Industry (Class 5) and Business (Class 6) property tax rate has been re-equalized resulting in a shift in general municipal property taxes of \$32,508.86 from the latter to the former.

The property tax increase impact to a Residential (Class 1) and Business (Class 6) assessment per \$100,000.00 of assessed value is \$1.95 and \$5.31 respectively. In addition, Business (Class 6) will experience a slight decrease of \$6.93/\$100,000 (2020 – decrease of \$5.20/\$100,000) of assessed value as a result of a shift of general municipal property tax revenue and Light Industry (Class 5) will experience an increase of \$76.64/\$100,000 (2020 – increase of \$56.66/\$100,000) of assessed value.

Budget Revisions

Council resolutions made thus far in 2021 and projects that commenced in 2020 have been amended to reflect actual carryforward values or included in the 2021 Final Budget for completion. Several O & M (i.e. various studies and assessments [Civic Building Asbestos Assessment, Gravel Pit Assessment, Infrastructure Structural Assessments, Superior Tanker Shuttle Accreditation, etc.], Police Station – Cell Block, Storage Bay Design, Door Refurbishment, Fencing and Computer Wiring projects, Seniors Drop in

Centre Exterior Repairs, Cemetery – Software/Digitization, Perimeter Brushing, Tree Planting and Electrical, Wharf Structure Repairs and Park Major Maintenance projects, etc.) and capital projects (i.e. Fire – Aerial Ladder Truck Replacement, Police Building – Prison Cell Improvements, Mt. Ida Cemetery – Cemetery Mapping, Canoe Boat Launch Improvements, Disc Golf Course, 4400 TCH NE ROW, 20 Avenue SE/70 Street Road Improvement, LED Street Light Conversion, Okanagan Speed Calming, 10 Avenue SW Drainage Outlet, Canoe Pond ROW, 60 Street NW Culvert Design, Lyman Hill, Asphaltic Overlays, Hudson Street Revitalization Project, Underpass Construction, and Taxiway Charlie Construction, and various water and sewer projects, and incomplete/not started gas tax projects, etc.) have been included in the 2021 budget revision.

With the exception of the above noted, changes to the 2021 Final Budget are largely attributed to the following items:

General Fund

Revenue

General Municipal Tax Revenue (To reflect actual, offset by increase in Franchise Fee)	\$(1,460.00)
Franchise Fee – Fortis BC (To reflect actual, net redirected to Future Expenditure)	22,000.00
Police – Police Building Rentals (To reflect reduction in RCMP lease revenue due to reduced operating and maintenance expenses realized in 2020. Offsets with transfer from reserve for same.)	(44,000.00)
Regional District – Airport (To reflect proportionate reduction in Airport Operating Costs.)	(15,416.00)
Poverty Reduction Grant (To reflect grant approval, offsets with expenditure for same)	25,000.00
Food Hub Feasibility – EDS (To reflect grant approval, offsets with expenditure for same)	165,000.00
Visitor Services Grant (Destination BC) (To reflect grant approval, offsets with expenditure.)	12,500.00
Municipal Asset Management Program (FCM) (To reflect grant approval, offsets with expenditure.)	40,000.00
Transfer from Reserve – Surplus (To reflect carry forward 2020 operational projects.)	(51,900.00)
Transfer from Reserve – Future Expenditure (To reflect actual.)	(122.00)
Transfer from Reserve – Climate Action (To reallocate funding to be provided to the Salmon Arm Folk Music Society for the Power Supply project, offsets with Other Grants and removal from the Parks Capital Budget for same.)	64,000.00
Transfer from Reserve – Wages and Benefits (As resolved by Council – to reflect approved wage increases and CUPE Retroactive Pay. Includes an additional amount for Planning – Engineering wage costs as discussed below)	(68,695.00)
Transfer from Reserve – Strategic Plan Update (To reflect 2020 carry forward project)	(10,865.00)
Transfer from Reserve – COVID 19 Safe Restart (As resolved by Council, COVID Grants in Aid)	50,000.00
Transfer from Reserve – Paid on Call Wage Review (As resolved by Council, Provision for increased Fire Fighting Force costs)	5,000.00
Transfer from Reserve – Police Operating (To reflect reduction in RCMP lease revenue due to reduced operating and maintenance expenses realized in 2020. Offsets with revenue for same)	44,000.00
Transfer from Reserve – Specified Area Parking (To reflect 2020 carry forward projects)	6,100.00
Transfer from Reserve – Airport Major Maint. (To reflect 2020 carry forward projects)	35,300.00
Transfer from Reserve – Airport Lighting (To reflect 2020 carry forward projects)	35,000.00
Transfer from Reserve – Airport O & M (To reflect 2020 carry forward funds for the Arborist Tree Report. This project was inadvertently budgeted from General Revenue in the initial budget preparation. Following the year-end process, funding was carried forward through the O & M reserve. As a result, there is \$30,000.00 in general revenue savings. Because the Airport operation is shared with the Columbia Shuswap Regional District, the savings have been proportionately allocated, resulting in a reduction in Other Funding – CSRD (\$15,416.00) and savings to the City of \$14,584.00.	30,000.00

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Transfer from Reserve – Airport Tree Encroachment (To reflect actual carry forward funds)	(5,000.00)
Transfer from Reserve – Mt. Ida Cemetery Digitizing Records (To reflect actual, transposition error on original budget preparation.)	1,000.00
Transfer from Reserve – Solid Waste & Recycling (Provision for approved wage increase.)	3,500.00

Expenses

Salaries and Benefits (To reflect actual, offsets with Other Expenditure)	42,000.00
Other (To reflect actual. Offsets with Various Salary and Wage expenditures (\$56,005.00), CUPE Retroactive Pay (\$8,300.00), and reduction in Transfer from Wages & Benefits Reserve (\$78,685.00).)	(143,000.00)
Strategic Corporate Plan (To reflect 2020 carry forward project, offsets with Transfer from Reserve for same.)	(10,865.00)
CUPE Retroactive Pay (Provision for 2021 retroactive pay, offsets with Other Expenditure)	8,300.00
Safety Coordinator – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	500.00
Server Rentals (Provision for final payment and purchase option of servers. Offsets with reduction in Transfer to Technology, Equipment & Software Reserve for same.)	13,800.00
GIS – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	3,500.00
Other Grants – SAFMS – Power Supply (Provision for contribution to SAFMS Power Supply project, reallocated from Parks Capital, offsets with Transfer from Reserve – Climate Action for same.)	64,000.00
Other Grants – Salmon Arm Art Gallery – Accessibility (As resolved by Council, carry forward from 2020.)	1,000.00
Other Grants – EDS – Food Hub Grant (To reflect grant approval, offsets with revenue for same.)	165,000.00
Other Grants – COVID 19 Safe Restart Grants in Aid (As resolved by Council, Offsets with increase in Transfer from Reserve – COVID 19 Safe Restart Grant for same.)	50,000.00
Fire Administration – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	500.00
Fire – Payroll Fire Fighting Force – (To reflect actual, offsets with Transfer from Paid on Call Wage Review Reserve for same.)	5,000.00
Fire – Prevention – Wages & Benefits – (To reflect actual, offsets with Other Expenditure)	4,805.00
Fire Fighting Force (As resolved by Council, provision for increased costs)	5,000.00
Fire Fighting Force (To correct a transposition error on original budget preparation.)	(100.00)
Building Administration – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	(9,000.00)
Police Clerical – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	15,000.00
Police Court Liason – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	(1,100.00)
Bylaw – Wage & Benefits (To reflect actual, offsets with Other Expenditure)	(25,100.00)
Transportation Administration - Wages & Benefits (To reflect actual, offsets with Other Expenditure)	8,000.00
Transportation – Wages & Benefits – PW Foremen (To reflect actual, offsets with Other Expenditure)	1,600.00
Transportation Engineering - Wages & Benefits (To reflect actual, offsets with Other Expenditure)	2,300.00
Transportation Lakeshore Road Rehab. Assessment (Project completed in 2020. Carryforward budget removed, offsets with Transfer from Reserve – Surplus)	(60,000.00)
Transportation Asset Management (Provision for 2020 carry forward funding (\$4,300) and the reallocation of City portion of Asset Management Program costs (\$10,000.00), discussed below.)	(5,700.00)
Transportation Asset Management Program (Provision for Asset Management Grant Funding approved (\$40,000.00) and City portion of project (\$10,000.00).)	50,000.00
Parking – Strategic Plan (To reflect 2020 carry forward project, funded from Specified Area Parking Reserve.)	11,240.00
Parking – Gravel Parking Lot (To reflect 2020 carry forward project, funded from Specified Area Parking Reserve.)	6,560.00
Parking – Ross Street Parking Lot Crosswalk (Project completed in 2020, funded from Specified Area Parking Reserve.)	(20,000.00)

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Parking – Parking Meters (To reflect 2020 carry forward project, funded from Specified Area Parking Reserve.)	5,300.00
Parking – Patching and Crack Seal Parking Lots (To reflect 2020 carry forward project, funded from Specified Area Parking Reserve.)	3,000.00
Airport – SMS Implementation & Training (To reflect 2020 carry forward project, funded from the Airport Major Maintenance Reserve.)	35,000.00
Airport – Tree Encroachment (Provision for tree management. Carry forward from 2020, funded from the Airport Tree Encroachment Reserve.)	(5,000.00)
Airport – Safety Management System Review (To reflect 2020 carry forward project, funded from the Airport Major Maintenance Reserve.)	300.00
Airport – Threshold Lighting (To reflect 2020 carry forward project, funded from the Airport Lighting Reserve.)	25,000.00
Airport – Runway Edge Lighting (To reflect 2020 carry forward project, funded from the Airport Lighting Reserve.)	10,000.00
Solid Waste & Recycling – Wages & Benefits (To reflect actual, offsets with Transfer From Reserve – Solid Waste & Recycling for same.)	3,500.00
Planning – Salaries & Benefits (To reflect actual, offsets with Other Expenditure)	3,200.00
Engineering – Wages & Benefits (To reflect actual, offsets with Other Expenditure (\$5,600.00) plus a provision for overtime related to development application referrals (\$10,000.00). Building permits have increased approximately 25% and both subdivision and development applications have increased significantly last year and the trend is continuing in 2021. In addition to building permit applications, there are now over 55 planning/subdivision applications still in stream at various stages, including construction, with several applications stemming back a couple of years. Further, there have been an extraordinary number of real estate enquires. The result is that the timeline for all applications (those that go to Council and those that do not) is extending anywhere from weeks to months. Consequently, this additional one-time funding will help staff to keep up.)	15,600.00
Economic Development – Visitor Services (Budget allocation reallocated to Visitor Services Wage & Benefits and Contracted Services.)	(134,140.00)
Visitor Services – Wages & Benefits (Provision for Visitor Services Coordinator, offsets with reduction in Economic Development – Visitor Services.)	66,500.00
Visitor Services – Contracted Services (Provision for Visitor Services, offsets with reduction in Economic Development – Visitor Services (\$70,640.00) and grant funding provided by Destination BC (\$12,500.00).)	83,140.00
Poverty Reduction Plan (To reflect 2020 carry forward project, offsets with Poverty Reduction Grant for same.)	25,000.00
Parks – Wages & Benefits - Manager (To reflect actual, offsets with Other Expenditure)	700.00
Parks – Wages & Benefits (To reflect actual, offsets with Other Expenditure)	2,700.00
Parks – Wages & Benefits – Engineering (To reflect actual, offsets with Other Expenditure)	800.00
Parks – Other Park Maintenance – Haney Heritage Park (Budget reallocated to the General Budget – Recreation and Culture – Museums to accurately group related costs. Offsets with Museums for same. Initial 2020 budget amount reallocated as well for comparative purposes.)	(131,000.00)
Museums – Haney Heritage Park (Provision for costs associated with the Haney Heritage Park Fee For Service, reallocated from the Parks – Other Park Maintenance departmental for more accurate grouping of related costs.)	131,000.00
Transfer to Reserve – Future Expenditure (Provision for future costs, redirected from net increase in Franchise Fee (\$20,540.00), net savings in Airport operational costs (\$14,584.00), net savings as a result of transposition errors (\$1,100.00) less reduction in Transfer from Reserve – Future Expenditure (\$122.00).	36,102.00
Transfer to Reserve – Technology, Equipment & Software (To reflect actual, offsets with increase in Server Rentals for same.)	(13,800.00)
Capital	
Police Capital – Hazardous Chemical Room (Project complete in 2020, carry forward budget removed.)	(29,550.00)
Airport Capital – Runway Paving (Project removed as the City was unsuccessful in its BC Air Access Grant application.)	(1,500,000.00)
Shaw Capital – Concession Dishwasher (Project complete in 2020, carry forward budget removed.)	(8,000.00)

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Parks Capital – EXPO Signage (Project has been placed on hold, funds remain in reserve.)	(27,900.00)
Parks Capital – Fall Fair Grounds Power Supply (Funding reallocated to Other Grants – SAFMS Power Supply and Transfer from Reserve – Climate Action for same.)	(64,000.00)

Water Fund

Revenue

Transfer from Reserve – Future Expenditure (To reflect actual, offsets with Wages & Benefits.)	4,970.00
Transfer from Reserve – Asset Management (To reflect 2020 carry forward project.)	1,325.00

Expenses

Wages & Benefits (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	2,600.00
Wages & Benefits – Engineers (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	1,200.00
GIS Maintenance – Labour (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	1,170.00
Asset Management ((To reflect 2020 carry forward project, funded from Asset Management Reserve.)	1,325.00

Sewer Fund

Revenue

Transfer from Reserve – Surplus (To reflect carry forward 2020 operational project.)	70,000.00
Transfer from Reserve – Future Expenditure (To reflect actual, offsets with Wages & Benefits and \$10,000 for UV Bulb Replacement – As resolved by Council.)	14,770.00
Transfer from Reserve – Asset Management (To reflect 2020 carry forward project.)	(4,945.00)

Expenses

Wages & Benefits – Foremen (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	2,100.00
Wages & Benefits – Engineers (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	1,500.00
GIS Maintenance – Labour (To reflect actual, offsets with Transfer from Future Expenditure Reserve.)	1,170.00
Asset Management ((To reflect 2020 carry forward project, funded from Asset Management Reserve.)	(4,945.00)
Foreshore Main – CCTV Survey (To reflect 2020 carry forward project.)	70,000.00
WPCC – UV Bulb Replacement (As resolved by Council.)	10,000.00

Respectfully Submitted,

Chelsea Van de Cappelle, CPA

CITY OF SALMON ARM**BYLAW NO. 4457****A bylaw to set the rate of taxation for the year 2021**

WHEREAS in accordance with the provisions of Section 197 of the Community Charter, SBC, 2003, Chapter 26 the Council is required, by bylaw, to impose property value taxes for the year by establishing tax rates for Municipal, Hospital, Library, Regional District, Off-Street Parking and Business Improvements purposes for the year 2021;

NOW THEREFORE the Council of the City of Salmon Arm, in the Province of British Columbia, in open meeting assembled, hereby enacts as follows:

1. The following rates are hereby imposed and levied for the year 2021:
 - a) For all lawful general and debt purposes of the municipality on the value of land and improvements taxable for General Municipal purposes, rates appearing in Column "A" of Schedule "A" attached hereto and forming a part hereof.
 - b) For Regional Hospital District purposes on the value of land and improvements taxable for Hospital purposes rates appearing in Column "B" of Schedule "A" attached hereto and forming a part hereof.
 - c) For Columbia Shuswap Regional District purposes on the value of land and improvements taxable for Hospital purposes, rates appearing in Column "C" of Schedule "A" attached hereto and forming a part hereof.
 - d) For Columbia Shuswap Regional District - SIR purposes on the value of land taxable for Hospital purposes, rates appearing in Column "D" of Schedule "A" attached hereto and forming a part hereof.
 - e) For Business Improvement Area purposes on the value of land and improvements taxable for General Municipal purposes, rates appearing in Column "E" of Schedule "A" attached hereto and forming a part hereof.
 - f) For Off-Street Parking Specified Area purposes on the value of land and improvements taxable for General Municipal purposes, rates appearing in Column "F" of Schedule "A" attached hereto and forming a part hereof.
 - g) For Okanagan Regional Library purposes on the value of lands and improvements taxable for General Municipal purposes, rates appearing in Column "G" of Schedule "A" attached hereto and forming a part hereof.

- h) For BC Assessment Authority purposes the rates have been established by legislation and rates appearing in Column "H" of Schedule "A" attached hereto and forming a part hereof.
 - i) For Municipal Finance Authority purposes the rates have been established by legislation and rates appearing in Column "I" of Schedule "A" attached hereto and forming a part hereof.
- 2. The minimum amount of taxation upon a parcel of real property shall be One Dollar (\$1.00).
- 3.
 - a) At close of business on July 2, 2021, the Chief Financial Officer of the City of Salmon Arm shall add to the unpaid taxes of the current year, in respect of each parcel of land and the improvements thereon upon the real property tax roll, ten percent (10%) of the amount then remaining unpaid.
 - b) The said unpaid taxes, together with amounts added under this section, are deemed to be unpaid taxes of the current year due on such land and improvements thereon, and the amounts added under this section when collected shall form part of the general revenue of the City of Salmon Arm.
- 4. Despite Section 3, taxes resulting from a supplementary assessment roll which remain unpaid 30 days after sending of the notice of the taxes payable to the assessed owner are to incur and bear a penalty for that year of ten percent (10%) of the amount of such taxes.
- 5. SEVERABILITY

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

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.
- 7. EFFECTIVE DATE

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

8. CITATION

This bylaw may be cited for all purposes as "City of Salmon Arm 2021 Annual Rate of Taxation Bylaw No. 4457".

READ A FIRST TIME THIS DAY OF 2021

READ A SECOND TIME THIS DAY OF 2021

READ A THIRD TIME THIS DAY OF 2021

ADOPTED BY COUNCIL THIS DAY OF 2021

MAYOR

CORPORATE OFFICER

City of Salmon Arm
2021 Property Tax
RatesBylaw No.
4457

Schedule "A"

Property Class	Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I
	General Municipal	Regional Hospital District	Regional District	Regional District SIR	Specified Area Business Improvement	Specified Area Off-Street Parking	Regional Library	BC Assessment Authority	Municipal Finance Authority
Residential	3.8106	0.3321	0.2169	0.0301	-	0.2469	0.1522	0.0411	0.0002
Utilities	23.3118	1.1623	0.7593	0.1053	-	0.8640	0.9314	0.4731	0.0007
Supportive Housing	-	-	-	-	-	-	-	-	0.0002
Major Industry	65.7256	1.1291	0.7376	0.1023	-	-	2.6254	0.4731	0.0007
Light Industry	10.7869	1.1291	0.7376	0.1023	-	-	0.4307	0.1137	0.0007
Business/Other	10.7869	0.8136	0.5315	0.0737	1.4755	0.6048	0.4307	0.1137	0.0005
Managed Forest Land	8.2540	0.9963	0.6508	0.0903	-	-	0.3303	0.2314	0.0006
Recreational/Non Profit	2.7756	0.3321	0.2169	0.0301	-	-	0.1111	0.0411	0.0002
Farm	12.8055	0.3321	0.2169	0.0301	-	-	0.5114	0.0411	0.0002

CITY OF SALMON ARM

BYLAW NO. 4456**A bylaw to amend the 2021 to 2025 Financial Plan**

WHEREAS in accordance with the provisions of Section 165 of the Community Charter, the Council has adopted a financial plan for the period of 2021 to 2025;

AND WHEREAS it is deemed expedient to amend the Financial Plan;

NOW THEREFORE the Council of the City of Salmon Arm, in the Province of British Columbia, in an open meeting assembled, hereby enacts as follows:

1. "Schedule "A" of "City of Salmon Arm 2021 to 2025 Financial Plan Bylaw No. 4429 is hereby deleted in its entirety and replaced with Schedule "A" attached hereto and forming part of this bylaw.

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited for all purposes as "City of Salmon Arm 2021 to 2025 Financial Plan Amendment Bylaw No. 4456".

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

Schedule "A" - Bylaw #4456

City of Salmon Arm**2021 - 2025 Financial Plan**

	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget
Consolidated Revenues					
Property and MRDT Taxes - Net	\$ 19,591,360	\$ 19,983,187	\$ 20,382,851	\$ 20,790,508	\$ 21,206,318
Frontage & Parcel Taxes	3,673,055	3,746,516	3,821,446	3,897,875	3,975,833
Sales of Service	8,528,585	8,699,157	8,873,140	9,050,603	9,231,615
Revenue From Own Sources	2,330,445	2,377,054	2,424,595	2,473,087	2,522,549
Rentals	423,435	431,904	440,542	449,353	458,340
Federal Government Transfers	-	-	-	-	-
Provincial Government Transfers	593,100	604,962	617,061	629,402	641,990
Other Government Transfers	224,699	229,193	233,777	238,453	243,222
Transfer From Prior Year Surplus	588,620	600,392	612,400	624,648	637,141
Transfer From Reserve Accounts	1,966,053	2,005,374	2,045,481	2,086,391	2,128,119
Transfer From Reserve Funds	-	-	-	-	-
Total Consolidated Revenues	\$ 37,919,352	\$ 38,677,739	\$ 39,451,293	\$ 40,240,320	\$ 41,045,127
Consolidated Expenditures					
General Government Services	\$ 4,108,395	\$ 4,190,563	\$ 4,274,374	\$ 4,359,861	\$ 4,447,058
Protective Services	6,113,075	6,235,337	6,360,044	6,487,245	6,616,990
Transportation Services	5,543,055	5,653,916	5,766,994	5,882,334	5,999,981
Environmental Health Services	55,010	56,110	57,232	58,377	59,545
Environmental Development Service	2,731,825	2,786,462	2,842,191	2,899,035	2,957,016
Recreation and Cultural Services	4,983,130	5,082,793	5,184,449	5,288,138	5,393,901
Fiscal Services - Interest	1,272,088	1,297,530	1,323,481	1,349,951	1,376,950
Fiscal Services - Principal	1,204,180	1,228,264	1,252,829	1,277,886	1,303,444
Capital Expenditures	3,737,750	2,332,092	3,034,371	2,929,967	3,063,500
Transfer to Surplus	-	-	-	-	-
Transfer to Reserve Accounts	2,065,724	3,587,449	3,003,561	3,228,723	3,218,362
Transfer to Reserve Funds	1,088,700	1,110,474	1,132,683	1,155,337	1,178,444
Water Services	2,715,245	2,769,550	2,824,941	2,881,440	2,939,069
Sewer Services	2,301,175	2,347,199	2,394,143	2,442,026	2,490,867
Total Consolidated Expenditures	\$ 37,919,352	\$ 38,677,739	\$ 39,451,293	\$ 40,240,320	\$ 41,045,127

Schedule "A" - Bylaw #4456

2021 - 2025 Financial Plan**City of Salmon Arm**

2021	2022	2023	2024	2025
Budget	Budget	Budget	Budget	Budget

Capital Projects**Finances Acquired**

General Operating Fund	\$ 2,251,750	\$ 1,305,092	\$ 1,959,371	\$ 1,954,967	\$ 1,871,500
Water Operating Fund	766,000	500,000	500,000	800,000	391,000
Sewer Operating Fund	720,000	527,000	575,000	175,000	801,000
Federal Government Grants	2,391,001	-	-	-	1,000,000
Provincial Government Grants	3,967,681	-	-	-	1,000,000
Prior Year Surplus	18,000	-	-	-	-
Reserve Accounts	10,988,790	15,000	340,000	1,200,000	3,300,000
Reserve Funds	4,740,465	710,000	550,000	1,122,000	2,000,000
Development Cost Charges	1,662,750	3,335,000	3,445,000	3,373,000	1,000,000
Short Term Debt	-	-	-	-	-
Long Term Debt	7,810,525	-	-	500,000	2,000,000
Developer Contributions	2,241,530	44,000	40,000	40,000	-

Total Funding Sources

\$ 37,558,492	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967	\$ 13,363,500
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Finances Applied

Transportation Infrastructure	\$ 20,583,227	\$ 3,622,000	\$ 3,619,500	\$ 5,219,500	\$ 7,193,000
Buildings	1,914,450	144,000	458,500	140,000	20,000
Land	-	-	300,000	-	-
IT Infrastructure	257,800	55,000	65,000	185,000	70,000
Machinery and Equipment	1,701,965	513,092	443,871	397,967	1,341,000
Vehicles	1,863,000	-	-	-	555,000
Parks Infrastructure	1,804,505	260,000	262,500	782,500	212,500
Utility Infrastructure	9,433,545	1,842,000	2,260,000	2,440,000	3,972,000

Total Capital Expense

\$ 37,558,492	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967	\$ 13,363,500
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Departmental Summary:

2021	2022	2023	2024	2025
Budget	Budget	Budget	Budget	Budget

General Government Services	\$ 193,770	\$ 122,500	\$ 138,500	\$ 208,500	\$ 120,000
Protective Services	2,413,900	140,000	55,000	55,000	125,000
Transportation Services	22,651,037	3,918,500	4,233,500	5,518,500	8,849,000
Environmental Health Services	56,510	2,500	327,500	27,500	2,500
Environmental Development Services	-	-	-	-	-
Recreation and Cultural Services	2,384,730	335,592	319,871	840,467	275,000
Water Services	6,379,825	1,390,000	1,760,000	2,340,000	691,000
Sewer Services	3,478,720	527,000	575,000	175,000	3,301,000

Total by Department

\$ 37,558,492	\$ 6,436,092	\$ 7,409,371	\$ 9,164,967	\$ 13,363,500
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07-04-21

2021-2025 FP Bylaw (Cap)

Schedule "B" – Bylaw #4456
2021 Revenue Policy Disclosure

1. Table One (1) reflects the proportion of total revenue proposed to be raised from each funding source in 2021. Property taxes form the greatest proportion of revenue of the City. The first column details the proposed percentage of revenue including Conditional Government Transfers and the second column shows the proposed percentage of revenue excluding Conditional Government Transfers. Conditional Government Transfers are funds provided by other levels of government or government agencies to fund specific projects. The absence of this funding would result in an increase to property taxes, debt borrowing or funding from reserves or other sources (ie. developers, donations, etc.) or result in the project not being undertaken.

The City collects three (3) types of parcel tax; a water frontage tax; a sewer frontage tax and a transportation parcel tax. The water and sewer frontage tax rate is applied to each parcel of land taxable foot frontage. The frontage rate is comprised of a capital debt repayment component plus 10% of the water and sewer operation and maintenance budget for preventative maintenance of the utilities infrastructure. The City introduced a transportation parcel tax in 2003. The transportation parcel tax is collected to maintain the City's transportation network to an adequate level to minimize future reconstruction costs and ensure the network is safe from hazards and disrepair. To this end, the transportation parcel tax provides a stable and dedicated source of funding. The transportation parcel tax was specifically implemented on a "flat rate per parcel" rather than an "ad valorem tax" basis recognizing that all classes of property are afforded equal access to the City's transportation network and should contribute to its sustainability equally. This method directed tax dollars away from business and industry to residential.

The City also receives a Municipal Regional District Tax (MRDT) which is levied and collected by the Provincial Government on all daily accommodation rentals within the City. Under the direction and approval of the Accommodation Industry, the City has applied to the Provincial Government to levy a 2% MRDT which will be utilized on initiatives that will increase exposure/awareness of Salmon Arm as a tourism destination with emphasis on off-season event expansion.

The City endorses a 'user pay' philosophy in its collection of fees and charges. Such fees and charges (ie. development, building, plumbing and fire permits, recreational program and rental fees and cemetery services) are reviewed annually to ensure adequate cost recovery for the provision of services. The policy of the City is to work towards full cost recovery for services provided. The objective in reviewing fees and charges periodically is to measure the cost of providing municipal services versus the cost recovery established through user fees and charges. Development Cost Charges are based on the City's Long Term Financial Plan. Included in this percentage is the City's investment income. The City exercises a stringent cash management plan to maximize investment and interest income.

Other sources of revenue provide funding for specific functions such as the Columbia Shuswap Regional District's contribution to the Shuswap Regional Airport, Recreation Centre, Shaw Centre, Cemeteries and Fire Training Centre.

The proceeds from borrowing and developer contributions fund capital projects pursuant to the City's Long Term Financial Plan.

Schedule "B" – Bylaw #4456
2021 Revenue Policy Disclosure

Table 1: Proportions of Total Revenue

Revenue Source	Percentage to Total Revenue Includes Conditional Government Transfers	Percentage to Total Revenue Excludes Conditional Government Transfers
Property Taxes	37.84%	45.87%
Parcel Taxes	7.09%	8.60%
User Fees, Charges and Interest Income	21.79%	26.42%
Other Sources	18.19%	0.82%
Proceeds From Borrowing	15.09%	18.29%
	100.00%	100.00%

2. Table Two (2) reflects the distribution of property tax between the different property classes. The objective of the City is to set tax rates in order to maintain tax stability while maintaining equality between the property classes. The policy of the City is to develop a tax rate which maintains the proportionate relationship between the property classes. Inflationary increases in assessments are reduced to reflect only the 'real' increase attributed to new construction for each property class. This allows the property owner to be confident that, in any year, their property tax bill will only increase as much as their proportion of the increase in tax revenue required year to year.

The City reviewed the property tax multiple structure and equalized the general municipal property tax rate and associated multiple for Class 5 (Light Industry) and Class 6 (Business) by shifting general municipal property taxes from Class 5 (Light Industry) to Class 6 (Business) commencing in 2017. This property tax stability strategy is in keeping with its objective to maintain tax stability while maintaining equality between property classifications.

Assessment values fluctuate as market values change in one class or another. It is this market value change that may precipitate an amendment to the class multiple.

The Provincial Government has legislated a municipal taxation rate cap for the Class 2 (Utilities) assessments. The City of Salmon Arm Class 2 (Utilities) general municipal property tax rate adheres to this legislation.

Schedule "B" – Bylaw #4456
2021 Revenue Policy Disclosure

Table 2: Distribution of Property Taxes Between Property Classes

Property Class	2021 Tax Rate	Class Multiple	Percentage to Total Property Tax	Percentage to Total Property Assessment Value
Residential	3.8106	1.00:1	66.54%	85.86%
Utilities	23.3118	6.12:1	0.82%	0.17%
Supportive Housing	0.000	0.00:1	0.00%	0.00%
Major Industry	65.7256	17.25:1	2.78%	0.21%
Light Industry	10.7869	2.83:1	2.42%	1.10%
Business	10.7869	2.83:1	26.71%	12.17%
Managed Forest Land	8.2540	2.17:1	0.00%	0.00%
Recreational/Non Profit	2.7756	0.73:1	0.14%	0.26%
Farm	12.8055	3.36:1	0.59%	0.23%

3. The City adopted a Permissive Tax Exemption Policy in 1998 which outlines the eligibility criteria to receive a permissive tax exemption. The Annual Municipal Report for 2020 contains a schedule of permissive tax exemptions granted for the year and the amount of tax revenue exempted.

Commencing in 1999, the City provided a three (3) year permissive tax exemption for each eligible organization. These include religious institutions, historical societies, some recreational facilities, service organizations and cultural institutions.

Table 3: Permissive Tax Exemptions

Organization	General Municipal Tax Exemption	Other Government Tax Exemption	Total
Churches	\$ 44,379.50	\$ 19,529.00	\$ 63,908.50
Non Profit Societies	399,877.00	175,351.00	575,288.00
Senior Centers	18,462.00	5,603.00	24,065.00
Other	3,837.00	1,266.00	5,103.00
Sports Clubs	283,064.00	85,211.00	368,275.00
Total	\$ 749,619.50	\$ 286,960.00	\$ 1,036,579.50

Schedule "B" -- Bylaw #4456
2021 Revenue Policy Disclosure

4. The Official Community Plan for the City of Salmon Arm identifies the revitalization of the downtown as a priority. As a result, in 2005, the City established a Downtown Revitalization Tax Exemption Program pursuant to City of Salmon Arm Revitalization Tax Exemption Bylaw No. 3471.

The Revitalization Tax Exemption Program is a tool that Council is using to encourage property investment in the downtown area (hereinafter referred to as the Revitalization Area). Council's objective is to stimulate and reinforce development initiatives in the Revitalization Area by promoting property investment within the C-2, "Town Centre Commercial Zone" and to reinforce the City's investment in infrastructure upgrades and beautification projects.

City of Salmon Arm Revitalization Tax Exemption Bylaw No. 3741 establishes property tax exemptions in respect of construction of a new improvement or alteration of an existing improvement where the alteration has a value in excess of \$75,000.00 to encourage revitalization in the Revitalization Area.

Table 4: Revitalization Tax Exemptions

Area	2016 General Municipal Tax Exemption	2017 General Municipal Tax Exemption	2018 General Municipal Tax Exemption	2019 General Municipal Tax Exemption	2020 General Municipal Tax Exemption	2021 General Municipal Tax Exemption
C-2 "Downtown Commercial Zone"	\$ 34,828.47	\$ 29,851.20	\$ 24,304.74	\$ 24,657.03	\$ 18,939.56	\$ 14,424.23

5. The Official Community Plan for the City of Salmon Arm identifies the revitalization of the "Industrial Zones" as a priority. As a result, in 2014, the City established an Industrial Revitalization Tax Exemption Program pursuant to City of Salmon Arm Revitalization Tax Exemption Bylaw No. 4020.

The Revitalization Tax Exemption Program is a tool that Council is using to encourage property investment in the "Industrial Zones" (hereinafter referred to as the Revitalization Area). Council's objective is to stimulate and reinforce development initiatives in the Revitalization Area by promoting property investment within the "Industrial Zone" and to reinforce the City's investment in infrastructure upgrades and beautification projects.

City of Salmon Arm Revitalization Tax Exemption Bylaw No. 4020 establishes general municipal property tax exemptions in respect of construction of a new improvement or alteration of an existing improvement where the alteration has a value in excess of \$300,000.00 to encourage revitalization in the Revitalization Area.

This bylaw shall have an expiration date of five (5) years from the date of adoption.

Area	2016 General Municipal Tax Exemption	2017 General Municipal Tax Exemption	2018 General Municipal Tax Exemption	2019 General Municipal Tax Exemption	2020 General Municipal Tax Exemption	2021 General Municipal Tax Exemption
"Industrial Zone"	\$ 0.00	\$ 0.00	\$ 5,425.51	\$ 5,400.26	\$ 7,614.60	\$ 36,999.43

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Item 9.4

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the Mayor and Corporate Officer be authorized to execute an extension of the Marina Lease, Sub-Lease and Operation Agreement with Sea Dog Rentals Inc. to September 30, 2021, subject to approval by the Ministry of Forest, Lands and Natural Resource Operations and Community Charter advertising requirements.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

**CITY OF
SALMON ARM**

TO: His Worship Mayor Harrison and Council
DATE: March 28, 2021
SUBJECT: Marina Lease, Sub-Lease and Operation Extension

Recommendation:

THAT: the Mayor and Corporate Officer be authorized to execute an extension of the Marina Lease, Sub-Lease and Operation Agreement with Sea Dog Rentals Inc. to September 30, 2021, subject to approval by the Ministry of Forest, Lands and Natural Resource Operations and Community Charter advertising requirements.

Background:

Sea Dog Rentals Inc. has had an agreement with the City to lease, sub-lease and operate the Marina under the following terms and conditions since 2015:

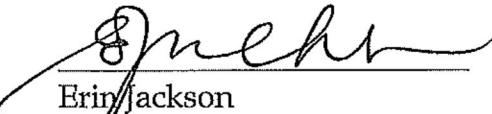
- annual lease fee of \$40,000.00;
- payment of property taxes, as assessed each year;
- a rate of \$25 charged to the public for sewage pumpout. The City retains the right to approve this rate;
- a sewage pumpout charge of \$5.00 per pleasure craft and \$10.00 per houseboat to be levied upon Sea Dog annually, in addition to a portion of the sewer and water charges; and
- proof of sufficient insurance, including coverage for Marina Operators Legal Liability, Vessel or Craft Liability and Cargo will be required.

The City holds a tenure with the Province for a portion of the area that Sea Dog occupies and this agreement is under review with the Ministry of Forests, Lands and Natural Resource Operations and Rural Development. Once the requirements for tenure renewal have been satisfied, the City plans to issue a Request for Proposals.

Staff have a positive working relationship with Sea Dog and are satisfied with the arrangement. It is recommended that the agreement be extended until September 30, 2021 under the same terms and conditions as the original agreement.

Approval to sub-lease must be obtained from the Ministry of Forests, Lands and Natural Resource Operations and advertisement in accordance with Community Charter requirements must be completed prior to executing the extension.

Respectfully Submitted,


Erin Jackson
Director of Corporate Services

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Item 9.5

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the project identified in the 2021 Budget as the WTP (Shuswap Lake) - PLC Replacement be renamed to Parkhill Reservoir PLC Replacement;

AND THAT: Council award the supply, installation, programming and spare PLC as related to the Parkhill Reservoir PLC Replacement project to Centrix Control Solutions as per their quotes;

- Supply, installation and programming of the Parkhill Reservoir PLC - \$13,900.00 plus taxes as applicable, and
- Spare Modicon M580 PLC - \$21,100.00 plus taxes as applicable;

AND THAT: the City's Purchasing Policy No. 7.13 be waived in the procurement of the supply, installation, programming and spare PLC as related to the Parkhill Reservoir PLC project and to authorize sole sourcing of same to Centrix Control Solutions.

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



File: 2021-09

TO: His Worship Mayor Harrison and Members of Council
FROM: Robert Niewenhuizen, Director of Engineering and Public Works
PREPARED BY: Gerry Rasmuson, Manager of Utilities
DATE: March 23, 2021
SUBJECT: **AWARD OF PARKHILL RESERVOIR PLC UPGRADE AND SPARE PLC**

STAFF RECOMMENDATION

THAT: The project identified in the 2021 Budget as the WTP (Shus. Lake) – PLC Replacement be renamed to Parkhill Reservoir PLC Replacement;

AND THAT: Council award the supply, installation, programming and spare PLC as related to the Parkhill Reservoir PLC Replacement project to Centrix Control Solutions as per their quotes:

- **Supply, installation and programming of the Parkhill Reservoir PLC - \$13,900.00 plus taxes as applicable, and**
- **Spare Modicon M580 PLC - \$21,100.00 plus taxes as applicable;**

AND THAT: The City's Purchasing Policy No. 7.13 be waived in the procurement of the supply, installation, programming and spare PLC as related to the Parkhill Reservoir PLC project and to authorize sole sourcing of same to Centrix Control Solutions.

BACKGROUND

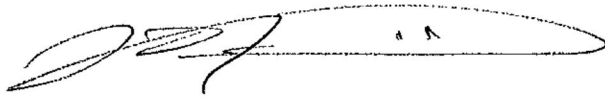
The Parkhill Reservoir is an integral component of the Canoe water distribution network providing water for the town and fire protection. The single reservoir was constructed in 1970 and holds 667 M³ of water when at maximum capacity. Within the reservoir and control building there are flow meters, pressure differential monitors, level sensors and a telemetry component which are all controlled by a PLC (programmed logic control) to enable operations and communication to the SCADA network. This existing PLC is the last one requiring replacement within the city's water distribution network and a spare M580 PLC is critical to maintaining operations if one of the two existing such devices were to fail.

STAFF COMMENTS

Centrix Control Solutions has provided upgrades, control logic and direction to the SCADA network and controls throughout the City of Salmon Arm for over twenty years. They have

recently completed an entire PLC replacement program complete with programming and installation and are the only company familiar with our network. As such staff views this as a sole source project under policy No. 7.13 whereby it is a non-competitive situation due to the proprietary nature of the work to be performed and the equipment utilized.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Niewenhuizen', is written over a horizontal line.

Robert Niewenhuizen, ASCT
Director of Engineering and Public Works

Cc Chelsea Van de Cappelle, CFO

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Item 9.6

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the 2021 Budget contained in the 2021 – 2025 Financial Plan be amended to reflect funding for SCADA Upgrades (WIN-911) in both the Water and Sewer departmental budgets as follows:

- Water – SCADA Upgrades (WIN-911) - \$10,000.00, funded from the Water Future Expenditure Reserve; and
- Sewer – SCADA Upgrades (WIN-911) - \$10,000.00, funded from the Sewer Future Expenditure Reserve;

AND THAT: Council award the SCADA (WIN-911) project to Centrix Control Solutions in accordance with their quoted price of \$18,920.00 plus applicable taxes;

AND THAT: the City's Purchasing Policy No. 7.13 be waived in procurement of the SCADA (WIN-911) works and to authorize sole sourcing of same to Centrix Control Solutions.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



File: 2021-xx

TO: His Worship Mayor Harrison and Members of Council
FROM: Robert Niewenhuizen, Director of Engineering and Public Works
PREPARED BY: Gerry Rasmuson, Manager of Utilities
DATE: March 23, 2021
SUBJECT: **AWARD OF WIN – 911 SCADA UPGRADES**

STAFF RECOMMENDATION

THAT: The 2021 Budget contained in the 2021 – 2025 Financial Plan be amended to reflect funding for SCADA Upgrades (WIN-911) in both the Water and Sewer departmental budgets as follows:

- **Water – SCADA Upgrades (WIN-911) - \$10,000.00, funded from the Water Future Expenditure Reserve; and**
- **Sewer – SCADA Upgrades (WIN-911) - \$10,000.00, funded from the Sewer Future Expenditure Reserve;**

AND THAT: Council award the SCADA (WIN-911) project to Centrix Control Solutions in accordance with their quoted price of \$18,920.00 plus applicable taxes;

AND THAT: The City's Purchasing Policy No. 7.13 be waived in procurement of the SCADA (WIN-911) works and to authorize sole sourcing of same to Centrix Control Solutions.

BACKGROUND

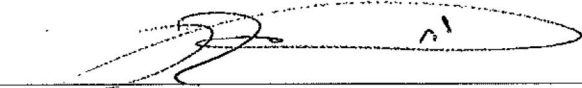
The Water and Sewer Treatment facilities incorporate WIN – 911 Hardware and Software as a communications package that processes callouts from alarms on SCADA to the operators on standby. The City has budgeted to upgrade all computers to Windows 10 and were advised that the old version of Win – 911 would not be compatible. Subsequently staff have recently received quotes from Centrix for the upgrade to the Win – 911 package which is required immediately.

STAFF COMMENTS

Centrix Control Solutions has been an integral factor in the sourcing, upgrading and programming of our SCADA network and the programming, installation and operation of Win – 911 associated to alarms and callouts for over 20 years. They have recently reviewed the Windows 10 Operating System with our IT department and have determined that an upgrade is necessary. Centrix is the

only company familiar with our SCADA network and alarm technology and as such staff views this as a sole source project under policy No. 7.13 whereby it is a non-competitive situation due to the proprietary nature of the work to be performed and the upgrades required.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Robert Niewenhuizen', is written over a horizontal line.

Robert Niewenhuizen, AScT
Director of Engineering and Public Works

Cc Chelsea Van de Cappelle, CFO

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Item 9.7

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the 2021 Budget contained in the 2021 - 2025 Financial Plan be amended to reflect funding for a Social Well-Being Work Plan in the amount of \$15,000.00 funded from the Communication Plan Reserve;

AND THAT: Council award the Social Well-Being Work Plan project to Urban Systems in accordance with their quoted price of \$15,000.00 plus applicable taxes;

AND THAT: the City's Purchasing Policy No. 7.13 be waived in procurement of the Social Well-Being Work Plan and to authorize sole sourcing of same to Urban Systems.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



TO: His Worship Mayor Harrison and Council
DATE: April 7, 2021
SUBJECT: Roles and Responsibilities in Delivering Social Well-Being

Motion for Consideration:

THAT: the 2021 Budget contained in the 2021 – 2025 Financial Plan be amended to reflect funding for a Social Well-Being Work Plan in the amount of \$15,000.00 funded from the Communication Plan Reserve;

AND THAT: Council award the Social Well-Being Work Plan project to Urban Systems in accordance with their quoted price of \$15,000.00 plus applicable taxes;

AND THAT: the City's Purchasing Policy No. 7.13 be waived in procurement of the Social Well-Being Work Plan and to authorize sole sourcing of same to Urban Systems.

Background:

Salmon Arm, like many municipalities across BC, is facing challenges related to income inequality, homelessness, opioid use, and access to adequate support services. As a result, there are increasing expectations by some that the City should act to address these challenges, even though they fall outside the mandate of local government services. Due to the confusion that exists regarding the City's roles and responsibilities with respect to social well-being, Council and Staff have understandably struggled with how to navigate these challenges.

During the preliminary workshops that were conducted by Urban Systems for the City's new Corporate Strategic Plan, it became apparent that the City could benefit from assistance with clarifying its roles and responsibilities both internally and externally, while also exploring how Council and the City can act as a convener. As a convener, local governments can support other government, health authority and community partners to work toward a common goal/vision, and help to direct resources to the appropriate agencies in the community. In this way, local governments can be engaged in a particular issue without being responsible for delivery and implementation of a service or project.

Urban Systems has provided a proposal to undertake this work in collaboration with their sister company, Urban Matters. Urban Matters has been doing this work in other communities across BC and has found that it has facilitated a clearer understanding of how communities can move forward together with important initiatives that support social well-being.

Deliverables for this project would include:

- Staff Workshop #1: Roles & Responsibilities in Social Well-Being;
- Interviews with Social Serving Sector and Community Partners;
- Staff & Council Workshop;
- Preparation of a Roles and Responsibilities Document; and
- Preparation of a Public Education Guide.

This work plan would be undertaken concurrently with the Corporate Strategic Plan and help to support Council and staff to engage in conversations around social well-being with a more defined role. It would also help organizations and citizens understand what they can expect from the City moving forward.

Staff are aware that social well-being is critically important in the context of a healthy and inclusive community and recommend that Council adopt the Motion for Consideration so that the Social Well-Being Work Plan can be incorporated into the Corporate Strategic Planning process.

Respectfully Submitted,



Erin Jackson
Director of Corporate Services

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Item 9.8

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: Council approve the purchase for the replacement of Unit #72 - Utility Service Truck, from Braby Motors Ltd. For the quoted amount of \$114,662.00 plus taxes as applicable.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



File: ENG 2021-00-02

TO: His Worship the Mayor Harrison and Members of Council

FROM: Robert Niewenhuizen, Director of Engineering and Public Works

PREPARED BY: Darin Gerow, Manager of Roads & Parks

DATE: March 26, 2021

SUBJECT: **PURCHASE RECOMMENDATION FOR REPLACEMENT OF UNIT #72
UTILITY SERVICE TRUCK**

STAFF RECOMMENDATION

THAT: Council approve the purchase for the replacement of Unit #72 – Utility Service Truck, from Braby Motors Ltd. for the quoted amount of \$114,662.00 plus taxes as applicable.

BACKGROUND

The City of Salmon Arm Public Works Utility Department Unit #72, currently is a large Chevrolet Cube Van and is utilized during maintenance and construction of City water, sanitary and storm infrastructure. Crews have expressed their preference of a service truck versus the cube van due to ease of drivability, better site lines and easier storage/accessibility. This truck carries all tools, including but not limited to: jumping jacks, pumps, generators, saws, hand tools, signage, safety gear, parts, etc.

A Request for Quotation was advertised on BC Bid and City webpage for the supply & delivery of a Utility Service Truck on February 11, 2021. Six (6) companies quoted, with Eleven (11) different truck options, and were received on March 11, 2021, as follows:

Company	Model	Sub-Total Price	Price Incl. Tax
Braby Motors Ltd, Salmon Arm	2021 Dodge Ram 5500 – Regular Cab	\$ 114,662.00*	\$ 128,421.44
	2021 Dodge Ram 5500 – Extended Cab	Did Not Submit	
Jacobson Ford, Salmon Arm	2021 Ford F-550 XL – Regular Cab	\$ 119,106.00	\$ 133,398.72
	2021 Ford F-550 XL – Extended Cab	\$ 122,501.00	\$ 137,201.12
Orchard Ford, Kelowna	2021 Ford F-350 Regular Cab	\$ 119,932.00	\$ 134,323.84
	2021 Ford F-450 Extended	\$ 127,696.00	\$ 143,019.52

	Cab		
Abbotsford Chrysler, Abbotsford	2022 Dodge Ram 5500 – Regular Cab	\$ 122,547.64	\$ 137,252.64
	2022 Dodge Ram 5500 – Extended Cab	\$ 125,591.00	\$ 140,661.92
Mainland Ford, Surrey	2022 Ford F-550 – Regular Cab	\$ 125,248.00	\$ 140,277.76
	2022 Ford F-550 – Extended Cab	\$ 128,504.00	\$ 143,924.48
Metro Motors, Port Coquitlam	2021 Ford F-550 XL – Regular Cab	\$ 127,554.00	\$ 142,860.48
	2021 Ford F-550 XL – Extended Cab	\$ 131,554.00	\$ 147,340.48

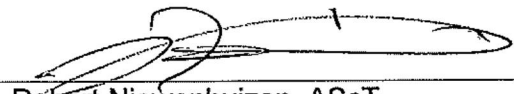
*Original Price from Braby Motors was \$112,812.00, plus tax. After discussions with staff we decided to add a back-up camera and 8.4" display for the additional cost of \$1,850.00

Staff have reviewed all submitted quotes and the submission of Braby Motors has satisfactorily met all specified details. Some quotes specified a 2022 truck. This is due to all allocation of 2021 cab & chassis being spoken for. The estimated timeline for the truck delivery is six months.

Braby Motors Ltd. is based out of Salmon Arm and have previously supplied units to the City of Salmon Arm.

The approved funding for this purchase is \$130,000 from the 2021 Machinery & Equipment Capital Budget. We recommend the purchase of this Utility Service Truck be awarded to Braby Motors Ltd., for the quoted price of \$114,662.00 plus taxes as applicable.

Respectfully submitted,



Robert Niewenhuizen, AScT
Director of Engineering and Public Works

cc Chelsea Van de Cappelle, CFO

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Item 9.9

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the 2021 Budget contained in the 2021 - 2025 Financial Plan Bylaw be amended to reflect grant funding to be received as a result of a successful application under the FCM Municipal Asset Management Program and to reallocate the City's proportionate share of the Asset Management Program project costs as follows:

- Municipal Asset Management Program (FCM) Grant - \$40,000.00 (increase);
- Asset Management Program - \$50,000.00 (increase); and
- Asset Management - \$10,000.00 (decrease).

AND THAT: Council approve the award for Consulting Services for the Asset Management Policy, Framework and Roadmap project, to IC Infrastructure Corp. for a total quoted price of \$50,000.00 plus taxes as applicable;

AND THAT: The City's Purchasing Policy No. 7.13 be waived in the procurement of Consulting Services related to Project No's. 2021-37 to authorize sole sourcing of same to IC Infrastructure Corp.

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



File: 2021-37

TO: His Worship Mayor Harrison and Members of Council

FROM: Robert Niewenhuizen, Director of Engineering and Public Works

PREPARED BY: Jenn Wilson, City Engineer

DATE: April 07, 2021

SUBJECT: **ASSET MANAGEMENT POLICY, FRAMEWORK AND ROADMAP
AWARD OF CONSULTING WORK**

STAFF RECOMMENDATION

THAT: The 2021 Budget contained in the 2021 - 2025 Financial Plan Bylaw be amended to reflect grant funding to be received as a result of a successful application under the FCM Municipal Asset Management Program and to reallocate the City's proportionate share of the Asset Management Program project costs as follows:

- Municipal Asset Management Program (FCM) Grant - \$40,000.00 (increase);
- Asset Management Program - \$50,000.00 (increase); and
- Asset Management - \$10,000.00 (decrease).

AND THAT: Council approve the award for Consulting Services for the Asset Management Policy, Framework and Roadmap project, to IC Infrastructure Corp. for a total quoted price of \$50,000.00 plus taxes as applicable;

AND THAT: The City's Purchasing Policy No. 7.13 be waived in the procurement of Consulting Services related to Project No's. 2021-37 to authorize sole sourcing of same to IC Infrastructure Corp.

BACKGROUND

Council authorized staff to apply for a grant under the Federation of Canadian Municipalities (FCM) Municipal Asset Management Program (MAMP), to help establish the City's Asset Management Program by creating a Policy, Framework and Roadmap Document. The City recently received confirmation that we have received the grant of \$40,000 and in combination with City contributed funds results in a total project budget of \$50,000.

The City worked with IC Infrastructure out of Kelowna to put together a work plan for the grant application which required confirmation of resources internal and external who were to be working on the project. The proposed work program for the project includes:

- Awareness Building and Training
 - o Training: (1-day for AM Staff, ½ day for Management and Council);
 - o AM Assessment (1/2 day Current State and ½ day Future State);
- Develop AM Policy, Strategy, Roadmap
 - o Develop and sign-off of AM Policy
 - o Develop and sign-off of AM Strategy
 - o Develop and sign-off of AM Roadmap
- Data and System Investigation
 - o Current State Assessment
 - o Industry Scan
 - o Outline of requirements spec (for purpose of RFP)

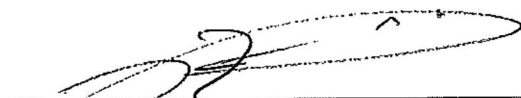
STAFF COMMENTS

While normally the City would engage in a competitive process for consulting services, the format of the grant required the City to confirm external resources (consultants) within the grant application. IC Infrastructure specializes in Asset Management and is a trusted partner of FCM, from training to being lead author on their Asset Management publications.

Staff have reviewed the proposal from IC Infrastructure Corp. and believe we are getting excellent value for money and recommend that Council approve the award for Consulting Services for the Asset Management Policy, Framework and Roadmap project, to IC Infrastructure Corp. for a total quoted price of \$50,000.00 plus taxes as applicable;

The City's Purchasing Policy No. 7.13 be waived in the procurement of Consulting Services related to Project No's. 2021-37 to authorize sole sourcing of same to IC Infrastructure.

Respectfully submitted,



Robert Niewenhuizen, AScT
Director of Engineering and Public Works

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Item 9.10

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: Council authorize the use of the Paid on Call Fire Fighters to provide Fire Smart Training as budgeted under the City of Salmon Arm's 2021 approved Community Resiliency Investment Grant;

AND THAT: Council authorize the City of Salmon Arm Fire Department to proceed with the Regional Advertising Partnership and advance the necessary funding up to \$6,000.00 subject to budget confirmation by UBCM/Province of BC;

AND THAT: the expenditures related to the Paid on Call Fire Fighters and the Regional Advertising Partnership are not to exceed the sum of \$15,000.00.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



City of Salmon Arm

Fire Department

MEMORANDUM

Date: April 6, 2021

To: Mayor and Council

From: Brad Shirley, Fire Chief

Re: 2021 Community Resiliency Investment – Endorsement Request

Suggested Motion:

- THAT:** Council authorize the use of the Paid on Call Fire Fighters to provide Fire Smart Training as budgeted under the City of Salmon Arm's 2021 approved Community Resiliency Investment Grant;
- AND THAT:** Council authorize the City of Salmon Arm Fire Department to proceed with the Regional Advertising Partnership and advance the necessary funding up to \$6,000.00 subject to budget confirmation by UBCM/Province of BC;
- AND THAT:** The expenditures related to the Paid on Call Fire Fighters and the Regional Advertising Partnership are not to exceed the sum of \$15,000.00.

Background:

For the last few years, Silvatech Consulting Ltd. (Silvatech) has been managing the City of Salmon Arm (City) and Neskonlith Indian Band (NIB) portions of the Community Resiliency Investment (CRI) grant funding received by the Province of BC. As a result, they have been responsible for paying related costs and subsequently making claims through the granting program. Under the 2021 CRI Application, it was envisioned that the Salmon Arm Fire Department would manage the Fire Smart Education portion of the CRI budget and in part use and compensate the Paid On Call Firefighters to provide Fire Smart Training at various booths and public engagement sessions, etc. As a result, the City would be required to incur labour related costs associated with the work, for which we would then invoice to Silvatech/NIB for reimbursement under the CRI grant.

Further to this, the Fire Department has been working with other communities (i.e. CSRD and District of Sicamous) on Regional Fire Smart activities and advertising partnerships. The total estimated budget under the CRI grant for Salmon Arm's portion of education, activities and related advertising is \$20,858.40. This includes activities for which Silvatech will manage.

As part of the Regional Fire Smart process, payment would be required in advance. As per Silvatech, under the current invoicing/payment system, invoices are held for several months until a grant claim is made before they are subsequently paid. This is not considered an acceptable arrangement in this circumstance, as payment is required up-front.

The City currently has \$15,664.77 in reserve to complete a Strategic Wildfire Plan. As this plan was subsequently completed under the 2019 CRI program, these funds are available.

Staff are seeking Councils endorsement to proceed with providing Paid on Call Fire Fighter time for Fire Smart Training/Education and advancing funds for the Regional Fire Smart activities and advertising partnerships, subject to confirmation of budget allocations by UBCM/Province of BC. Expenses incurred will be invoiced to Silvatech/NIB accordingly for reimbursement through the City's CRI grant. While this endorsement does contradict the intent of how the CRI grants are to be managed and are generally not recommended by Staff, there are no other alternatives to provide the requested services. Should reimbursement not be received under the granting program, the City would have funding available to mitigate the risk given the funding available in reserve.

Respectively Submitted



Brad Shirley, Fire Chief

cc: Chelsea Van de Cappelle, Chief Financial Officer

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Item 10.3

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm Zoning Amendment Bylaw No. 4447 be read a first and second time;

AND THAT: Final reading of the Bylaw be withheld subject to:

- 1) Submission of a Building Permit application showing that the proposed detached suite in the existing detached garage conforms to BC Building Code requirements; and
- 2) Approval and issuance of a Development Variance Permit for the east setback of the proposed detached suite.

[ZON-1201; Shott, B.; 830 30 Street SE; R-1 to R-8]

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

To: His Worship Mayor Harrison and Members of Council

Date: March 29, 2021

Subject: Zoning Bylaw Amendment Application No. 1201

Legal: Lot 17, Section 18, Township 20, Range 9, W6M, KDYD, Plan 14512
 Civic Address: 830 - 30 Street SE
 Owner/Applicant: Brent Shott

STAFF RECOMMENDATION

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303, 1995 by rezoning Lot 17, Section 18, Township 20, Range 9, W6M, KDYD, Plan 14512 from R1 (Single Family Residential Zone) to R8 (Residential Suite Zone), as shown on 'Schedule A';

AND THAT: Final reading of the zoning amendment bylaw be withheld subject to the following:

- 1) Submission of a Building Permit application showing that the proposed *detached suite* in the existing detached garage conforms to BC Building Code requirements, and
- 2) Approval and issuance of a Development Variance Permit for the east setback of the proposed *detached suite*.

PROPOSAL

The subject parcel is located at 830 - 30 Street SE (Appendix 1). The proposal is to rezone the parcel from R1 (Single Family Residential) to R8 (Residential Suite Zone) to facilitate the conversion of an accessory building into a detached suite (Appendix 2).

BACKGROUND

The parcel is designated Low Density Residential (LDR) in the City's Official Community Plan (OCP), and zoned R1 (Single Family Residential) in the Zoning Bylaw (Appendix 3 & 4).

The subject property is located in the Little Mountain Park neighbourhood which largely consists of R1 and some R8 zoned parcels. There are currently three lots within 100 metres of the subject property that are zoned R8, with more scattered throughout the neighbourhood.

The closest land within the ALR is located approximately 120 metres south of the subject property. Land uses directly adjacent to the subject property include the following:

North: R1 (Single Family Residential)
 South: R1 (Single Family Residential), A2 (Rural Holding), P3 (Institutional)
 East: R1 (Single Family Residential), R8 (Residential Suite Zone)
 West: R1 (Single Family Residential)

The property is approximately 0.20 ha (2,030 m²) in size and currently contains a single family dwelling and detached garage. The applicant is proposing to convert approximately 55.7 m² (600 ft²) of the existing garage into a *detached suite*. This would be well within the 90 m² (968.8 ft²) maximum size permitted for a *detached suite*. Site photos are attached as Appendix 5.

COMMENTSEngineering Comments

- Any future building permit that increases demand on water service will require water service upgrade. For more information and pricing contact Matt Gienger in Engineering Services. This is not a requirement of re-zoning.
- No other Engineering concerns.

Building Department

- Building was originally constructed as an unheated, uninsulated garage.
- Interior side setback is relevant for this proposal as a detached suite is required to be at least 2.0 m from the interior parcel line. The existing building is only 1.6 m from the interior parcel line.
- Lots of code issues to get this up to a residential status.
- Applicant has been advised of general issues.

Fire Department

No concerns.

Planning DepartmentOCP Policy:

Policy 8.3.25 within the OCP provides support for either a *secondary suite* or *detached suite* within all Residential (High, Medium, and Low) designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code. Neither this policy, nor the Zoning Bylaw, supports subdivision of a *detached suite* from the principle building on a property.

Detached Suite Regulations:

The R8 zone relevant to *detached suites* is attached as Appendix 6.

Parking:

Three parking spaces are required for the uses on this property (two for the existing single family dwelling and one for the proposed *detached suite*). As a large property with two driveways, existing parking appears to be more than adequate to accommodate these spaces.

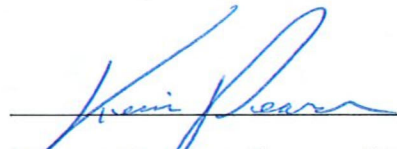
Access:

As mentioned above, the property already has two driveways with one fronting the existing detached garage where the proposed suite would be located. A parcel with a *detached suite* under the R8 zone must have a minimum street frontage of 15.0 m if the parcel has a second street frontage. This property more than meets this minimum street frontage requirement.

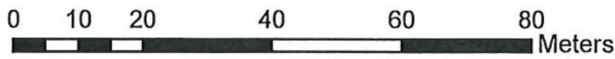
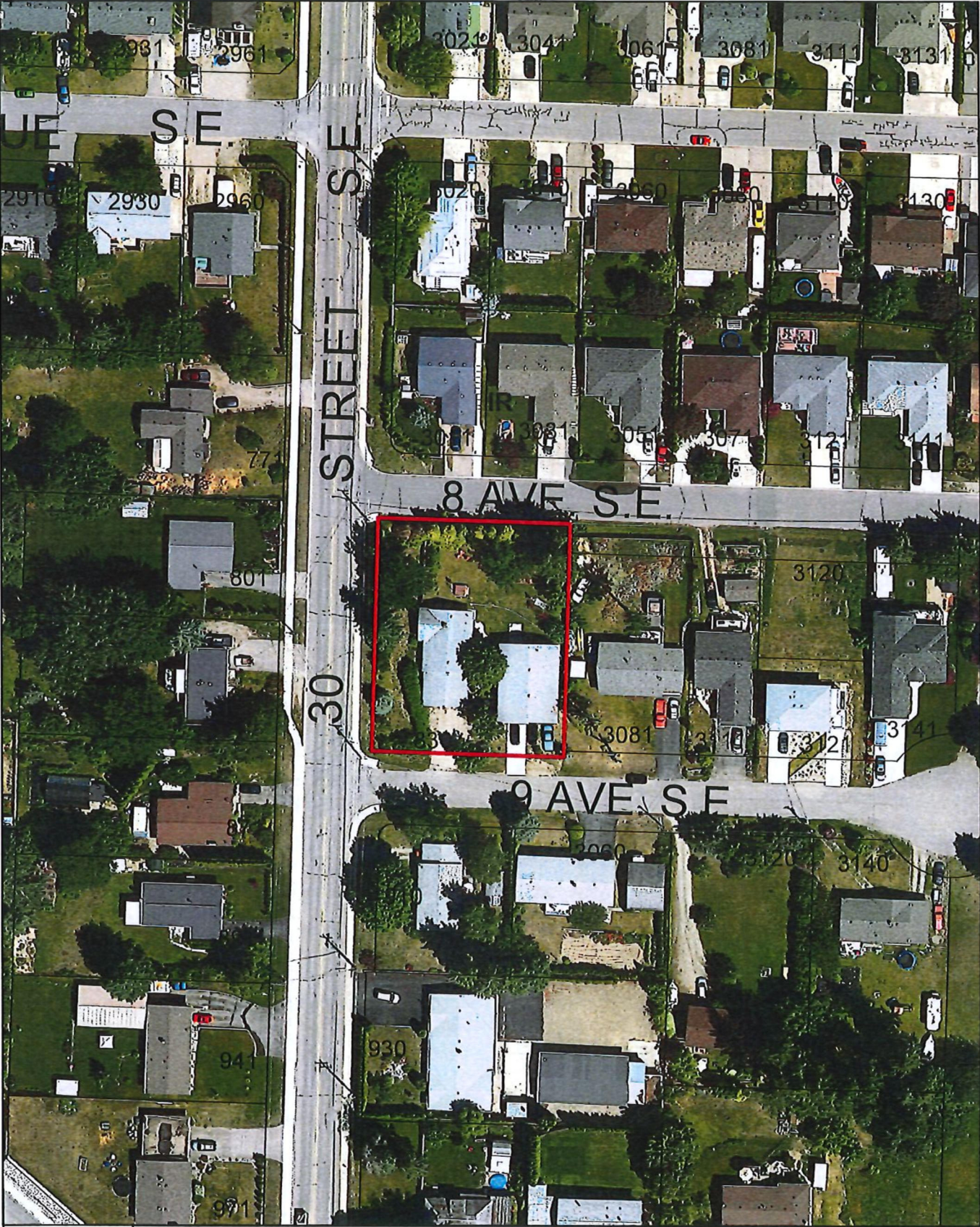
This large city lot located within the urban containment boundary is a suitable location for a *detached suite*. Subject to compliance with the BC Building Code and approval of a setback variance, staff are in support of this rezoning application.



Prepared by: Brenda Kolenbrander
Planner



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



Subject Property

BROWNE JOHNSON LAND SURVEYORS* BRITISH COLUMBIA AND CANADA LANDS Box 362, Solmon Arm, B.C. V1E 4N5 (250)832-9701	
B.C. LAND SURVEYOR'S CERTIFICATE OF LOCATION	
To: Don Quilty 830 30th St. SE Solmon Arm, BC V1E 1J5 Your File:	Re: Lot 17, Plan 14512 Section 18, Township 20 Range 9, W6M, KDYD Parcel Identifier(PID): 008-985-341 Civic Address: 830 30th St. SE
List of documents registered on title which may affect the location of improvements:	
<p style="text-align: center; font-size: 1.2em;">Lot 17 Plan 14512</p> <p style="text-align: center;">Note: New construction located only</p> <p style="text-align: center;">Shop Foundation only Proposed Suite 600 sq. ft.</p> <p style="text-align: center;">Scale 1:300</p>	
Dimensions derived from Plan KAP54441	
Offsets from property line to building are measured from the foundation.	
The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made, or actions taken based on this document. This plan was prepared for inspection purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners. This building location certificate has been prepared in accordance with the Manual of Standard Practice and is certified correct this 16th day of November, 2009.	COPY RIGHT © BROWNE JOHNSON 2009 All rights reserved. No person may copy, reproduce, transmit or alter this document in whole or in part without the prior written consent of BROWNE JOHNSON. THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED.
B.C.L.S. Our File: 409-09 P.D. R116 p.35	

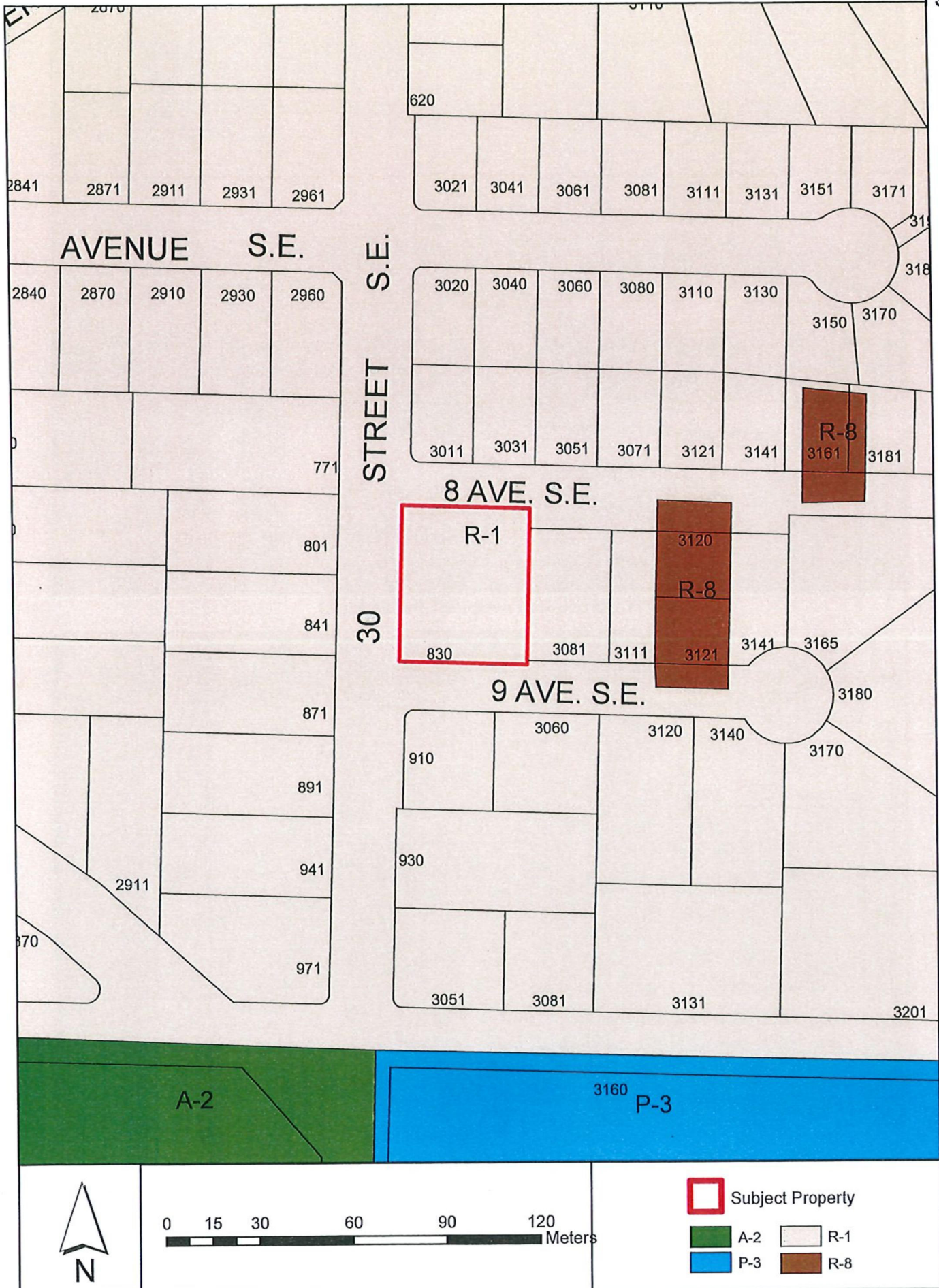
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Zoning Map

APPENDIX 4

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Property from 9 Avenue SE (facing north)



Property from 8 Avenue SE (facing south)

SECTION 13 - R-8 - RESIDENTIAL SUITE ZONE #3996

Purpose

- 13.1 The purpose of the R-8 Zone is to permit the use of a *secondary suite* contained within a *single family dwelling* or a *detached suite* contained within an *accessory building*.

Regulations

- 13.2 On a *parcel* zoned R-8, no *building* or *structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the R-8 Zone or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 13.3 The following uses and no others are permitted in the R-8 Zone:

- .1 *boarders*, limited to two;
- .2 *family childcare facility*; #3082
- .3 *group childcare*; #3082
- .4 *home occupation*;
- .5 *public use*;
- .6 *public utility*;
- .7 *single family dwelling*;
- .8 *accessory use*, including *secondary suite* or *detached suite*.

Maximum Number of Single Family Dwellings

- 13.4 One (1) *single family dwelling* shall be permitted per *parcel*.

Maximum Number of Secondary Suites

- 13.5 One (1) *secondary suite* or one (1) *detached suite* is permitted per *parcel*.

Maximum Height of Principal Building

- 13.6 The maximum *height* of the *principal building* shall be 10.0 metres (32.8 feet).

Maximum Height of Accessory Buildings

- 13.7
- .1 The maximum *height* of an *accessory building* shall be 6.0 metres (19.7 feet).
 - .2 The maximum *height* of an *accessory building* containing a *detached suite* shall be 7.5 metres (24.6 feet).

Maximum Parcel Coverage

- 13.8 The total maximum *parcel coverage* for *principal* and *accessory buildings* shall be 45% of the *parcel area*, of which 10% shall be the maximum *parcel coverage* for all *accessory buildings*, which may be increased to a maximum of 15% for all *accessory buildings* including those containing a *detached suite* provided the *accessory building* containing the *detached suite* has a lesser *building area* than the *single family dwelling*. #4272

Minimum Parcel Area

- 13.9
- .1 The minimum *parcel area* shall be 450.0 square metres (4,843.9 square feet).
 - .2 The minimum *parcel area* of a *parcel* containing a *detached suite* shall be:
 - .1 With lane or second *street* frontage 465.0 square metres (5,005.2 square feet)
 - .2 Without lane or second *street* frontage 700.0 square metres (7534.7 square feet)

Minimum Parcel Width

- 13.10
- .1 The minimum *parcel width* shall be 14.0 metres (45.9 feet).
 - .2 The minimum *parcel width* of a *parcel* containing a *detached suite* shall be:
 - .1 With lane or second *street* frontage 15.0 metres (49.2 feet)
 - .2 Without lane or second *street* frontage 20.0 metres (65.6 feet)

Maximum Floor Area and Floor Area Ratio

13.11

- .1 The maximum *floor area* of a *detached suite* shall be 90.0 square metres (968.8 square feet).
- .2 The maximum *floor area ratio* of a *single family dwelling* shall be 0.65.

Minimum Setback of Principal Building13.12 The minimum *setback* of the *principal building* from the:

- .1 *Front parcel line* shall be 6.0 metres (19.7 feet)
- .2 *Rear parcel line* shall be 6.0 metres (19.7 feet)
- .3 *Interior side parcel line* shall be 1.5 metres (4.9 feet)
- .4 *Exterior side parcel line* shall be 6.0 metres (19.7 feet)
- .5 Notwithstanding Sections 13.12.2 and 13.12.3., a *principal building* on a corner *parcel* may be sited not less than 1.5 metres (4.9 feet) from the *rear parcel line* provided the combined total of the *rear* and *interior side yards* shall be not less than 6.0 metres (19.7 feet). #3426
- .6 Refer to Section 4.9 for "Special Building Setbacks" which may apply #2811

Minimum Setback of Accessory Buildings13.13 The minimum *setback* of accessory *buildings* from the:

- .1 *Front parcel line* shall be 6.0 metres (19.7 feet)
- .2 *Rear parcel line* shall be 1.0 metre (3.3 feet)
- .3 *Interior side parcel line* shall be 1.0 metre (3.3 feet)
- .4 *Exterior side parcel line* shall be 6.0 metres (19.7 feet)
- .5 Refer to "Pound and Animal Control Bylaw" for special setbacks which may apply. #2811

Minimum Setback of a Detached Suite13.14 The minimum *setback* of an *accessory building* containing a *detached suite* from the:

- .1 *Front parcel line* shall be 6.0 metres (19.7 feet)
- .2 *Rear parcel line* shall be 3.0 metres (9.8 feet)
- .3 *Interior side parcel line* shall be 2.0 metres (6.5 feet)
- .4 *Exterior side parcel line* shall be 6.0 metres (19.7 feet)
- .5 *Parcel line* adjacent to a lane 1.2 metres (3.9 feet)

Parking

13.15

- .1 Parking shall be required as per Appendix I.
- .2 An offstreet parking space provided for a *secondary suite* or *detached suite* shall not be sited in tandem to a parking space provided for a *single family dwelling*.

Detached Suite

13.16 Refer to Section 4.2 for General Regulations.

CITY OF SALMON ARM

BYLAW NO. 4447

A bylaw to amend "District of Salmon Arm Zoning Bylaw No. 2303"

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chambers at City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia and by electronic means as authorized by Ministerial Order M192, British Columbia, on _____ at the hour of 7:00 p.m. was published in _____ and _____ issues of the Salmon Arm Observer;

AND WHEREAS the said Public Hearing was duly held at the time and place above mentioned;

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

1. "District of Salmon Arm Zoning Bylaw No. 2303" is hereby amended as follows:

Rezone Lot 17, Section 18, Township 20, Range 9, W6M, KDYD, Plan 14512 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone), attached as Schedule "A".

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

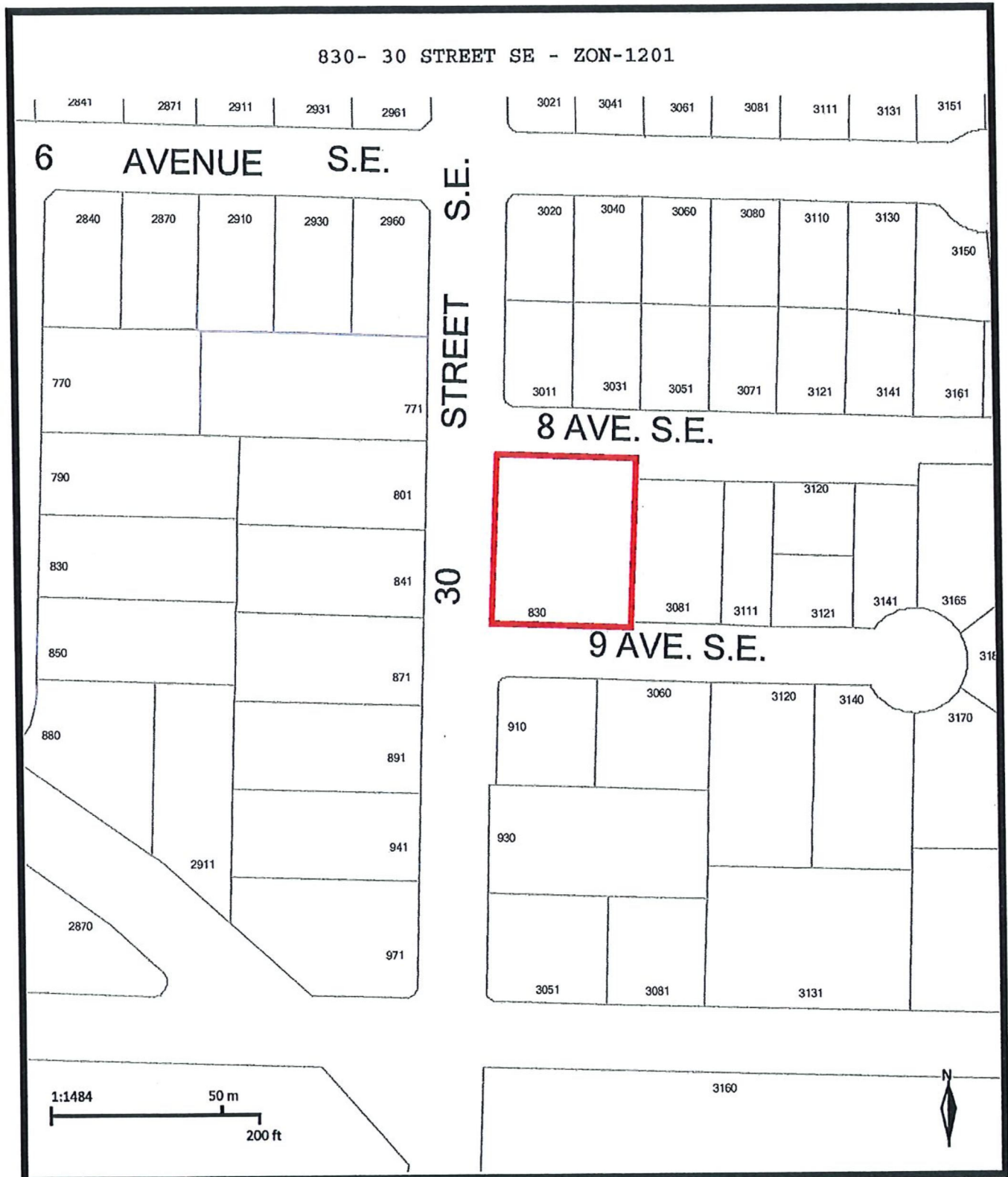
This bylaw may be cited as "**City of Salmon Arm Zoning Amendment Bylaw No. 4447**"

READ A FIRST TIME THIS	DAY OF	2021
READ A SECOND TIME THIS	DAY OF	2021
READ A THIRD TIME THIS	DAY OF	2021
ADOPTED BY COUNCIL THIS	DAY OF	2021

MAYOR

CORPORATE OFFICER

SCHEDULE "A"



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Item 10.4

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm Zoning Amendment Bylaw No. 4448 be read a first and second time;

AND THAT: final reading of the Bylaw be withheld subject to confirmation that the proposed secondary suite meets Zoning Bylaw and BC Building Code requirements.

[ZON-1202; Giles, S. & H.; 2050 22 Street NE; R-1 to R-8]

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

To: His Worship Mayor Harrison and Members of Council

Date: March 29, 2021

Subject: Zoning Bylaw Amendment Application No. 1202

Legal: Lot 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204
 Civic Address: 2050 – 22 Street NE
 Owner/Applicant: Giles, S. & H.

STAFF RECOMMENDATION

- THAT:** A bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303, 1995 by rezoning Lot 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204 from R1 (Single Family Residential Zone) to R8 (Residential Suite Zone), as shown on 'Schedule A';
- AND THAT:** Final reading of the zoning amendment bylaw be withheld subject to confirmation that the proposed *secondary suite* meets Zoning Bylaw and BC Building Code requirements.
-

PROPOSAL

The subject parcel is located at 2050 – 22 Street NE (Appendices 1 & 2). The proposal is to rezone the parcel from R1 (Single Family Residential) to R8 (Residential Suite Zone) to facilitate the conversion of the basement of the existing single family dwelling into a secondary suite.

BACKGROUND

The parcel is designated Medium Density Residential (MDR) in the City's Official Community Plan (OCP), and zoned R1 (Single Family Residential) in the Zoning Bylaw (Appendix 3 & 4).

The subject property is located in the Bastion neighbourhood which largely consists of R1 and some R8 zoned parcels. There are currently three lots within 100 metres of the subject property that are zoned R8, including a property across the street on 21 Street NE that underwent the rezoning process two years ago.

The subject property is not located close to any land within the ALR. Land uses adjacent to the subject property include the following:

North: R1 (Single Family Residential), R8 (Residential Suite Zone)
 South: R1 (Single Family Residential), R8 (Residential Suite Zone)
 East: R1 (Single Family Residential)
 West: R1 (Single Family Residential)

The parcel is approximately 0.07 ha (699.3 m²) in size and currently contains a single family residence.

The applicant is proposing to convert the basement of the existing residence into a *secondary suite*. Staff note that the suite cannot exceed 90 m² and must be no more than 40% of the gross floor area of the building. Each floor of the building is 1,167 ft² (108.4 m²), meaning the maximum floor area for the suite would be 933.6 ft² (86.7 m²).

Site photos for the property are attached as Appendix 5.

COMMENTSEngineering Comments

- Access width limited to 8.0 m (impermeable width from street to property line) for all future development. Application shows rock beside driveway, which is acceptable.
- Any future building permit which proposes additional demand to the water service will trigger the need to upgrade water service to 1" (from water main to curb stop) (not a requirement for rezoning).
- No other engineering concerns regarding rezoning.

Building Department

- Zoning Bylaw applies regarding the size of the suite.
- No concerns with balance of application.

Fire Department

No concerns.

Planning DepartmentOCP Policy:

Policy 8.3.25 within the OCP provides support for either a *secondary suite* or *detached suite* within all Residential (High, Medium, and Low) designated areas via a rezoning application, subject to compliance with the Zoning Bylaw and the BC Building Code.

Secondary Suite Regulations:

The R8 zone relevant to *secondary suites* is attached as Appendix 6.

Parking and Access:

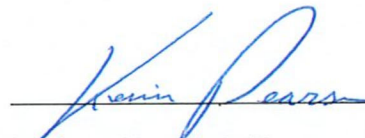
Three parking spaces are required for the uses on this property (two for the existing single family dwelling and one for the proposed *secondary suite*). The property already consists of an approximately 6.0m wide driveway and the applicant is proposing to add a gravel pad to the right of the residence to provide additional space for tenant parking.

Conclusion:

The proposed R8 zoning of the subject parcel is consistent with the OCP and is therefore supported by staff, subject to meeting BC Building Code and *secondary suite* regulations within the Zoning Bylaw. The City's Bylaw requirements have been conveyed to the owner/applicant.



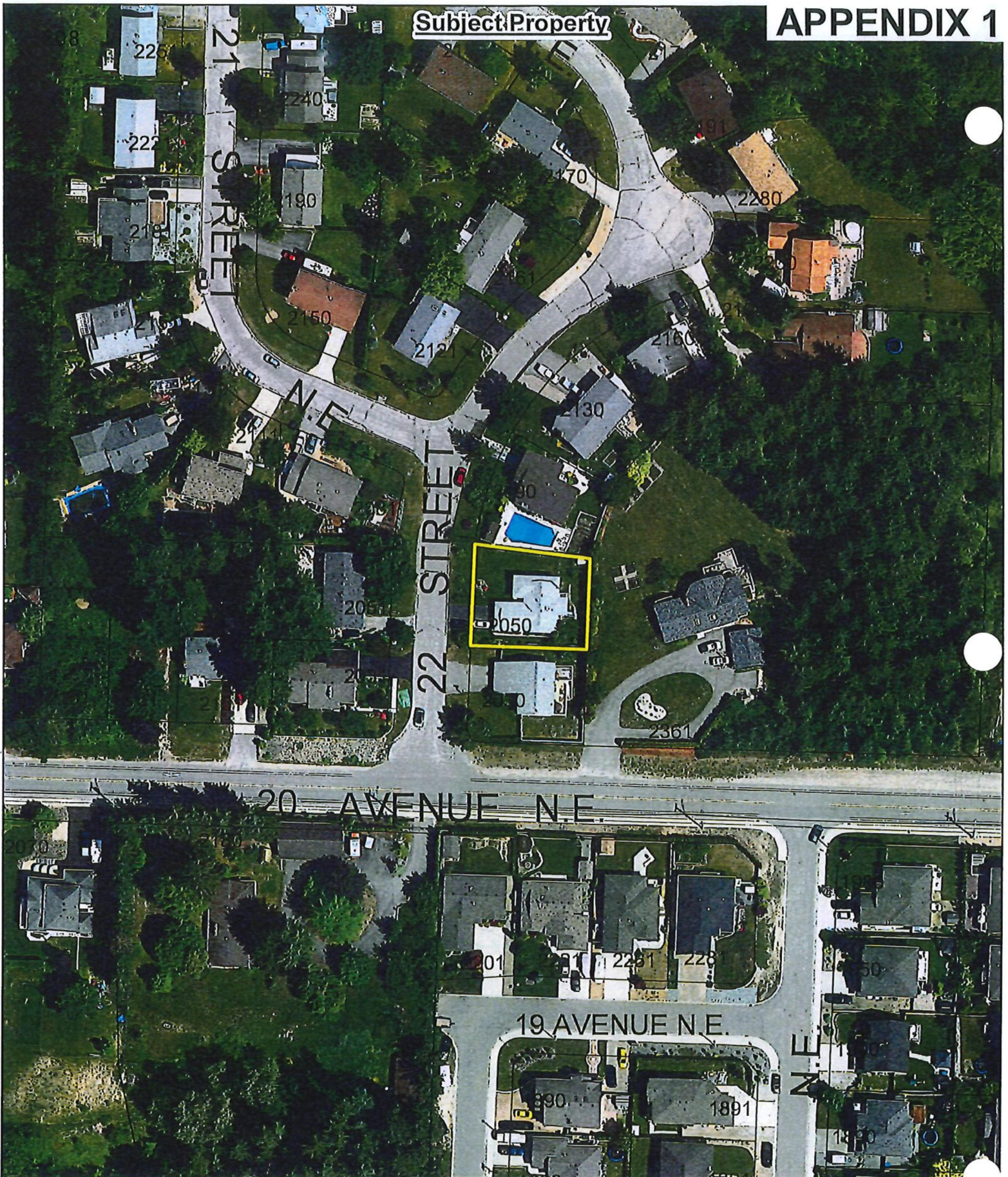
Prepared by: Brenda Kolenbrander
Planner



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

Subject Property

APPENDIX 1



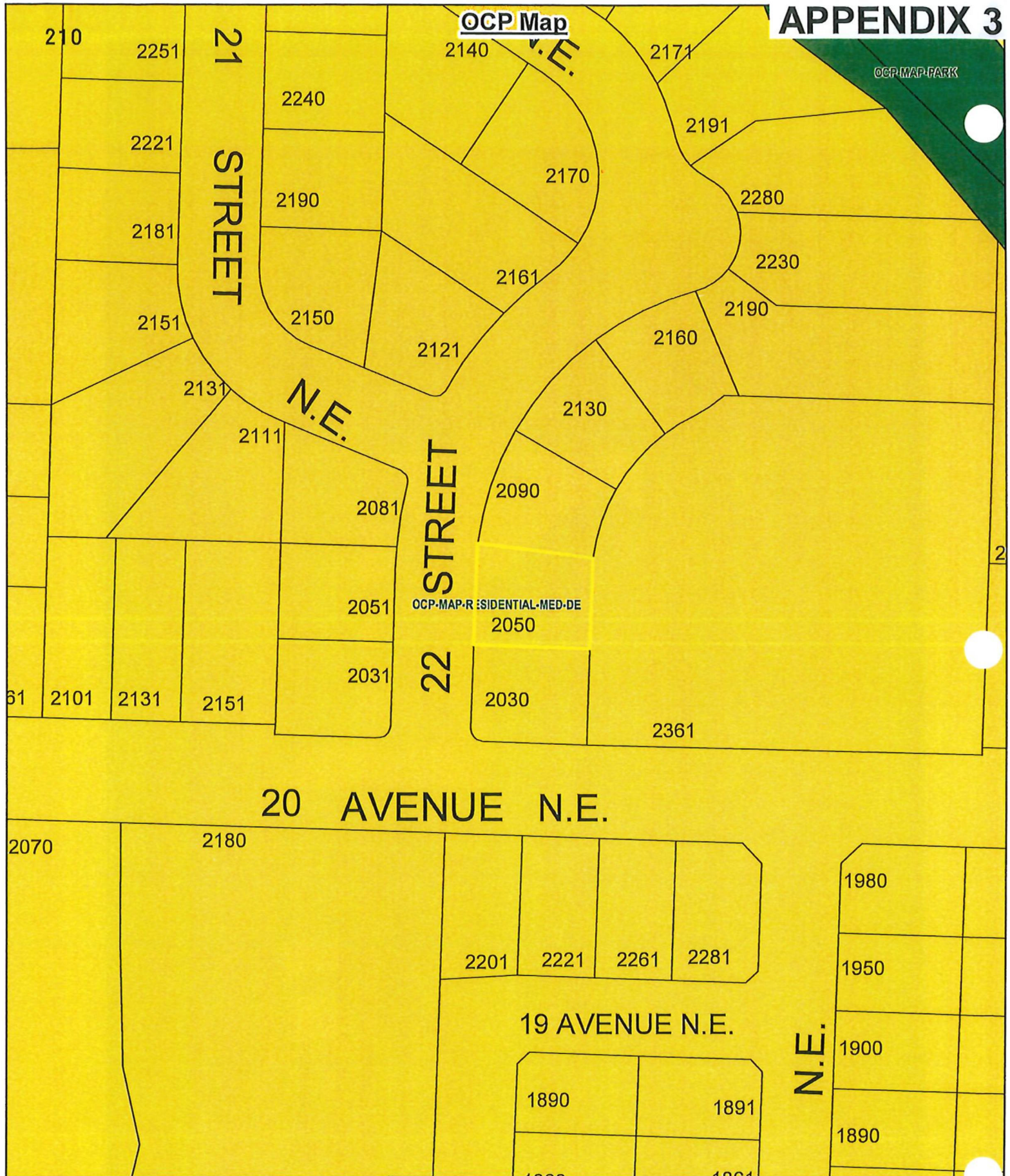
0 10 20 40 60 80 Meters

 Subject Property
 Parcels



OCP Map

OCP MAP PARK



0 5 10 20 30 40 Meters



Subject Property



Parcels



Park

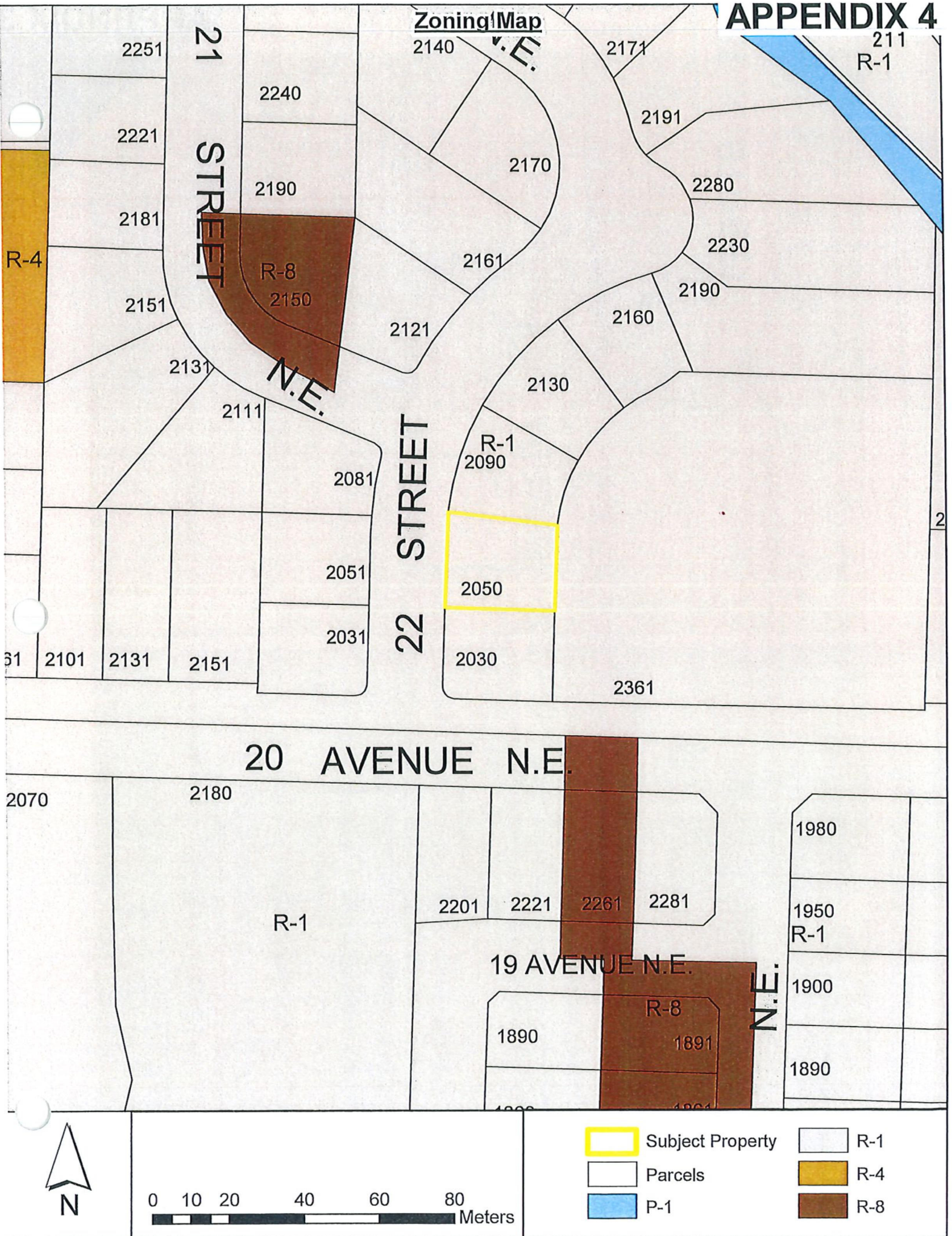


Residential - Low Density



Residential - Medium Density

Zoning Map





CITY OF SALMON ARM

BYLAW NO. 4448

A bylaw to amend "District of Salmon Arm Zoning Bylaw No. 2303"

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chambers at City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia and by electronic means as authorized by Ministerial Order M192, British Columbia, on at the hour of 7:00 p.m. was published in and issues of the Salmon Arm Observer;

AND WHEREAS the said Public Hearing was duly held at the time and place above mentioned;

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

1. "District of Salmon Arm Zoning Bylaw No. 2303" is hereby amended as follows:

Rezone Lot 2, Section 24, Township 20, Range 10, W6M, KDYD, Plan 31204 from R-1 (Single Family Residential Zone) to R-8 (Residential Suite Zone), attached as Schedule "A".

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited as "**City of Salmon Arm Zoning Amendment Bylaw No. 4448**"

READ A FIRST TIME THIS DAY OF 2021

READ A SECOND TIME THIS DAY OF 2021

READ A THIRD TIME THIS DAY OF 2021

ADOPTED BY COUNCIL THIS DAY OF 2021

MAYOR

CORPORATE OFFICER

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Item 10.5

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm Official Community Plan Amendment Bylaw No. 4433 be read a first time;

AND THAT: Second Reading of the Bylaw be withheld subject to confirmation from the BC Archeological Branch that any conditions pursuant to the *Heritage Conservation Act* are satisfied.

[OCP4000-45; Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; SRV to HC]

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



To: His Worship Mayor Harrison and Members of Council

Date: April 6, 2021

Subject: Official Community Plan Amendment Application No. 4000 – 45 and Zoning Amendment Application No. 1197

Legal: Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393

Civic Address: 2090 10 Avenue SW

Owner/Applicant: Westgate Building Ltd, BC1028699 (Bill Laird)

STAFF RECOMMENDATION

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

1) Map 4.1 (Urban Containment Boundary):

Include the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 within the Urban Containment Boundary;

2) Map A-1 (Land Use):

Redesignate the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 from Salmon Valley Agriculture to Highway Service/Tourist Commercial;

AND THAT: Pursuant to Section 475 of the *Local Government Act*, Council has considered this Official Community Plan amendment after appropriate consultation with affected organizations and authorities;

AND THAT: Pursuant to Section 476 of the *Local Government Act*, Council has considered this Official Community Plan amendment after required consultation with School District No. 83;

AND THAT: Pursuant to Section 477 3 (a) of the *Local Government Act*, Council has considered the proposed Official Community Plan Amendment in conjunction with:

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

AND THAT: Second Reading of the Bylaw be withheld subject to confirmation from the BC Archeological Branch that any conditions pursuant to the *Heritage Conservation Act* are satisfied;

AND THAT: a Bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 from A1 (Agriculture Zone) to C3 (Service Commercial Zone);

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

PROPOSAL

The subject property is located at 2090 10 Avenue SW and is approximately 2.46ha (5.74ac) in area. The proposed Official Community Plan (OCP) amendment and rezoning affect the approximately 1.10ha (2.73ac) southern most portion of the subject property, south of the existing Westgate Mall building (Appendices 1 and 2). The proposal is to rezone the south portion of the property from A1 (Agriculture Zone) to C3 (Service Commercial Zone) to align the south portion of the site with the same OCP designation and zoning as the area of the existing building. In order to rezone the area, an expansion of the City's Urban Containment Boundary (UCB) is required, as well as redesignating the property from Salmon Valley Agriculture to Highway Service/Tourist Commercial.

In support of their application the applicant has provided a site plan (showing the ALR covenant area), a letter from the ALC dated October 12, 2016 approving the ALR Exclusion and correspondence from the Ministry of Forest, Lands and Natural Resource Operations (FLNRO) stating that "rezoning is not considered development per the RAPR". Riparian Area and Protection Regulation (RAPR) requirements, including mitigation measures, would be scrutinized at the Development Permit stage. The materials provided by the applicant are included as Appendix 3.

BACKGROUND

The subject property is designated in the OCP as Highway Service Commercial and zoned C3 (Service Commercial Zone) along the north portion of the lot. The south portion of the subject property is designated Salmon Valley Agriculture in the OCP, and zoned A1 (Agriculture Zone) in the Zoning Bylaw (Appendix 4 & 5).

Adjacent land uses include the following:

North: C3 / Westgate Mall
South: A1 / ALR/ Farm
East: A1 / ALR/ Farm
West: A1 / ALR/ Farm

With regard to the development with the Salmon Valley Agriculture Area, Policy 4.4.4 of the OCP Growth policies states that the City will "strive to protect lands within the ALR for agricultural use, particularly the Salmon Valley Agriculture area with its high quality agricultural soils, large land parcels and established agricultural base". In keeping with this policy the UCB aligns with the ALR boundary. With that the expansion of the UCB in this case may seem contradictory. On one hand, the policy deters expansion into the Salmon Valley Agriculture lands; however, the site was Excluded from the ALR in 1997 for the future expansion of the commercial use (i.e. Canadian Tire). At the time that the ALR Exclusion was contemplated the UCB was in place and in subsequent OCPs the boundary was not identified for future expansion, including the current OCP. City records indicate that the ALC had supported the Exclusion of entire subject property; however, the applicant was required to register a covenant in favour of the ALC to ensure the construction of a landscape buffer to their specifications along the south portion of the subject property.

There are two covenants that already encumber the property that will affect future development and will be scrutinized at the time development proposals are brought forward for the site. The first covenant requires a 15m landscape buffer along the south property line to satisfy the ALC requirement for the Exclusion of the subject property from the ALR. The second covenant in favour of the Ministry of Environment addresses the floodplain area and restrictions on construction at the time of building development.

It should be noted that a segment of Hobson Creek runs along the west parcel line of the subject property. As such any development within 30m of the creek requires provincial approval pursuant to the *Riparian Area and Protection Regulation* (RAPR). The applicant has advised staff that they are working with a Qualified Environmental Professional (QEP) to address this requirement and will inform future development such as Development Permit or Building Permit application(s) (also see Appendix 3).

COMMENTSSection 475 & 476 - Local Government Act

Pursuant to Sections 475 and 476 of the Local Government Act (optional and mandatory consultation requirements during OCP amendments), the proposed OCP amendments were referred to the following organizations on December 23, 2020:

Adams Lake Indian Band:	Response (attached as Appendix 6)
Neskonlith Indian Band:	No response to date
Economic Development Society:	No response
School District No. 83:	No response to date

Following the response of the Adams Lake Indian Band, staff consulted with the BC Archeological Branch to confirm next steps. To date, the BC Archeological Branch has not provided a formal response but it is expected. Staff feel that should additional reporting or requirements be imposed as a result of that response there may be legislative responsibilities that are required to be addressed prior to considering land use changes or development of the subject area.

Section 477 - Local Government Act

Pursuant to Section 477 of the Local Government Act (adoption procedures for an OCP amendment), prior to Second Reading of the bylaw, Council must consider the proposed OCP amendment in relation to the City's financial and waste management plans. In the opinion of staff, this proposed OCP amendment is consistent with both the City's financial and waste management plans.

Engineering Department

No concerns with OCP Amendment or rezoning applications and have provided comments on required road and service improvements at Development Permit or Building Permit stage.

As noted in the Engineering response, 10 Avenue SW will be the subject of major frontage improvements in conjunction with the Ministry of Transportation and Infrastructure (MOTi) realignment of the intersection in the next two year period (Appendix 7). As such there are a number of road frontage improvements that are to be included as part of the highway project. In addition to those improvements the City's requirements for the frontage road include a bicycle lane, which is not included within the MOTi project scope. Therefore, at the time of subdivision or Building Permit the applicant would be required to provide those components as a requirement of development. The applicant is aware of the servicing requirements should development proceed.

Building Department

No concerns.

Fire Department

No concerns.

Planning Department

When considering OCP Amendments related to the expansion of the UCB a number of factors are considered, including – area intended for inclusion to align with preplanned development areas and long term servicing plans, and impact to adjacent properties. While the subject property is not identified in the Official Community Plan for future expansion of the UCB, records indicate that the expansion of the UCB and Highway Service/Tourist Commercial designation would be supported should it be excluded from the ALR. The extension of City services and roads to the subject property frontage are being provided through the previously mentioned MOTi project and the developer.

The aligning of the OCP designation and zoning over the entire property enables better development options and expands the City's commercial land inventory. Staff are supportive of the proposed OCP Amendments and rezoning.

Should these bylaws be approved there will be several items needing to be addressed at the Development Permit stage, mainly:

- 1) RAPR requirements to the satisfaction of MoE and;
- 2) ALR buffering requirements to the satisfaction of the ALC.



Prepared by: Melinda Smyrl, MCIP, RPP
Planner



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

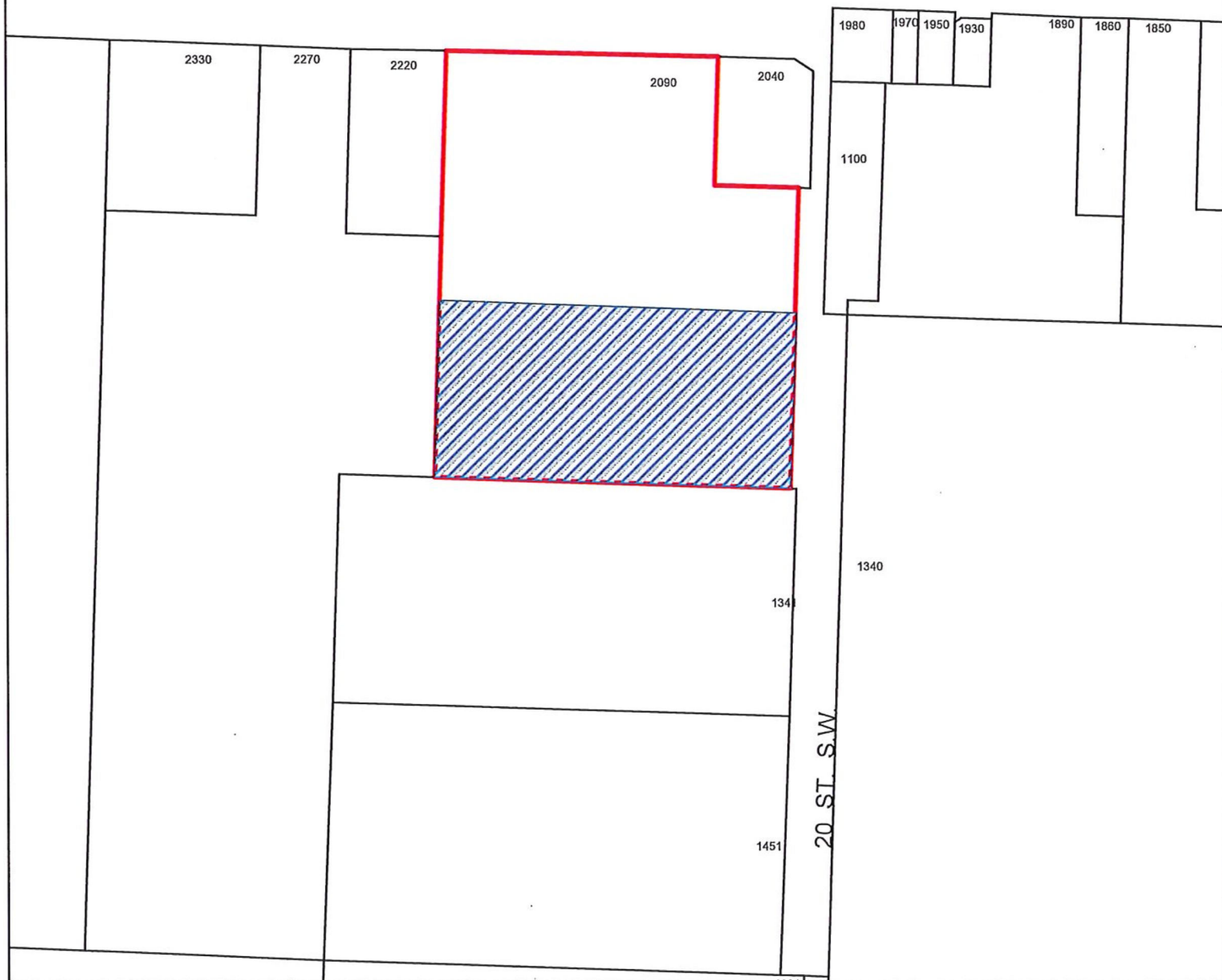
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Subject Property Map




APPENDIX 1

10 AVE. S.W.

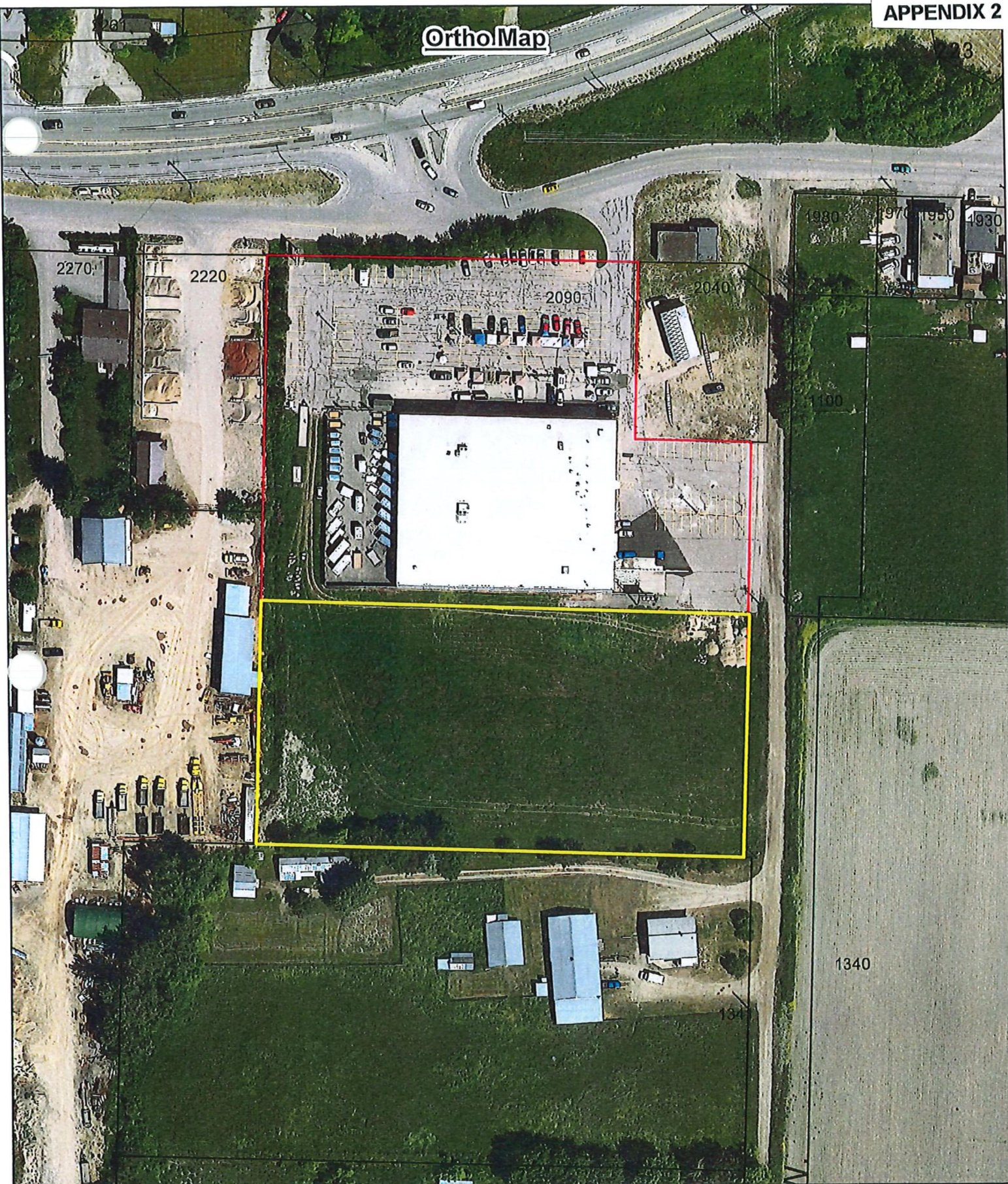
17 ST. S.W.



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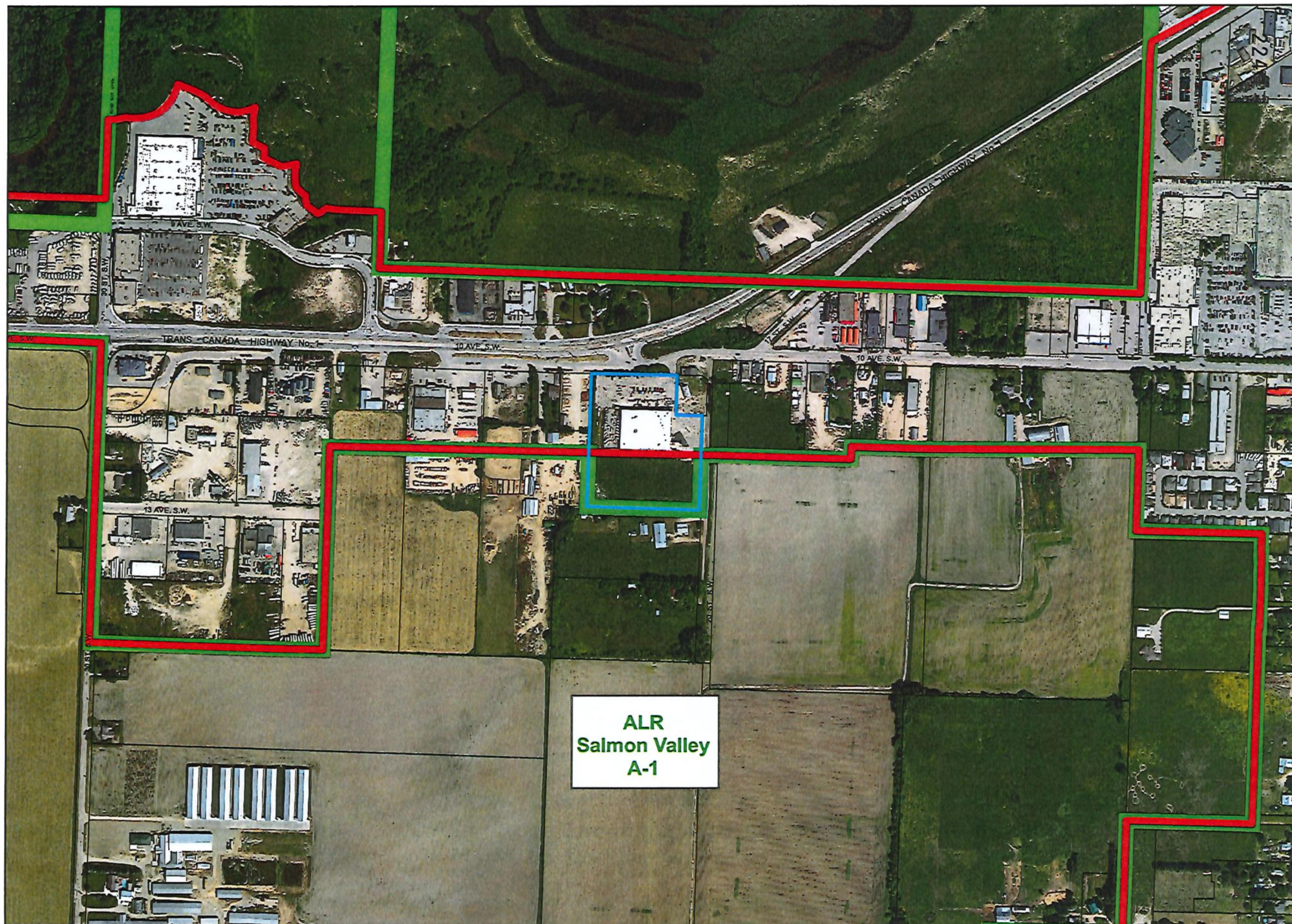
-  Subject Property
-  Application Area: OCP Amendment and Rezoning
-  Parcels


OrthoMap



0 12.5 25 50 75 m

- Subject Property
- Application Area: OCP Amendment and Rezoning
- Parcels



 Subject Property

 ALR

 UOB

150 75 0 150 Meters



Scale 1:400

BGS B2L084

10 0 10 20 30 40 50

All contours are in feet.

The shaded spot shows the station is 66 ftm in width by 66 ftm in height (0 size) when plotted at a scale of 1:600

Trans-Canada Highway
Plan H401

10 Avenue SW

9
Plon 3992

Plan.
EPP69793

Road

Plan EPP6B393

Rem. Parcel A
Pion. 86455

C-3 Zoning

Rem Lat
Plan
10267

Rem Lot 1

Plan KAP52617

A-1 Zoning

1.105 ha
2.73 acres

Covenant
Plan EPP51713

2
Plan 20324

LIVE Address 2700 N. Alameda SW
Fixed Modem(FC)
607-692-655 Fax tel A, Pcs 32517
U/P-326-512 Fax tel B, Pcs 84252(1)
tel of documents registered as file which
may affect the location of importance
tel A, Pcs 32517
tel B, Pcs 84252(1)
P/O 60502 & 50245

Amended July 27, 2020
Amended April 27, 2020
Amended September 1X, 2016
Amended April 23, 2016
April 5, 2016

GTONE JOHNSON LAND SURVEYORS
B.C. AND CANADA
SALVEM ASU, B.C. PH252-832-910
FAX: 95-18 (127-10)

From: William H. Laird [REDACTED]
 Sent: Tuesday, April 6, 2021 4:33 AM
 To: Kevin Pearson <kpearson@salmonarm.ca>
 Subject: comments re Westgate ALC exclusion -. Pave to drainage ditch.

Thank you for your email Kevin.

ALC letters attached below:

We requested a review of the 1997 letter in Aug. of 2016. ALC responded stating once the conditions in the original letter were completed (fence and registration of no build covenant) exclusion would be granted.

Decision Oct. 06, 2016 after conditions met. ALC letter to LRO - Oct 12, 2016.

Riparian area:

Drainage ditch on west side. Is bordered by excavation equipment storage and gravel sales yard. The ditch is dry/stagnate 3 months of the year.

Subject property on west had been gravel drive for a number of years. Pave along west bank of ditch to north done in 1992 at time Canadian Tire constructed. Concrete manhole structures were placed in 1992 as planting points for shrubs which had died years ago.

Pave to south constructed to align with original northerly pavement. Curbs and oil/grit separator installed on lateral line.

Quotes from QEP July. 06, 2020 report to MoForests:

There is very little overhanging (shrub or tree) vegetation remaining along this channelized stream in this commercially developed area of Salmon Arm. This has likely been the case for several decades since the property was developed to maximize agricultural and then commercial use and the stream was confined along the west edge of the property. In an attempt to improve the quality of the riparian area to support aquatic life in Hobson Creek, 8 London Plane trees were recently planted along the top of the stream bank. Protecting a 10 m SPEA on either side of the stream will support the continued establishment and protection of a thriving band of vegetation along the stream banks. Riparian vegetation and decaying leaf litter provide important nutrients and shade, which moderates stream temperatures, and contributes not only to fish habitat downstream in Shuswap Lake, but also supports other aquatic and terrestrial wildlife along this urban stream corridor. Rooted vegetation on the channel banks will also benefit bank stability and reduce soil erosion.

Wind-throw is an issue where new developments remove part of an existing forest, leaving the remaining trees exposed to high velocity winds. This agricultural and urban/commercial area has been cleared of trees for a long time. There are no trees existing within the riparian area on the subject property to create mitigation measures related to wind-throw concerns.

Encroachment within the SPEA is defined as soil disturbance and vegetation removal. Protecting the 10 m SPEA as an area of natural vegetation will help stabilize stream bank soils and minimize the erosive power of moving water.

The owner of the property recently planted 8 London Plane trees to provide shade and improve the riparian vegetation along this heavily disturbed channel.

MOForests response Nov. 03, 2020:

Activities associated with the commercial uses of the lots are evident to bank top on either side of the creek. The creek is at high risk for encroachment and sedimentation. Presence of engineered materials within SPEA is contributing further to erosion and destabilized banks. No fencing is planned at this time, however would be strongly recommended in the event of future planned development.

Rezoning is not considered development per the RAPR,

Bill Laird








Agricultural Land Commission
133-4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000
Fax: 604 660-7033
www.alc.gov.bc.ca

October 12, 2016

Reply to the attention of Ron Wallace
ALC File: # 31560

BC Land Title & Survey
Land Title Division
114 – 455 Columbia Street
Kamloops B.C. V2C-6K4

Dear Sir/Madam:

ORDER #745/97

This Order of the Provincial Agricultural Land Commission notifies the Registrar of Land Titles to accept that the following property has been excluded from the Agricultural Land Reserve (ALR):

PID: 018-824-862

Legal Description: Lot 1 Section 10 Township 20 Range 10 WGM KDYD Plan KAP 52617

Certificate of Title: CA4980591

As a result of Order #745/97 the property has been excluded from the ALR and as such, the ALR notation should be removed from its Certificate of Title.

We trust that this information is sufficient. Should you have any questions, do not hesitate to contact this office.

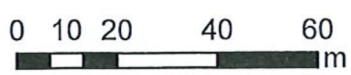
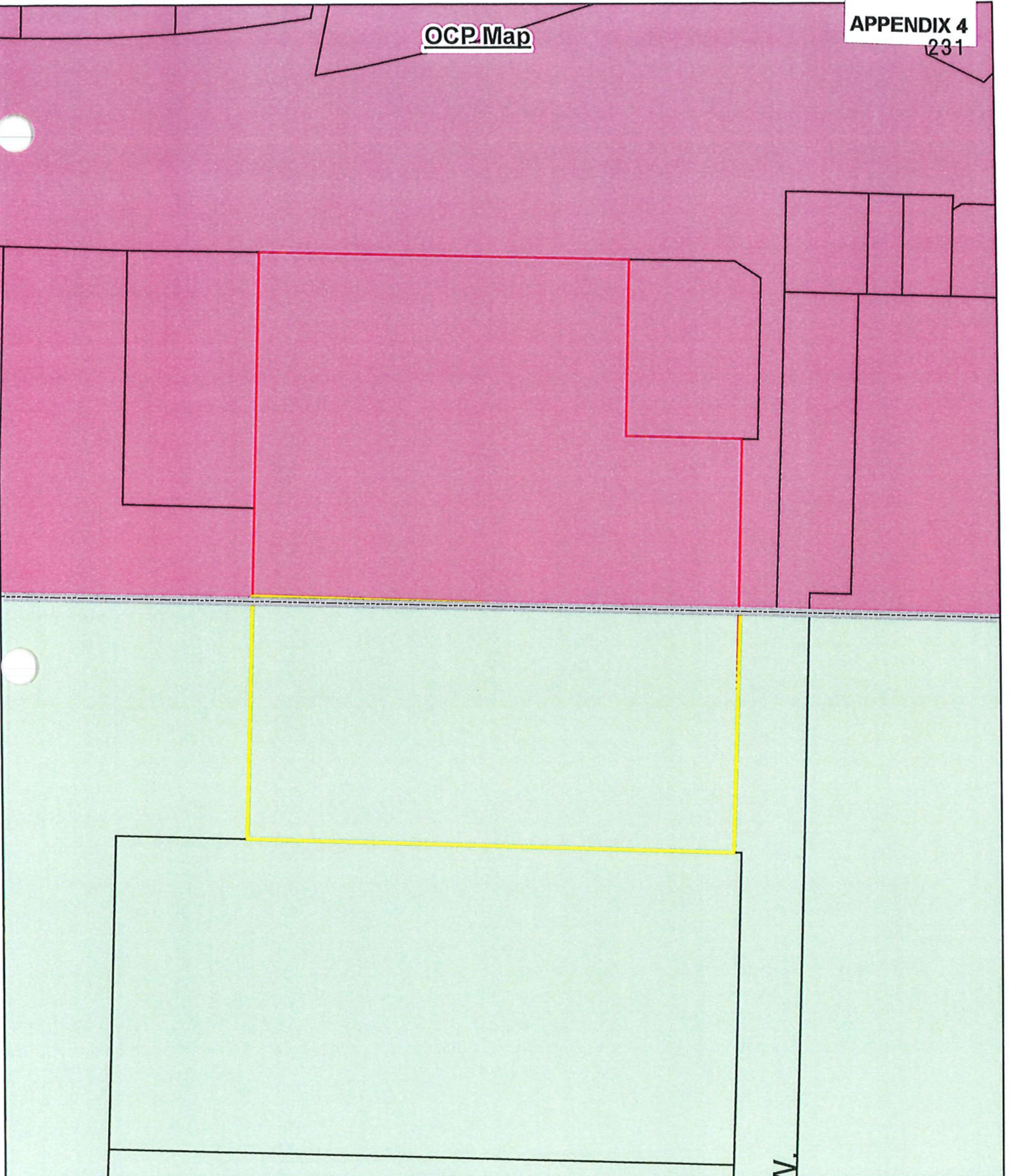
Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per:

Kim Grout, Chief Executive Office

cc: Joe Johnson via electronic mail joe@brownejohnson.com

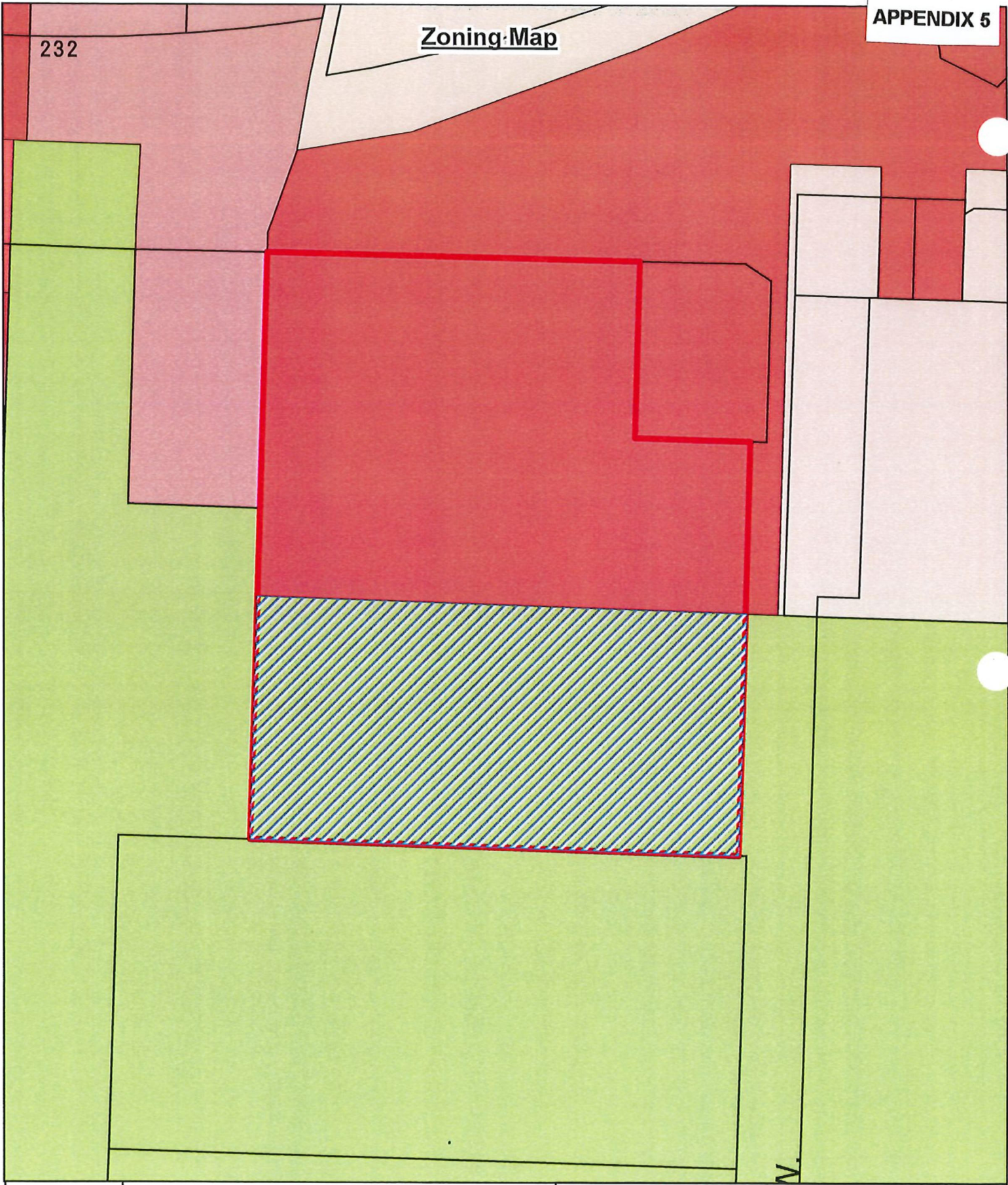


OCP

- | | |
|--|----------------------------|
| Salmon Valley Agriculture | Subject Property |
| Commercial - Highway Service / Tourist | OCP Amendment and Rezoning |
| Urban Containment Boundary | Parcels |

Zoning Map

232



0 15 30 60 90 m

- A-1
- C-3
- C-4
- C-5
- R-1
- Subject Property
- OCP Amendment and Rezoning
- Parcels



Adams Lake Indian Band

Project Name:

Westgate Building Salmon Arm OCP amendment BL 4000

Consulting Org Contact:

Chris Larson

Consulting Organization:

[City of Salmon Arm](#)

Date Received:

Wednesday, January 6, 2021

The Adams Lake Indian Band objects to the rezoning Westgate Building Salmon Arm OCP amendment BL 4000 based on the information provided.

Through a preliminary analysis we have identified concerns which include:

There is high potential for archaeology (RAAD).

There are 381 ALIB Traditional Use sites found within 5 km of the project area, including one intersecting site and many more within 1 km.

Adams Lake holds constitutionally protected Aboriginal rights including title throughout the entirety of its traditional territory. Members of Adams Lake continue to exercise their Aboriginal rights as their ancestors have done for generations, including hunting, trapping, gathering and fishing, along with rights associated with spiritual and cultural traditions which are practiced in accordance with Secwepemc customs, laws and governance structures.

Adams Lake's rights have been affirmed by the Supreme Court of British Columbia in *Adams Lake Indian Band v British Columbia*, 2011 BCSC 266 (decision on consultation overturned without disturbing this conclusion: 2012 BCCA 333). Madame Justice Bruce held that Adams Lake has strong prima facie Aboriginal rights, and a good prima facie claim to Aboriginal title, within the Sun Peaks area of their traditional territory. In particular, Bruce J. held that:

[178] Based on the evidence before me, I am satisfied that, on a preliminary assessment, the Band has a strong prima facie claim to aboriginal rights with respect to resource use such as hunting and gathering, and spiritual practices within Sun Peaks. The Band has a good prima facie claim to aboriginal title based on a pattern of regular occupation throughout the various seasons for hunting and gathering, as well as spiritual practices within Sun Peaks.

With this case and its finding the Adams Lake Indian Band believes the same test applied to this area will result in a similar finding and thus require deep consultation on this project. Therefore we require that you do an AOA and Cultural Heritage assessment for the property. Please contact us to make arrangements, provide any assessment already produced, or provide us with information on who will be doing the assessments.

Regards,

Celia Nord, BA
Assistant Title and Rights Coordinator
Adams Lake Indian Band
Chase, BC
cnord@alib.ca

*Memorandum from the
Engineering and Public
Works Department*

TO: Kevin Pearson, Director of Development Services
 DATE: February 1, 2021
 PREPARED BY: Matt Gienger, Engineering Assistant
 OWNER: **Westgate Building Ltd., Inc. No BC1028699**
 APPLICANT: Bill Laird, Box 1022, Salmon Arm, B.C, V1E 4N2
 SUBJECT: **OFFICIAL COMMUNITY PLAN APPLICATION NO. 4000-45**
REZONING APPLICATION NO. 1197
 LEGAL: Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617,
 Except Plan EPP68393
 CIVIC: **2090 10 Avenue SW**

Further to your referral dated December 18, 2020, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning, Official Community Plan (OCP) amendment or Urban Containment Boundary (UCB) amendment; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

Engineering Department does not have any concerns related to the Re-zoning, OCP Amendment or UCB amendment.

The 10 Ave SW frontage is subject to Ministry of Transportation and Infrastructure (MoTI) improvements through the Salmon Arm West project. The project has been tendered, awarded and is expected to be completed over the next 24 months. Developer is responsible to ensure the completion of the frontage works to the servicing standards indicated in this document should development occur prior to the completion of the MoTI improvements. Alternatively, the developer may provide the City with written confirmation from MoTI accepting responsibility for installation of certain frontage improvements which would allow the City to alleviate the developer from those specific responsibilities.

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 subdivision or 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., where applicable.
 9. For the on-site development, prior to commencement the applicant will be required to submit to the City for review and approval detailed engineering plans in accordance with the requirements of the Subdivision and Development Servicing bylaw 4163. These plans must be prepared by a qualified professional engineer. As a condition of final subdivision or building permit approval, the applicant will be required to deposit with the City for a period of 1 year, funds equaling 10% of the estimated cost for all works that are to be transferred to the City.
 10. For the off-site improvements at the time of subdivision or 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 subdivision / 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). 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. 10 Avenue SW is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Interim 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, sidewalk, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. All work to comply with MoTI design for Highway improvements. Owner / Developer is responsible for all associated costs.

3. 20 Street SW, on the subject properties eastern boundary, is designated as an Urban Local Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
4. 20 Street SW is currently constructed to an Interim Local Paved Road standard. Upgrading to an Urban Paved Local Road standard is required, in accordance with Specification Drawing No. RD-2. Upgrading may include, but is not limited to, road construction, cul-de-sac construction, curb & gutter, sidewalk, boulevard construction, street lighting, fire hydrants, street drainage and hydro and telecommunications. Owner/Developer will be required to prove safe access (minimum 7.3m drive width) between 10 Ave SW to the property's frontage on 20 Street SW. Owner / Developer is responsible for all associated costs.
5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
6. Additional accesses to the property will be reviewed by staff at the time of subdivision, development permit or building permit. Allowed accesses are subject to SDSB 4163 requirements and City Engineer's approval.
7. Trans Canada Highway access on the subject properties northern boundary is a provincial controlled highway access. Additional dedication/improvements will be determined by Ministry of Transportation.

Water:

1. The subject property fronts a 205mm diameter Zone 1 watermain on 10 Ave SW. No upgrades will be required at this time.
2. The subject property does not front a watermain on 20 Street SW. Extending a 200mm watermain along the entirety of the parcels frontage on 20 Street SW is required. Owner / Developer is responsible for all associated costs.
3. 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. Records indicate that the property has a water meter already installed. If an increase to water meter size is required, the City will supply water meter at the time of building permit. Owner / Developer is responsible for all associated costs.
4. Records indicate that the existing property is serviced by a 200mm water service from the 205mm diameter watermain on 10 Ave SW. Service to be adequately sized to meet proposed demand and may require upgrading if current service is not sized sufficiently. Owner's engineer may Owner / Developer is responsible for all associated costs.

February 1, 2021

Page 4

5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012). Additional fire hydrants and additional development demand of the subject parcel may require the Owner / Developer's authorized engineer to complete a flow test on the closest fire hydrant to confirm the existing watermain servicing the property is adequately sized to provide fire flows in accordance with the requirements of the Subdivision and Development Servicing Bylaw No 4163. Where the City water distribution system has insufficient capacity to meet the required fire flow, the Owner / Developer will be required to make the necessary upgrades to meet these standards. Owner / Developer is responsible for all associated costs.
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.
7. Fire hydrant installation will be required on 10 Ave SW and 20 St SW. Owner / Developer's consulting Engineer shall review the site to ensure placement of fire hydrants meet the commercial density spacing requirements of 90 meters.

Sanitary:

1. The subject property fronts a 200mm diameter gravity sanitary sewer main and 150mm diameter sanitary sewer force main on 10 Ave SW. No upgrades will be required at this time.
2. The subject property does not front a sanitary sewer on 20 St SW. Adjacent properties within the Urban Containment Boundary may all be serviced from 10 Ave SW or the section of 20 St SW outside of the subject property's frontage. Because of this and the proximity of the Urban Containment Boundary where sanitary sewer connection is not permitted, no sanitary sewer main extension will be required on 20 St SW at this time.
3. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).
4. Records indicate that the existing property is serviced by a 150mm diameter sanitary service from the sanitary sewer on 10 Ave SW. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Drainage:

1. The subject property does not front on an enclosed storm sewer system.
2. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4163, Schedule B, Part 1, Section 7 shall be provided.
3. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2. Due to high water table, this option is unlikely.

4. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. New service and storm main extension would be required. Storm infrastructure in this area is known to have capacity issues; therefore controlling to 2 year pre-development storm flows would be required. 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), Category B (Pavement Structural Design), is required.



Matt Gienger
Engineering Assistant



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

CITY OF SALMON ARM

BYLAW NO. 4433

A bylaw to amend "City of Salmon Arm Official Community Plan Bylaw No. 4000"

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chambers at City Hall, 500 - 2 Avenue NE, Salmon Arm, British Columbia and by electronic means as authorized by Ministerial Order M192, British Columbia, on _____, 2021 at the hour of 7:00 p.m. was published in the _____ and _____, 2021 issues of the Salmon Arm Observer;

AND WHEREAS the said Public Hearing was duly held at the time and place above mentioned;

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

1. "City of Salmon Arm Official Community Plan Bylaw No. 4000" is hereby amended as follows:

1. Include the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 within the Urban Containment Boundary, attached as Schedule "A" ;
2. Redesignate the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617, Except Plan EPP68393 from Salmon Valley Agriculture to Highway Service/Tourist Commercial, attached as Schedule "B".

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited as “City of Salmon Arm Official Community Plan Amendment Bylaw No. 4433”.

READ A FIRST TIME THIS DAY OF 2021

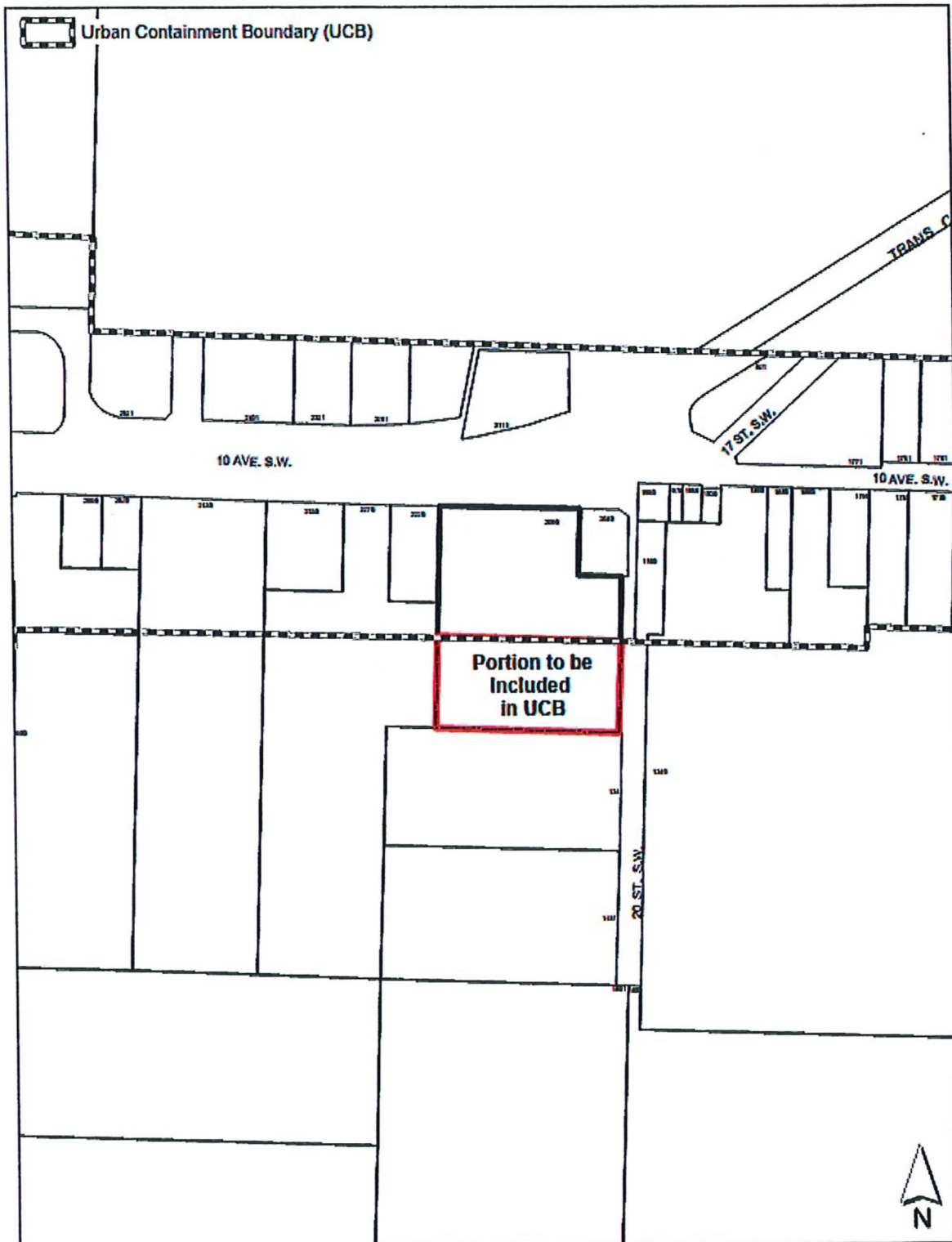
READ A SECOND TIME THIS DAY OF 2021

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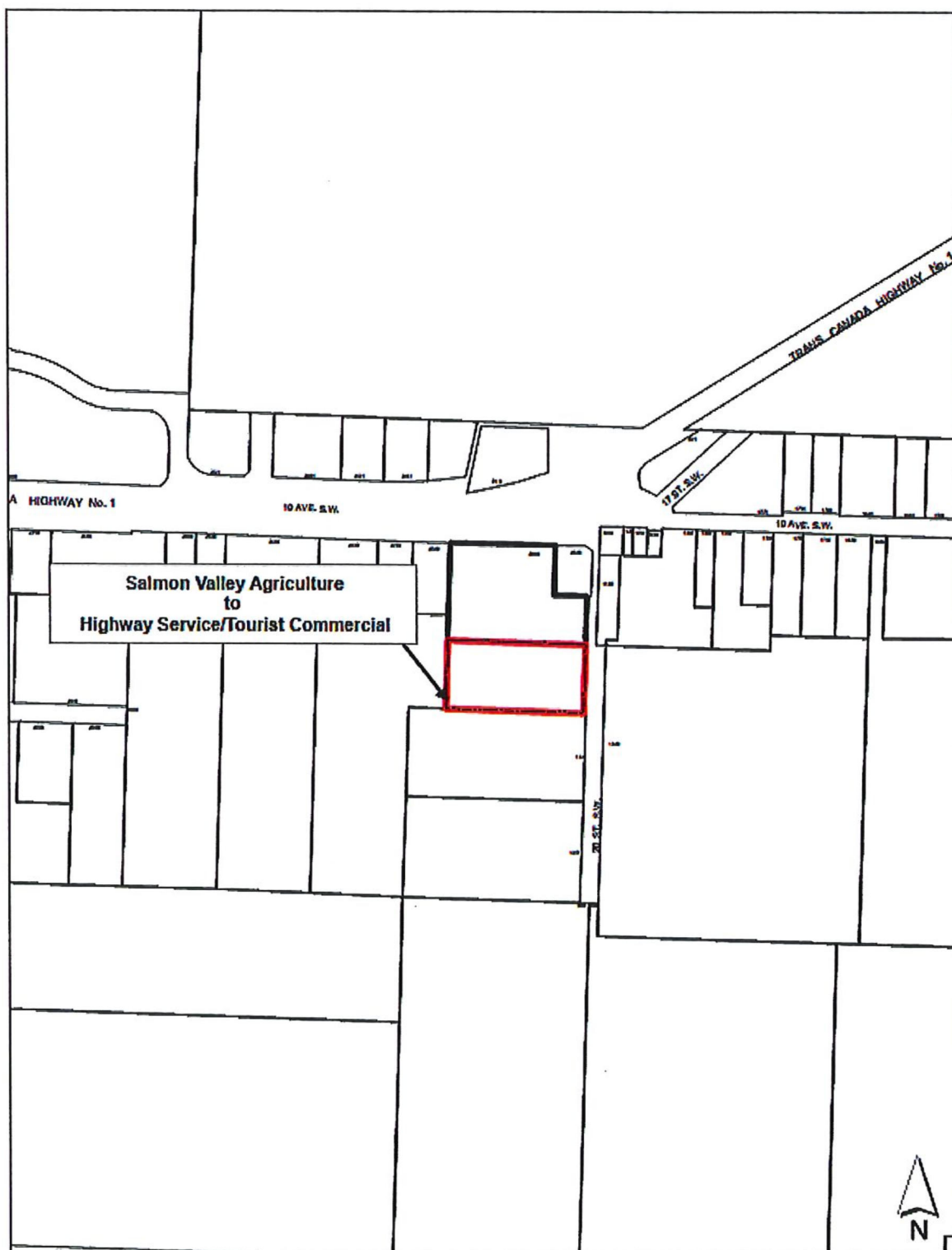
ADOPTED BY COUNCIL THIS DAY OF 2021

MAYOR

CORPORATE OFFICER



Schedule "B"



Item 10.6

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm Zoning Amendment Bylaw No.4434 be read first time;

AND THAT: final reading be withheld subject to:

1. Ministry of Transportation and Infrastructure approval; and
2. Adoption of the associated Official Community Plan Amendment Bylaw.

[ZON-1197; Westgate Building Ltd./1028699 BC/Laird, B.; 2090 10 Avenue SW; A-1 to C-3]

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

CITY OF SALMON ARM

BYLAW NO. 4434

A bylaw to amend "District of Salmon Arm Zoning Bylaw No. 2303"

WHEREAS notice of a Public Hearing to be held by the Council of the City of Salmon Arm in the Council Chambers at City Hall, 500 – 2 Avenue NE, Salmon Arm, British Columbia and by electronic means as authorized by Ministerial Order M192, British Columbia, on _____ at the hour of 7:00 p.m. was published in _____ and _____ issues of the Salmon Arm Observer;

AND WHEREAS the said Public Hearing was duly held at the time and place above mentioned;

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

1. "District of Salmon Arm Zoning Bylaw No. 2303" is hereby amended as follows:

Rezone the south portion of Lot 1, Section 10, Township 20, Range 10, W6M, KDYD, Plan KAP52617 Except Plan EPP68393, from A-1 (Agriculture Zone) to C-3 (Service Commercial Zone), attached as Schedule "A".

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited as "City of Salmon Arm Zoning Amendment Bylaw No. 4434"

READ A FIRST TIME THIS DAY OF 2021

READ A SECOND TIME THIS DAY OF 2021

READ A THIRD TIME THIS DAY OF 2021

APPROVED PURSUANT TO SECTION 52 (3) (a) OF THE TRANSPORTATION ACT
ON THE DAY OF 2021

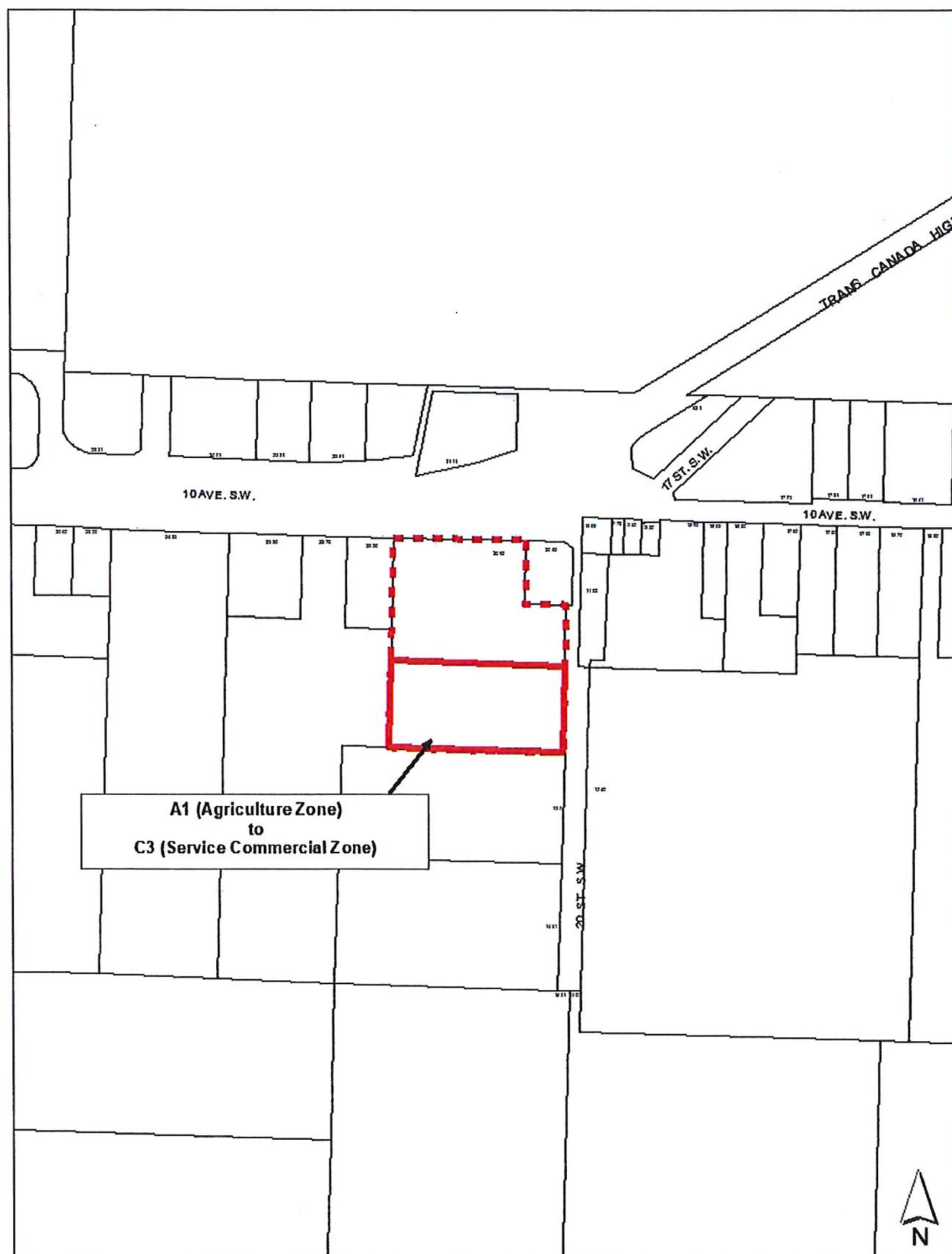
For Minister of Transportation & Infrastructure

ADOPTED BY COUNCIL THIS DAY OF 2021

MAYOR

CORPORATE OFFICER

SCHEDULE "A"



Item 11.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the bylaw entitled City of Salmon Arm Fire Prevention and Fire Department Amendment Bylaw No. 4454 be read a final time.

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



City of Salmon Arm

Fire Department

MEMORANDUM

Date: March 17th, 2021
To: Carl Bannister
From: Brad Shirley, Fire Chief
Re: Updated Bylaw # 3792 amendment

Recommendation:

Add a classification of Burning For Community Wildfire Risk Reduction to Part 4 General – Section 10 - Land Clearing Open Burning - as follows:

13. Burning For Community Wildfire Risk Reduction

- a) This classification is for the burning of residual forest biomass associated with wildfire fuel reduction, for the purpose of Community Wildfire Risk Reduction conducted by forest related industry.
- b) This is specifically for properties located outside residential areas, on Crown or City land within City Boundary, which may include parks.
- c) The venting index for Salmon Arm must be met, or alternatively, a Custom Ventilation Forecast issued by Ministry of Environment.
- d) Fires must be monitored continuously by a competent person.

Con't

- e) Equipment, machinery and fire suppression capabilities, appropriate to the size and or hazard of fire, must be on site during the fire.
- f) All burning must comply with the Ministry of Environment and Climate Change Strategy "Open Burning Smoke Control Regulation"
- g) No burning will take place between June 15th and September 15th
- h) There is no fee for this permit however the Fire Department must be notified prior to burning.

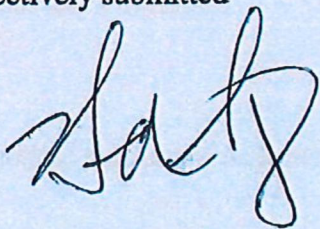
Background:

With Community Wildfire Risk Reduction activities taking place in and around our community, and where residual forest biomass associated with wildfire fuel reduction cannot be chipped or removed, burning of this material must at times take place.

Currently the Land Clearing section of the burning bylaw has sections not suitable for Wildfire Risk Reduction type burning including, not permitting a burn for more than 96 hours, a 15 day smoke free period between each permit, not more than 3 piles burning at one time and not referencing the allowance of a customized venting index.

Adding this category will allow for the forest industry to conduct this burning specifically for Wildfire Risk Reduction.

Respectively submitted

A handwritten signature in blue ink, appearing to read 'Brad Shirley', written in a cursive style.

Brad Shirley, Fire Chief

CITY OF SALMON ARM**BYLAW NO. 4454****A bylaw to amend the Fire Prevention and Fire Department Bylaw No. 3792**

WHEREAS it is deemed expedient to amend the Fire Prevention and Fire Department Bylaw;

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

1. "City of Salmon Arm Fire Prevention and Fire Department Bylaw No. 3792" is hereby amended as follows:

Amend as follows:

Add a classification of Burning, for Community Wildfire Risk Reduction to Part 4 – General, Section 10 - Land Clearing Open Burning - as follows:

13. Burning For Community Wildfire Risk Reduction

- a) This classification is for the burning of residual forest biomass associated with wildfire fuel reduction, for the purpose of Community Wildfire Risk Reduction conducted by forest related industry.
- b) This is specifically for properties located outside residential areas, on Crown or City land within City Boundary, which may include parks.
- c) The venting index for Salmon Arm must be met, or alternatively, a Custom Ventilation Forecast issued by Ministry of Environment.
- d) Fires must be monitored continuously by a competent person.
- e) Equipment, machinery and fire suppression capabilities, appropriate to the size and or hazard of fire, must be on site during the fire.
- f) All burning must comply with the Ministry of Environment and Climate Change Strategy "Open Burning Smoke Control Regulation" .
- g) No burning will take place between June 15th and September 15th.
- h) There is no fee for this permit, however, the Fire Department must be notified prior to burning.

2. SEVERABILITY

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

3. ENACTMENT

Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto as amended, revised, consolidated or replaced from time to time.

4. EFFECTIVE DATE

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

5. CITATION

This bylaw may be cited for all purposes as "City of Salmon Arm Fire Prevention and Fire Department Amendment Bylaw No. 4454"

READ A FIRST TIME THIS	22	DAY OF	March	2021
READ A SECOND TIME THIS	22	DAY OF	March	2021
READ A THIRD TIME THIS	22	DAY OF	March	2021
ADOPTED BY COUNCIL THIS		DAY OF		2021

MAYOR

CORPORATE OFFICER

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INFORMATIONAL CORRESPONDENCE – APRIL 12, 2021

- | | | |
|-----|---|---|
| 1. | Building Department – Building Statistics – March 2021 | N |
| 2. | Building Department – Building Permits – Yearly Statistics | N |
| 3. | J. Giesbrecht – email dated March 18, 2021 – Speeding on 30 th Street NE | A |
| 4. | J. Zorn – email dated April 8, 2021 – Highway Crossing 10 th Ave and 97B | A |
| 5. | S. Khrod, Vice- President, Salmon Arm & District Chamber of Commerce to Dr. B. Henry, Provincial Health Officer, A. Dix, Minister of Health, J. Horgan, Premier of British Columbia, G. Kylo, MLA Shuswap, M. Arnold, Member of Parliament for North Okanagan Shuswap – letter dated March 19, 2021 – Letter of Support Permitting Non-Food Items at the Farmers’ Markets | N |
| 6. | D. Butler, Ride Don’t Hide Coordinator, Canadian Mental Health Association (CMHA) – Shuswap Revelstoke – letter dated March 22, 2021 – Ride Don’t Hide | A |
| 7. | M J Berezan, President, Rotary Club of Salmon Arm – Shuswap – letter dated April 1, 2021 – Planting Trees at Canoe Beach Park | A |
| 8. | C. Giesbrecht, President, Salmon Arm Minor Baseball Association – letter dated April 4, 2021 – Salmon Arm Minor Baseballs Klahani Baseball Fields Clean Up Day | A |
| 9. | M. Brock, Girl Guides of Canada – Salmon Arm – email dated April 5, 2021 – Klahanni Park Request | A |
| 10. | Columbia Shuswap Regional District – Media Release dated March 29, 2021 – Agricultural Land Commission give go ahead to Rail Trail | N |
| 11. | S. Robinson, Minister, Ministry of Finance – letter dated March 19, 2021 – Thank you | N |
| 12. | M. Little, Mayor, District of North Vancouver – letter dated March 4, 2021 – Help Cities Lead (HCL) Campaign | N |
| 13. | L. Hall, Mayor, City of Prince George to P. Hajdu, Minister, Ministry of Health – letter dated March 17, 2021 – Opioid Crisis and Call for Overdose Action Plan | N |
| 14. | L. Hall, Mayor, City of Prince George to BC Utilities Commission – letter dated March 17, 2021 – British Columbia Hydro and Power Authority (BC Hydro): 2020 Street Lighting Rate Application | N |
| 15. | R. Crowe, Mayor, Village of Chase – letter dated March 18, 2021 – National 3-digit suicide prevention hotline | N |
| 16. | District of Sicamous to G. Hayman, Minister, Ministry of Environment and Climate Change Strategy – letter dated March 18, 2021 – Invasive Asian Clams | N |

N = No Action Required
A = Action Requested

S = Staff has Responded
R = Response Required

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Item 14.2

CITY OF SALMON ARMDate: April 12, 2021**Presentation 4:00 p.m. (approximately)****NAME:** Staff Sergeant West, Salmon Arm RCMP Detachment**TOPIC:** Quarterly Policing Report January to March 2021**Vote Record**

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada

Security Classification/Designation
Classification/désignation sécuritaire

NCO i/c Salmon Arm Detachment
1980 11th Ave NE,
Salmon Arm, BC.
V1E 2V5

Your File - Votre référence

Our File - Notre référence

195-7

Date

April 6, 2021

Mayor and Council, City of Salmon Arm

RE: Salmon Arm RCMP Detachment
Quarterly Policing Report – January 1 to March 31, 2021.

Dear Mayor and Council,

My report this quarter covers the time period from January 1, 2021 to March 31, 2021.

Detachment News

Our members and staff continue to provide our service as safely as possible during these trying times. Detachment staff and management continue to be mindful of each other's safety as members and staff continue to provide in person service to our clients. We are doing so while continuing to maintain safe distances and services via telephone where at all possible.

Over this quarter the officers responded to over 1692 calls for service in this quarter. Of these calls, 1196 were within the City of Salmon Arm. The calls for service represent 70% of our total file workload, and decreased by approximately 180 calls over 2020. This is prefaced on our coding being correct in our statistics which has a list of 6000 files awaiting final reading for quality.

Due to vacancies we presently have 3 members who are transferring in to our detachment and have 3 new regular members who have begun duties in Salmon Arm. Our Detachment is in the final application process to fill the 4th General Investigation Section position which was approved last fall and a replacement for General Duty is in the transfer process.

I would like to thank council for the temporary infusion of resources in an attempt to reduce the back log of administrative file review in the upcoming year.

Officers continued to be busy in traffic law enforcement despite COVID and logged:

- Over 125 Documented traffic stops.
 - Which includes removing more than 33 impaired and prohibited drivers from the road.

- 32 collisions with damage over \$10,000 within Salmon in the quarter. This is down slightly from the same quarter in 2020.
- I regret to inform council that there was 1 fatal collision which was near Highway 1 on a feeder street near an intersection in the City.

Investigative highlights this past quarter:

- We opened and investigated 13 drug possession files involving Cocaine, methamphetamine, Heroin and Fentanyl.
- We are investigating 3 matters involving the trafficking the above noted drugs.
- In our rural area officers seized a sizable quantity of what we believe to be fentanyl along with other drugs and 3 loaded firearms.
- Property Crime:
 - Break and Enter reports were down again with our office receiving 6 reports within the city.
 - Break and enter complaints to business maintained a low reporting level.
- Our Victim Services staff member responded to 56 files and supported 106 new people this quarter in addition to the support of over 100 ongoing clients.

Looking forward:

Our on line crime reporting system is now on line and our office will be publicizing this in the coming months as our office prepares for the summer season. All of this, after some technical glitches were ironed out.

I will be setting goals for the detachment performance plan in the coming days and would like councils input on priorities as we move into a new policing year. In past years our detachment has focused on traffic issues, drug interdiction and related property seizures, community relations and property crime reduction. In these imitative traffic statistics, foot patrols and various other efforts to reduce specific types of crime have been undertaken. I believe that it is always good to reassess these or other initiatives council would like to see in our policing priorities.

Regrettably, I was unable to attach my customary statistic's report this quarter.

Yours in Service,

Scott West, S/Sgt.
NCO i/c Salmon Arm RCMP Detachment

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Item 19.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: the start date for sidewalk/boulevard patios in 2021 be April 6, 2021.

Vote Record

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

6. FOR INFORMATION

1. K. Pearson, Director of Development Services – The City's Street/Sidewalk Patio Policy

Received for information.

Moved: Councillor Lavery

Seconded: Councillor Cannon

THAT: the Development and Planning Services Committee recommends to Council that the start date for sidewalk/boulevard patios in 2021 be April 6, 2021.

CARRIED UNANIMOUSLY

For Information – Development and Planning Committee Agenda

The City's Street / Sidewalk Patio Policy specifies a May 1 start date.

Due the PHO - COVID19 update from yesterday, City staff will allow an earlier set up for street patios in the downtown, for those with valid City Permits, after street cleaning is completed along the fronting streets. Street cleaning is expected in early April 2021 if the weather conditions remain favorable.

Kevin Pearson | Director of Development Services
Box 40, 500 - 2 Avenue NE, Salmon Arm BC V1E 4N2
P 250.803.4015 | F 250.803.4041
E kpearson@salmonarm.ca | W www.salmonarm.ca



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Item 22.1

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor

Seconded: Councillor

THAT: Development Variance Permit No. VP-529 be authorized for issuance for Lot 16, Section 14, Township 20, Range 10, W6M, KDYD, Plan 16762, adoption of which will vary Zoning Bylaw No. 2303 as follows:

- a) Section 6.10.2 – Exterior Side Parcel Line Setback reduction from 6.0 m to 2.3 m to accommodate an addition of a roof over an existing side entrance to the principle building, as shown on Schedule A of the Staff Report dated March 23, 2021.

Vote Record

- ☐ Carried Unanimously
- ☐ Carried
- ☐ Defeated
- ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

To: His Worship Mayor Harrison and Members of Council

Date: March 23, 2021

Subject: Variance Permit Application No. VP-529 (Setback)

Legal: Lot 16, Section 14, Township 20, Range 10, W6M, KDYD, Plan 16762
Civic Address: 981 – 2 Avenue SE
Owner/Applicant: Beadle, D.

STAFF RECOMMENDATION

THAT: Development Variance Permit No. VP- 529 be authorized for issuance for Lot 16, Section 14, Township 20, Range 10, W6M, KDYD, Plan 16762 (981 2 Avenue SE) which will vary Zoning Bylaw No. 2303, (R1 – Single Family Residential) as follows:

Section 6.10.2 Exterior Side Parcel Line Setback reduction from 6.0 m to 2.3 m to accommodate an addition of a roof over an existing side entrance to the principle building, as shown on Schedule A.

PROPOSAL

The applicant is proposing an exterior side setback variance from 6.0 m to 2.3 m in order to construct a roof over the existing side entrance of the principle building. A legal survey plan prepared by a BCLS is attached as Schedule A.

BACKGROUND

The subject property is 684.5 m² (7,367.9 ft²) in area and located in the Downtown area on the corner of 2 Avenue SE and 10 Street SE (Appendix 1). The property has an Official Community Plan (OCP) designation of Residential High Density and is zoned R1 – Single Family Residential.

Adjacent land uses include the following:

North: R4 (Duplex) & R1 (Single Family Residences)
South: R1 (Single Family Residences)
East: R1 (Single Family Residences) & R8 (Residential Suite)
West: R1 (Single Family Residences)

The setback variance is being requested for the exterior side parcel line, where the building fronts onto 10 Street SE. Previously, this side of the building had two sets of stairs, one set leading down to a walkout basement and another leading up to the main floor (see Appendix 2 for image from 2015). Since this time, the entrance and stairs leading up to the main floor on this side have been removed.

All that now remains on this side of the building is the basement entrance, stairs leading down to this entrance, and the landing for the now non-existent second entrance (see images within the Proposal Letter attached as Appendix 3). In the letter, the applicant cites water issues in front of the remaining lower entrance as the main reason for wanting to construct the roof addition.

The proposed roof addition would look similar to the existing roofs over the garage doors and cover the landing and stair area that previously led to the main floor side entrance (Appendix 4). The site plan provided for this application shows the roof would extend out to a total width of 4.06 m (13.33 ft) (including a 0.41 m eave overhang), leaving a setback of 2.49 m (8.17 ft) from the eaves to the exterior side parcel line

(Appendix 5). Schedule A shows the surveyed post locations for the proposed roof structure as 3.0 m and 2.93 m from the exterior side parcel line. Adding a 0.41 m roof overhang, this would make the minimum setback 2.52 m. Given the slight difference between the site plan and survey plan, staff have cited the variance request to 2.3 m to allow for the roof overhang and minor changes at time of construction.

Development Variance Permits are considered on a case-by-case basis and in doing so a number of factors are taken into consideration when reviewing a request. These factors include site specific conditions such as lot configuration, negative impact to general form and character of the surrounding neighbourhood and negative impact(s) on adjacent properties.

The applicant's rationale for this proposed roof addition is to offset water pooling issues at this entrance. The single family dwelling is sited in such a way that the setback from the building face to the exterior side parcel line at this location is only 6.5 m. Staff note that the stairs and landing for the main entrance were 3.3 m wide so the proposed roof is only requesting to extend up to 0.94 m further into this setback. Staff expect impacts of this proposal to be minimal as it will not change onsite parking, it is located at least 15.0 m from the closest neighbouring property, and there is a large boulevard fronting 10 Street SE at this location. The roof addition would also not have adverse effects to sightlines due to its distance from the edge of pavement of the street and to the intersection.

COMMENTS

Engineering Comments

Engineering comments related to this proposal will be provided to the applicant.

Building Department

No concerns.

Fire Department

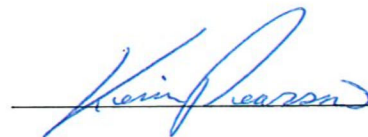
No concerns.

Planning Department

Given the rationale of this variance request and site specific conditions, staff consider this to be a minor variance request and therefore have no objection to a reduced setback of 2.3 m for this proposal.



Prepared by: Brenda Kolenbrander
Planner



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

SCHEDULE A OF VP-529

B. C. LAND SURVEYOR'S CERTIFICATE OF LOCATION

Parcel Identifier: 008-541-981

Client:

Debbie Beadle
981 - 2nd Ave SE
Salmon Arm, BC

Legal Description:

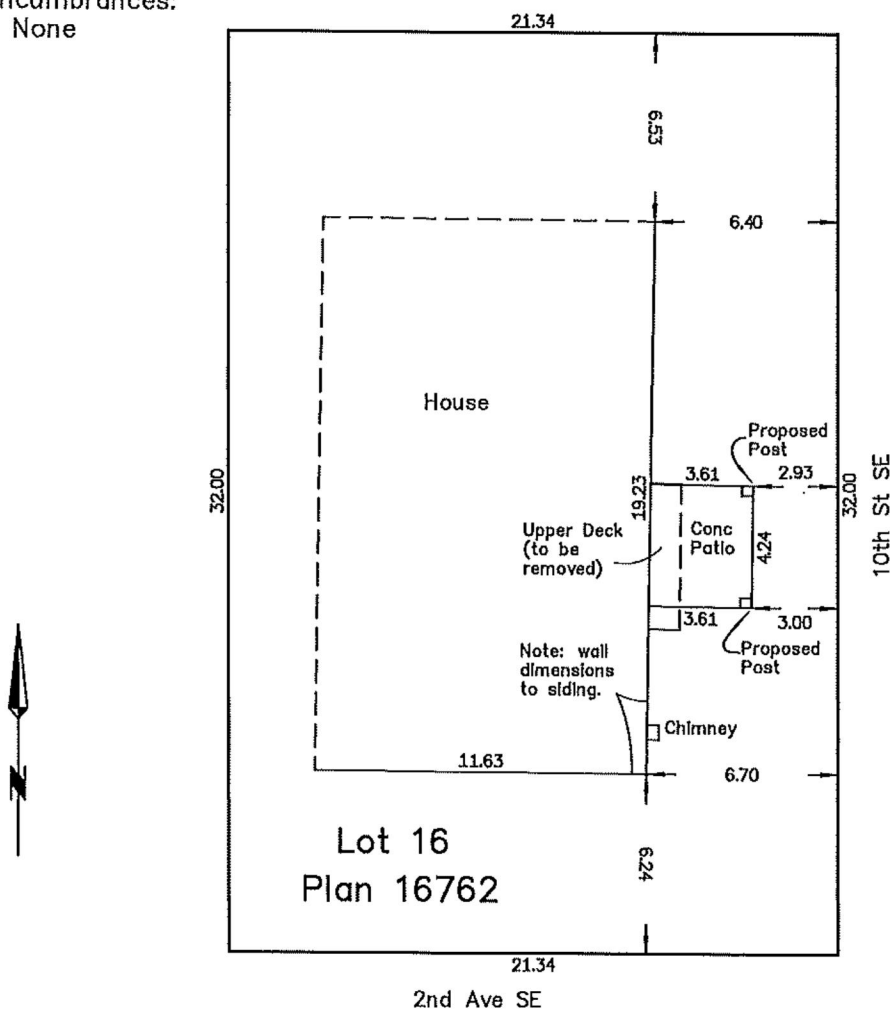
Lot 16
Sec 14 Tp 20 R 10 W6M KDYD
Plan 16762

Civic Address:

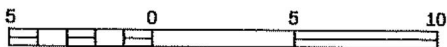
981 - 2nd Ave SE
Salmon Arm, BC

Encumbrances:

None



Scale 1:200



All distances are in metres.

Dimensions derived from Plan 16762

Dimensions to Property Line measured from siding.

This Plan was prepared for inspection purposes and is for the exclusive use of the client.

Certified correct according to Land Title & Survey Authority Records and Field Surveys. Unregistered interests have not been included or considered.

Brian D. Sansom, BCLS
March 15, 2021
Date of certification

This document is not valid unless digitally signed.

This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. The document shall not be used to define property lines or property corners.

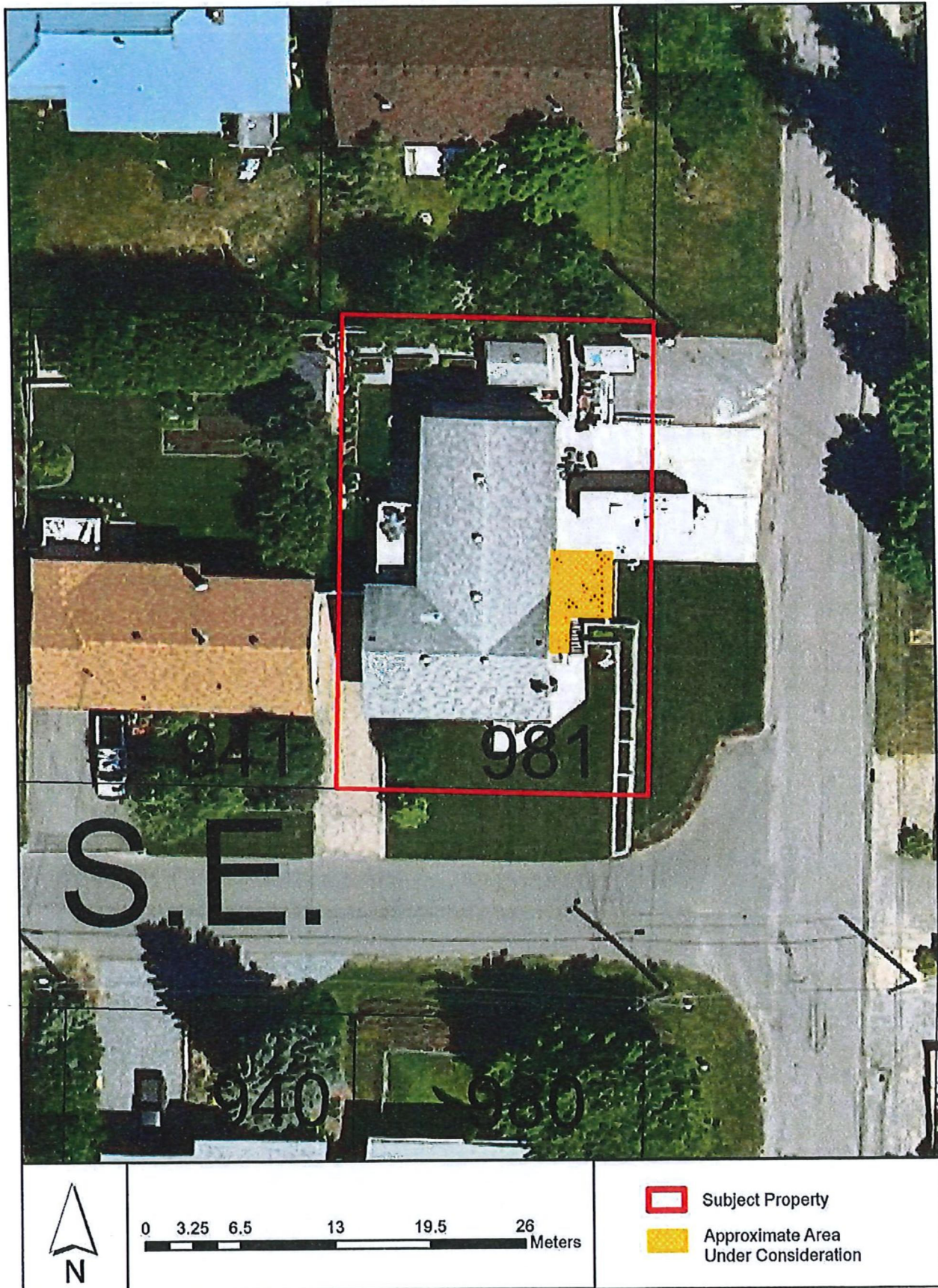
B.D. Sansom Land Surveying Inc. and Brian Sansom accept no responsibility for and hereby disclaim all obligations and liabilities for damages, but not limited to, direct, indirect, special, and consequential damages arising out of or in connection with any direct or indirect use or reliance upon the Plan beyond its intended use.

B.D. Sansom Land Surveying Inc.
Land Surveying and Geomatics Engineering
Salmon Arm, BC
(250) 832-7916
File 2021007

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Subject Property

APPENDIX 1



APPENDIX 2



Good Afternoon Mayor and Council

I have submitted a request for a variance to rebuild and extend the roof over my front door. We are having an issue with water and snow running to our door and wish to resolve by building a roof over existing patio. The pitch and profile would be the same as the small roof over our garage doors.

Thank you
Deborah Beadle

Picture 1

By back tire of truck you can see rebar with red flag attached. this is approximate property line. Where the dead plant is near front of truck will be the end of new roof.

Picture 1a

Photo from stop sign at corner of 2 Ave SE & 10 Street SE

Picture 2

Close up of picture 1

Picture 3

Picture of existing walkway over door and garage door overhang.

Sent from my iPad







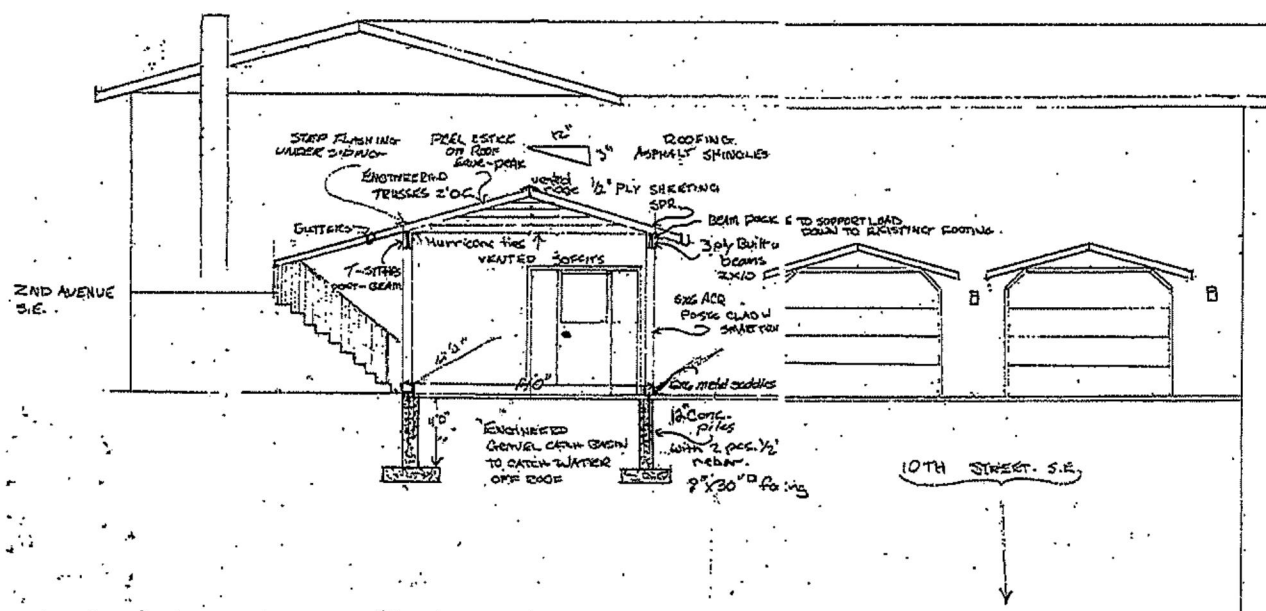


Debbie Beattie's Ron Zerkowich
981 2nd Ave SE
Salmon Arm B.C.
V1E 4Y7

APPENDIX 4

RE: LOT 16, PLAN 160726, SECTION 14,
TOWNSHIP 20, RANGE 10, W6M, 100VD
CIVIC ADDRESS: 981-2 AVE S.E.

14'-0" 12'-0"
PROPOSED 1/2" ENTRANCE
ROOF PITCH.



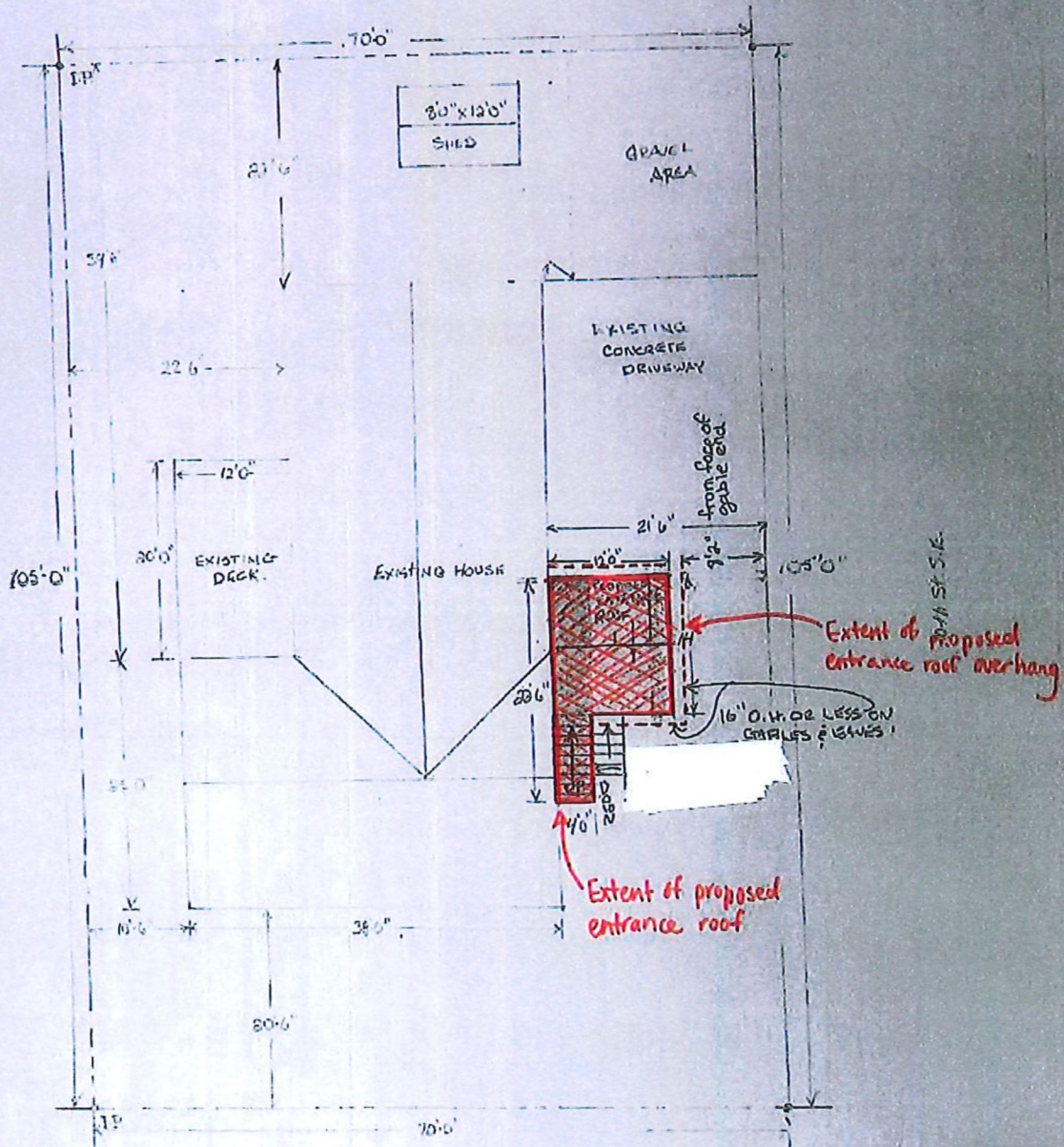
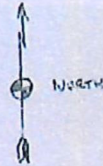
EAST ELEVATION
SCALE: $\frac{1}{4}" = 1'0"$

APPENDIX 5

Debbie Burtch & R. Ruckowitsky
981 2nd Ave SE
Salmon Arm B.C.
V1E 4C7

RE: LOT 16, PLAN 16762, SECTION 14,
TOWNSHIP 26, RANGE 10, W6M, K6Y5
CIVIC ADDRESS: 1981 END AVE. SE.
SALMON ARM B.C. V1E 4C7

PROPOSED 12' V.I.P. ENTRANCE
COVER TO LOWER LEVEL OF HOUSE
ENTRANCE WAY



2nd Avenue SE

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

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Item 25.1

CITY OF SALMON ARMDate: April 12, 2021**Lakeshore Road Stabilization – Public Consultation
Consolidated Results****Vote Record**

- ☐ Carried Unanimously
 - ☐ Carried
 - ☐ Defeated
 - ☐ Defeated Unanimously
- Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond



File: 2019-47

TO: His Worship Mayor Harrison and Members of Council

FROM: Robert Niewenhuizen, Director of Engineering and Public Works

PREPARED BY: Jenn Wilson, City Engineer

DATE: April 7, 2021

SUBJECT: **LAKESHORE ROAD STABILIZATION – PUBLIC CONSULTATION
CONSOLIDATED RESULTS**

For Information

BACKGROUND

In follow up recent Council discussion, Council asked staff to come back with a report outlining a public consultation plan for the Lakeshore Road Stabilization.

Staff proposed and Council agreed to the following consultation plan.

Posting an informational package on the City website presenting three options to the public for input. A Survey and feedback form was to be provided for written submissions to Council in advance of an evening public input session during a Council meeting set for April 12, 2021.

The following three options were presented to the public:

- Option 1: Two-way Urban Collector Road with AT Corridor
- Option 2b: Fixed One-way Urban Local Road with AT Corridor (Southbound One-way)
- Option 3: Two-way Urban Collector Road without AT Corridor

Advertising and outreach included two weeks of advertisements in the local paper and social media as well as advertising on our portable digital signboard placed on Lakeshore. Additionally, staff mailed the advertisement and feedback form out to all residents along the affected portion of Lakeshore Road.

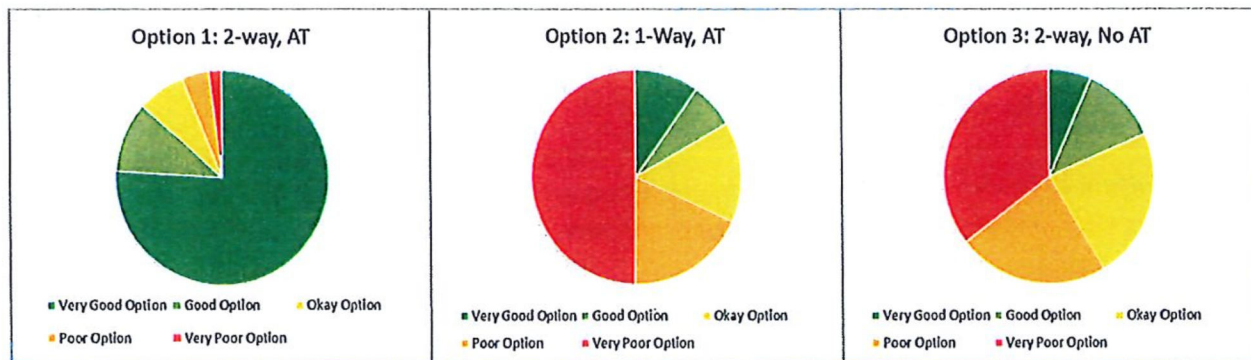
The proposed time line for the public consultation period was followed as previously presented:

- March 8th Release from In-Camera
- March 8th - 16th Information package preparation
- March 17th Starting advertising (approx. three weeks)
- April 12th Evening public input session
- Two weeks for input and feedback review
- April 26th Council report for decision

STAFF COMMENTS

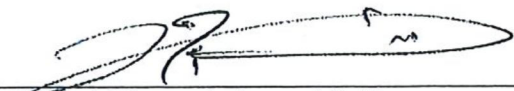
The public outreach for Lakeshore Road has been the most successful public outreach in Staff's memory. Over 560 surveys were submitted as well as several e-mail and written submissions. A portion of the survey included binary responses which are shown in the pie charts below.

All survey responses and written submissions received prior to end of day on April 7, 2021 are appended to this report for Council's review.



The proposed timeline included two (2) weeks for Council to review and digest the public feedback, as such, staff will prepare a memo to be placed on the April 26, 2021 agenda with a proposed motion for Council to consider. It is staff's intention to include in the April 26 report a further summary of the public input that would include a separate evaluation of responses from residents living along the affected portion of Lakeshore from those living elsewhere as preliminary responses indicate a significant difference in the typical responses.

Respectfully submitted,


Robert Niewenhuizen, ASCT
Director of Engineering and Public Works

CITY OF SALMON ARM

Lakeshore Road Slope Stabilization - Future Road Layout

CITY OF
SALMON ARM

Name:

Address:

E-mail (Optional):

How did you hear about this?

Sign Board

☐

Newspaper

☐

Friday AM

☐

Website

☐

Word of Mouth

☒

Social Media

☐

Other

Have you reviewed the information package available on the City's website?

Yes

☒

No

☐

Please choose a ranking for each site:

Option 1: Two-way with Multi-Use Path

Excellent Option

1

2

3

4

5

Very poor option

Option 2: One-way Southbound

1

2

3

4

5

Option 3: Two-way; no Multi-use path

1

2

3

4

5

Please explain the main considerations in your rankings.

Many residents walk and bike along Lakeshore Road to and from downtown. It is very hazardous due to the lack of shoulder and the narrowness of Lakeshore Dr. The first option of two-way with multi-use path is the safest one, in spite of the added cost. Option 3 is short sighted as we will be clamouring for a path downroad when a fatal accident occurs if it hasn't already. Option 2 would

cont.

Please continue on reverse

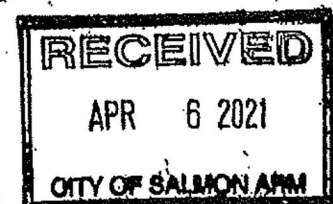
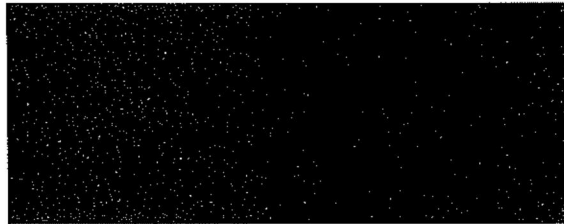
ISSUE 21 2014

CITY OF SALMON ARM

Any additional comments?

would add a longer drive to NE residents heading downtown, to the Health Care Centre, the Provincial Building, the hospital, and some schools.

Please look at the long term solution to this problem .



From:

Sent:

To:

Subject:

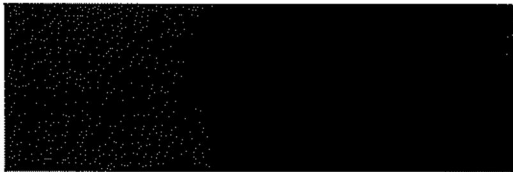
Lakeshore Road Slope Stabilization Future Road Layout Options \

We choose option #1

Our choice is Option #1 because:

- All traffic flow in the area is currently designed to accommodate 2 way traffic.
We are in favor of maintaining this road as a 2 way.
- Our concern is the increase in traffic that will be diverted onto 20th Street N.E.
This street and the intersections associated with it were not designed to accommodate 100% of outbound traffic that
has always travelled on Lakeshore.
- The new development around the area of the Police Station which is high density and commercial will strain the road system to the maximum
before you add the additional traffic along Lakeshore.
- We are residents of Willow Cove and believe that increased traffic along 20th Street N.E. would be hazardous for residents pulling in and out of Willow Cove and pedestrians as well as children who have to cross 20th Street N.E. to get to school.

Thank you.



Salmon Arm Council Meeting April 12, 2012

Re: Lakeshore Rd Slope Stabilization



Thank you for offering an opportunity for local comment on the proposed changes to Lakeshore Rd. NE

Over the years there has been an increased level of traffic and a decreased level of safety for the pedestrians and cyclists. The 3 options proposed address various levels of safety for the motorists, pedestrians and geotechnical risk on the Lakeshore Rd section. I would like to propose a 4th option to address the local experience related to increased traffic, road user safety and geotechnical concerns, including 20th Ave., NE.

It is my understanding the 20th Ave NE, and Lakeshore Rd NE are designated a collector for the OCP. Currently it has developed into a main access into Salmon Arm to accommodate the development of the NE sector of Salmon Arm. The grade on 20th Ave. NE, poor sight distances, lack of pedestrian accommodation and geotechnical concerns do not make it a viable long term connector status access option.

The 3 options for Lakeshore Rd., do not address the steep grade on 20th Ave NE, and increased risk during winter driving. I do not have the accident statistics or traffic volumes for 20th Ave. NE, but over the years I have witnessed numerous accidents and vehicles stuck on the hill. None of the proposed options will increase the reliability of 20th St. NE in the winter as a dependable collector status network.

I would like to propose a 4th option for a long-term viable access into Salmon Arm for the residences of the NE sector of Salmon Arm.

1. improvement to the intersection of Lakeshore Rd NE and 20th Ave NE alignment,
2. a roundabout at 20th St. NE and 11th Ave. NE and
3. a 2nd roundabout at 11th Ave. and 10th Ave. NE
4. improvement to Lakeshore Rd NE and 10th Ave. NE intersection

This 4th option would result in a smoother flow of traffic and viable long-term access that would justify the cost of infrastructure improvements. It has an added benefit, as the majority of the proposed route has existing curb and gutter and a sidewalk.

Keeping 20th Ave NE and Lakeshore Rd NE for local use only would reduce the traffic volume and the lower the risk to motorist, pedestrians and the geotechnical risk/consequence. Eliminating the right turn at Lakeshore Rd NE and 20th St NE is an option that would further reduce the through traffic on 20th Ave NE and Lakeshore Rd NE. A "Local Use Only" sign at Lakeshore Rd NE and 10th Ave NE would also help reduce traffic volume.

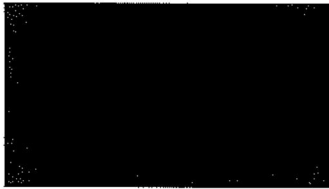
Although the existing road alignment does not have a dedicated walkway or allow a proposed 2.5m path, the reduced traffic volume, low speed limit and improvements to the site distance around 1340 Lakeshore Rd NE would reduce the risk for all road users. There is an abundance of research and jurisdiction standards related to lane and shoulder widths that would allow 2 lanes and accommodate

an acceptable multi use path all the way into town along Lakeshore Rd NE within the existing cross section with minor localized site distance improvements.

Reducing the service level for the route would also reduce maintenance costs. Full depth patching, resurfacing and addressing shoulder sluffs, as has been done in the past, would sustain the current road surface and be a considerable cost saving compared to the upgrading and future maintenance related to a collector status route.

Directing infrastructure funding away from Lakeshore Rd. NE to the 4th option would provide a fiscally prudent long-term option to address downtown access for the NE sector of Salmon Arm.

Much appreciated,



From:
Sent:
To:
Subject:

285

[REDACTED]

only # one option should be considered. (or going with the petition signed by over 400 residents of the area which was presented to the City Council nine years ago by G&M Krukowski from Lakeshore Rd. option with walkway attached to the side.)

From:

Sent:

To:

Subject:

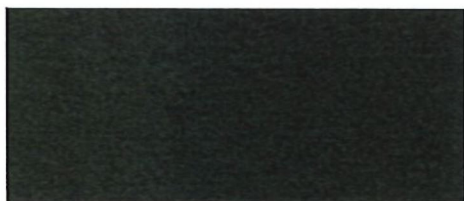
Broadening Lakeshore Road options.

I was looking at the options and prefer Option 3, **but**, there seems to be a possible option which has not been considered and might be helpful for pedestrians and cyclists. Rather than building a path that parallels the road, why not build a pedestrian/cyclist bridge that crosses the tracks and links up with the Lakeshore walkway trail from approximately 17th Ave. N.E. to the Manor area.

Many pedestrians cross the tracks at this point (illegally) but the lakeshore path is already in place. Vertical clearances across the track would need to be worked out with CP Rail.

It is important to maintain two way traffic along Lakeside Road for access and emergency vehicle traffic which serves the houses along the route. Traffic calming measures could still be used to better effect if the pedestrian consideration is not a factor in establish a wide enough corridor.

It would be useful to do a **cost comparison** on what amounts to a **fourth option** and compare it with Option 3 minus the pedestrian considerations parallel to the road.



Virus-free. www.avg.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Road improvements on Lakeshore Drv

[REDACTED]

Subject: Road improvements on Lakeshore Drv

We are residents at [REDACTED] and walk the lengths of Lakeshore Drv often, including between 10th and 20th. The need for foot and bikepaths along the full length of Lakeshore Drv is crucial to the safety of those who use it , especially because of increased traffic and overspeeding of vehicles.

The proposed options for the upgrades really leave one viable option and that is two way traffic with the sidewalks or shoulders. Adding footpaths or bikepaths at a later time would be much more expensive than just getting it done now along with the needed stabilaizations.

Salmon Arm is in great need of adding sidewalks along streets and avenues where many sections are missing or not connected. Roads like Foothills requires paved shoulders for walking or bikepaths as well. It should be policy to add road shoulders on any new or re-paved road . It also appears to me that the only emphasis on building sidewalks is in front of new developements. We need continuous sidewalks.

[REDACTED] Mar 26, 2021

CITY OF SALMON ARM

Lakeshore Road Slope Stabilization - Future Road Layout

CITY OF
SALMON ARM

Name: _____

Address: _____

E-mail (Optional): _____

How did you hear about this?

Sign Board ☐Newspaper ☐Friday AM ☐Website ☐Word of Mouth ☒Social Media ☐

Other _____

Have you reviewed the information package available on the City's website?

Yes ☒No ☐*only word of mouth allowed into
know about the sign
never got letter from
city until Nov 28!*

Please choose a ranking for each site:

Option 1: Two-way with Multi-Use Path

Excellent Option

1

2

3

4

(5)

Very poor option

Option 2: One-way Southbound

1

2

3

4

(5)

Option 3: Two-way; no Multi-use path

1

2

3

4

(5)

Option 4/5 *local traffic only*
or one-way plus local traffic

1

2

3

4

5

Please explain the main considerations in your rankings.

- * Better use of taxpayer money to fix bank for long term solution
- * access to/from town continues for local residents who originally purchased homes because of easy, quick access to town
- * safety long term rather than continually bandaging the real problem

Fix the Problem of slippage first - close off Lakeshore

Please continue on reverse

*for local traffic only until you fix the
real problem!!*

RE: Changes and Options Proposed for Lakeshore Road

As residents living within this area, we would like to add some alternatives to the three options, address our concerns, plus have significant input into any decisions made regarding these issues.

With respect for those at the City of Salmon Arm and with appreciation for the time, effort, planning, research, and preparation of the report on slope stabilization, plus, road layout options for Lakeshore Road, we would like to add our input.

We appreciate that the City is proposing some options for the long term problems on Lakeshore Road.

The ongoing effect of the dramatically increased traffic experienced on Lakeshore Road, combined with the substantial unstable slope failure experienced over the years, continues to have a direct impact on our lives, more so than the residents who only use this route to travel to and from town on a daily basis. We would like to see the repair of the bank, including preventive measures for further slippage and erosion of the slope once and for all be the top priority.

We are concerned that none of the 3 options presented in your report appear to provide a concrete, long term solution to permanently repair the slippage, erosion and destabilization of the slope. As property owners and taxpayers we would much rather see our tax dollars go toward a long term remedy.

The dramatic increase in traffic along Lakeshore Road (coming from both directions) over the past few years will only continue to get worse and certainly exacerbates the erosion issues. Few drive the posted 50 KM speed limit, plus, there is often a bottleneck of traffic heading south into downtown Salmon Arm at an already congested intersection at the entrance to the downtown area.

Along with a long term solution to the slope destabilization, we would like to see further city planning for the infrastructure of feasible traffic

From:

Sent:

To:

Subject: Lakeshore Road Project Concerns

Categories: For Information

Hi.. writing this letter for my mother who lives [REDACTED]

1. Mayor Roger's 35 years ago promised Lakeshore residents a side walk..gave them \$600 for frontage property..to this date nothing !!
2. The traffic is ridiculous now that it caters to Raven district, Canoe and other surrounding areas. It is not even safe to walk to the mail boxes. Or drive out of your driveway.
3. Having traffic one way would mean my elderly mother would have to use the road by the health unit to either go or return to or from town...this road is Always steep and slippery in the winter...not an option !!!!
4. Why do residents of Lakeshore have to give up their safety and road to cater to other neighborhoods..would you do this with the road in front of your house?? Would you want this done at the expense of your parents safety ?? She has lived there 40 years !
5. For the safety and rights of the tax paying citizens on Lakeshore road..Lakeshore Road should have the sidewalk they were promised 35 years ago and traffic should be for local residents only !!

Please consider this while making this decision which affects all the people who actually live (many for years) on Lakeshore Road !!!!!

Interested in your response.

Get [Outlook for Android](#)

INPUT REGARDING PROPOSED CHANGES TO LAKESHORE RD BETWEEN 10 AVE AND 20 AVE NE, SALMON ARM. ("the stretch")

First, I must say I consider it inappropriate to make decisions on this matter during the midst of the third wave of the covid19 pandemic. This "stretch" of road has been neglected, barely maintained, and in the process of collapsing onto the CPR tracks for fifty years, in my direct experience, and actually for over a century. I have wanted to canvass affected residents in person, and have just today been retold by the provincial director of public health to stay indoors, and avoid personal contact. You must know how many of the homeowners on this stretch are older and not computer or "zoom" literate. If you avoid pounding this stretch to pieces with heavy fast traffic, there's no reason to suspect it won't hold together for another year or so, to provide fairer time for discussion. Please hold off on decisions on this matter until after the pandemic is under control.

I am an engineering graduate myself, formerly registered professional engineer, and have taught math and physics to university students for 34 years, here in Salmon Arm, and at universities at the coast. I have lived in my present home at [REDACTED] since 1974, 48 years. We purchased this property shortly after a major collapse of "the stretch", which resulted in the construction of the metal "bin wall" in front of our house, and construction of earth berms between the bin wall and the CPR tracks. All this was done with the advice of a major civil engineering company. Good engineers believe they can build anything, given enough money and time. The photos on your website of major repairs being made to "the stretch" are taken exactly where that engineering company tried, and failed, to give a long term remedy to that problem on a relatively easy portion. I hope all members of Council have actually walked "the stretch", and observed the nearly vertical drop-off where the roadway is actively crumbling away. (Even more, I hope you take that walk at rush hour, and get the feeling older residents, with no available car, would have while trying to access their mailboxes at the North end of "the stretch".) I do not believe this city is willing to consider the spectacular cost of the 30 metre high concrete and steel engineering extravaganza that would be required to support and rebuild this portion of "the stretch".

On the other hand, "the stretch" has held together for over a century, and could make a few more **IF YOU RESTRICT TRAFFIC FLOW TO LOW VOLUME, LOW SPEED AND LOW WEIGHT.**

During construction of the new Marriott hotel, I observed a succession of heavy trucks hauling dirt excavated from the hotel site pounding its way over "the stretch" for days to a dumping site. Who authorized this? Anyone with any regard for preservation of this unstable roadway would have prevented it. Trying to make an urban collector road on a crumbling cliff-edge is inviting a disaster, and wasting all money spent in its construction.

A little over thirty years ago, the council of the day hired ex-mayor Don Rogers to come to all of the properties along "the stretch", to show us all how the city (actually District then) was proposing to build a sidewalk along "the stretch". It looked very good, with street lighting and pavement, so we gave up a

bit of our property, which ostensibly was required to do the job. (I recall contemplating adding a caveat to the agreement, stating that title should come back to us if the project was not completed in five years, but this seemed a bit cynical). Here we are thirty years later, and still no sidewalk. I don't know whether you believe any council has a duty to respect promises made by previous councils, but we made a contribution for this project in good faith, and wouldn't mind seeing a little in return. Your third option would put the final lie to the city's promise of a sidewalk, and condemn residents along "the stretch" to a dangerous and terrifying experience any time they left home without using a car. I thought the city was trying to encourage foot and bicycle usage. **OPTION 3 IS UNACCEPTABLE, AS IS ANY OPTION THAT DOESN'T PROVIDE SAFE DEDICATED PEDESTRIAN ACCESS.**

I have been astonished to hear that a number of people in this city have been referring to the residents along "the stretch" as an elite, looking for some special status. Take a drive by some day. I see older, modest houses with difficult driveways, many occupied by retirees. All face an escalating access problem due to increasing traffic flow on a disintegrating unstable road. What they need is a safe way to get in and out of their homes on foot or by vehicle.

In 1974 it was still safe to ride a bicycle or walk along "the stretch", but now it is worth your life. First came Appleyard and Raven subdivisions, and now an explosion of new residential construction north of 20 Ave. It seems untenable to even consider squeezing all the increased traffic through the bottleneck at "the stretch" as it heads for city centre. Why didn't the city see this coming, and prepare an alternate route? Hang on, there is such a route. If the part of Lakeshore Drive north of 20 Ave were connected to 20 St with an S curve, instead of the existing right angle double stop sign situation, then we could get full use from the major upgrades done earlier to 20 St. Better yet, the city already owns the land required to build the S curve. And 20 St. already has sidewalks, leads to the highway underpass, and connects to the access road parallel to the highway from 30 St. down to the new Marriott hotel and beyond. This road is immensely better suited to collector traffic than any present or imaginable version of "the stretch". Also, whatever is done to "the stretch", at whatever cost, it is danger of collapse. If it were to fail surely it would be wise to have a workable alternative prepared.

I have lost control of my car in snow and ice conditions only twice in fifty years, both times on the steep part of 20 Ave where it feeds to "the stretch". Any driver knows that stopping distances and control problems are worse when travelling downhill. If you make this roadway and "the stretch" one-way, downhill only, you introduce large problems for residents along it. Many times in snowy conditions I travel South along the relatively level "the stretch" even though I wish to head North, to avoid dangerous conditions on the 20 Ave hill. Fine if that roadway is one-way southbound, but how do you expect me to get home again without having to take the even more dangerous downhill run on 20 Ave? **RESIDENTS ON THE STRETCH NEED TO HAVE TWO WAY ACCESS TO AND FROM THEIR HOMES, FOR WINTER SAFETY.** Your option two does not provide this capability, and is thus unacceptable.

If option two were adopted, there would be a large morning surge of traffic, and drivers would not have to consider oncoming traffic. I expect traffic speed would increase, above the already intolerable level.

Traffic "calming" would be in order, either speed bumps, reduced speed limits, or both. I have noticed often that a portion of Lakeshore Rd between Appleyard and Raven subdivisions has a 30 km/hr limit, where the roadway is nowhere as twisting and narrow as portions of "the stretch", no houses have the blind driveway access seen along "the stretch", and traffic volume is much less. We need similar restrictions along "the stretch". Also, the morning surge would have to make its way North in the afternoon, obviously in large part along 20 St heading for Lakeshore Rd north of 20 Ave. It seems the intersection improvements mentioned earlier to facilitate this should be made, also to accommodate surges in both directions if "the stretch" is blocked to traffic for any reason.

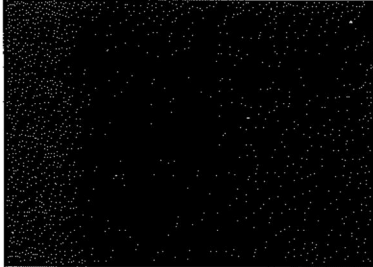
There are large problems associated with option one. Assuming there are not Herculean expensive efforts made to shore up the worst cliff-hanging parts of "the stretch", given that heavier faster higher volume traffic would occur, the roadway would take an increased pounding and the danger of a full collapse would be real and imminent. Even more unfair and disruptive is the cutting back of properties fronting on "the stretch", many of which are already uncomfortably close. You will destroy the peace of mind and property values of the affected owners, many of whom have for decades enjoyed their homes, paid their taxes, and nervously watched their access decay under their feet.

HERE IS A PROPOSED OPTION FOR "THE STRETCH", OPTION FOUR.

OPTION FOUR

- 1 LOCAL TWO WAY VEHICLE TRAFFIC ONLY, WITH CALMING, BUT OPEN TO PEDESTRIANS AND CYCLISTS.**
- 2 BLOCK VEHICLE TRAFFIC WITH A GATE, AT A POINT WHERE ROADWAY IS MOST LIKELY TO FAIL. GATE OPENABLE FOR MAINTENANCE AND DURING SNOW AND ICE EMERGENCIES. GATE ALWAYS PASSABLE TO NONVEHICULAR TRAFFIC.**
- 3 SAVE MILLIONS BY KEEPING THE EXISTING ROAD SURFACE JUST MINIMALLY MAINTAINED. NO LAND ACQUISITION COSTS. GETS MAXIMUM LIFETIME OUT OF ROADWAY.**
- 4 LOCAL TRAFFIC ABLE TO EXIT FROM ONLY ONE END, EXCEPT WHEN GATE OPENED. ACCESS AT BOTH ENDS WHEN GATE OPEN.**
- 5 MAKE THE INTERSECTION UPGRADES ASSOCIATED WITH OPTION TWO. IN ADDITION MAKE AN S-CURVE CONNECTION BETWEEN 20 ST AND LAKESHORE RD N OF 20 AVE, ON LAND CITY ALREADY OWNS.**

I believe this option fourth option provides an optimal, fair, farsighted and feasible solution to the difficult and escalating problems on "the stretch", the portion of Lakeshore Rd between 10 Ave and 20 Ave. Please give it serious consideration.



From:

Sent:

To:

Subject:

Hello Jennifer,

My apologies for the delayed response, too many directions lately. Thank you for getting back to me regarding how the Lakeshore Rd changes may or may not affect our property. If the plan is to not change the existing retaining wall located in front of our property I believe our next project phase can proceed.

In regards to the traffic directions and possible changes, as someone who has lived here for over a decade, I am concerned about the safety of having to possibly travel in one direction. My work commute requires I travel long before the plow trucks are out and quite often after they're gone on a daily basis. During the winter occasions, I exit our property in a south direction and return in a north direction to avoid the potential hazards of the hill on 20th. I understand many of the residents in the area like the idea of a possibly quieter Rd, most of these residents are not required to commute and if they do, it's definitely not in the early and late hours of the day.

There is also a concern accessing our property while towing an attachment (e.g. trailer) or oversized truck delivery (e.g. Construction material delivery) if Lakeshore Rd was to become one direction. I know this may seem like a small concern compared to the issues you are facing regarding the road stability, but we really have an on going requirement for the two way traffic flow due to the hairpin driveway entrance.

Thank you again for getting back to me and considering our concerns

> I'm in training for the next couple days so will not be able to get back to you in person until Thursday - sorry! I'll try to summarize through e-mail and then if you have additional questions we can discuss Thursday if you are available.

>

> Your property at [REDACTED] is one of the few properties over the subject area that is unlikely to be impacted by the improvements as we do not anticipate moving the existing retaining wall. The Lakeshore Road travel lanes would be slightly narrowed to move traffic away from the northern failure area and the multi-use path would be offset lower down on the bank from the roadway to the north. However, we will not be 100% confident of the impact until Council approves an Option to proceed with and a detailed design is completed. During the detailed design we would finalize the extent of the anticipated property impact and then we would engage the property owners to discuss the impact to their land. I would expect the detailed design to be complete late summer/early fall.

>

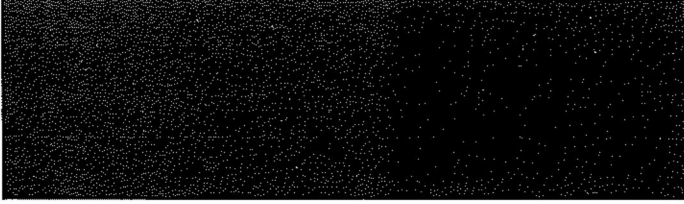
> Hopefully this helps, but if there is more you would like to discuss, please let me know if there is a time for you on Thursday after 11am that would work for a phone call.

>

> Regards,

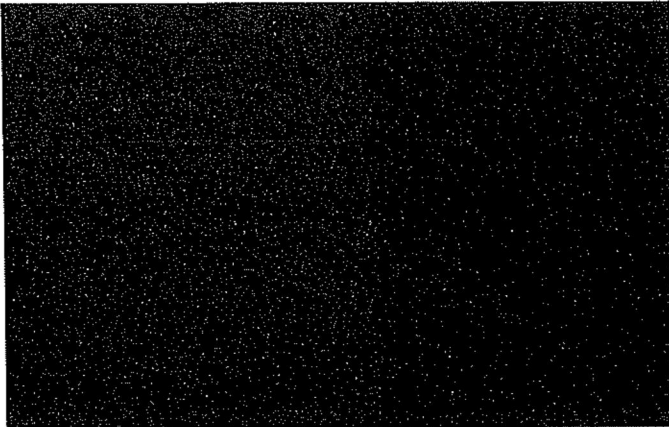
>

> Jenn Wilson, P.Eng. | City Engineer
> Box 40, 500 - 2 Avenue NE, Salmon Arm BC V1E 4N2 | P 250.803.4018 | F 250.803.4041
> E jwilson@salmonarm.ca | W www.salmonarm.ca
>
>
>



> Good morning Jen Wilson,
> My name is [REDACTED] I am a property owner at [REDACTED] and I am wondering if there would be an opportunity to have a discussion in regards to the future changes to lakeshore rd.
> My wife and I are currently planning projects to our property and we are wondering if the road changes would effect our next project investment.
> I can be reached at [REDACTED]
> Thank you,
> [REDACTED]
>
>
> Sent from my iPhone

Lakeshore Road Slope Stabilization - Future Road Layout



How did you hear about this?

- | | |
|----------------------------------|--|
| <input type="radio"/> Sign Board | <input type="radio"/> Friday AM |
| <input type="radio"/> Website | <input checked="" type="radio"/> Word of Mouth |
| <input type="radio"/> Newspaper | <input type="radio"/> Social Media |
| | <input checked="" type="radio"/> Other |

Have you reviewed the information package available on the City's website?*

- ☒ Yes ☐ No

Please choose a ranking for each site:

Option 1: Two-way with Multi-Use Path*

- ☒ Very Good Option
☐ Good Option
☐ Okay Option
☐ Poor Option
☐ Very Poor Option

Option 2: One-way Southbound *

- ☐ Very Good Option
☐ Good Option
☐ Okay Option
☐ Poor Option
☒ Very Poor Option

Option 3: Two-way; no Multi-use path*

- ☐ Very Good Option
☐ Good Option
☐ Okay Option
☐ Poor Option
☒ Very Poor Option

See comments on reverse side.

Thank you for giving me the opportunity to weight in on this.

During the public information sessions for the Ross Street Underpass. I learned that the City had an opportunity to do an underpass 30 years earlier, but put it off. The cost projection, if it had been done at that time was exponentially less than now. I'd hate to see Salmon Arm choose to pursue a One Way Road, only to have to later do more work to make it two way. That section of Lakeshore Drive serves a lot of people on a Daily Basis & divert traffic from using the Trans Canada.

Please choose Option One

Sincerely

By signing in or creating an account, some fields will auto-populate with your information and your submitted forms will be saved and accessible to you.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: LAKESHORE ROAD SLOPE STABILIZATION

We received a notice in the mail requesting 'OUR FEEDBACK' regarding Lakeshore Rd Slope Stabilization from 10 - 20 Ave NE. In the notice we are invited to view the three (3) conceptual road layout options and to provide our feedback. There was no information package or feedback questionnaire in the package mailed to us. I did go online and viewed the three proposed layouts but could not find any more informational package or feedback questionnaire online.

After trying to call your office and city hall (now seconds after 4pm) I was unable to contact you, therefore, I am submitting our concerns to you.

As long time residents, our property is adjacent to 20th, we are concerned with the usage of Lakeshore Road. Lakeshore Rd is

'THE MAIN ARTERIAL ROAD' & 'ONLY SCENIC' route into Salmon Arm from the NE where a large part of the population reside. For years we wondered why this road had not been addressed with it's stability problems, winding, narrow and dangerous road for vehicles and pedestrians alike. This arterial road must remain accessible by east & westbound traffic and a safe sidewalk for pedestrians. We feel public funds would be wisely spent on a quality stability for this route.

We believe that option 1 is our best option, but this would be a quick temporary fix and would have to be revisited again in the future with proper bank stabilization.

Regards,

[REDACTED]

CITY OF SALMON ARM

Minutes of the Meeting of the Active Transportation Task Force held by electronic means on Tuesday, April 6, 2021 at 10:00 a.m.

PRESENT:

Mayor Alan Harrison
Councillor Tim Lavery
Phil McIntyre-Paul
Craig Newnes
Marianne VanBuskirk
David Major
Joe Johnson
Blake Lawson
Steve Fabro
Patti Thurston
Louis Thomas
Gary Gagnon
Jenn Wilson
Barb Puddifant

City of Salmon Arm, Chair
City of Salmon Arm, Chair
Shuswap Trail Alliance
Downtown Salmon Arm
School District No. 83
Shuswap Cycling Club
Greenways Liaison Committee
Citizen at Large
Citizen at Large
Social Impact Advisory Committee
Councillor, Nesklonlith Indian Band
Citizen at Large
City of Salmon Arm, City Engineer
City of Salmon Arm, Recorder

ABSENT:

Gina Johnny
Camilla Papadimitropoulos
Anita Ely
Kathy Atkins
Lana Fitt

Councillor, Adams Lake Indian Band
Citizen at Large
Interior Health
Citizen at Large
Salmon Arm Economic Development Society

GUESTS:

The meeting was called to order at 10:02 a.m.

1. Call to Order, Introductions and Welcome

2. Acknowledgement of Traditional Territory

Mayor Harrison read the following statement: "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. Approval of Agenda and Additional Items

Mayor Harrison requested that Phil McIntyre-Paul speak regarding his role with the Shuswap Trail Alliance.

3. Approval of Agenda and Additional Items - continued

The Agenda for the April 6, 2021 Active Transportation Task Force Meeting was approved by general consensus of the Task Force members.

4. Approval of minutes from March 1, 2021

Moved: Marianne VanBuskirk

Seconded: Blake Lawson

THAT: The minutes of the Active Transportation Committee Meeting of March 1, 2021 be approved.

CARRIED UNANIMOUSLY

Phil McIntyre-Paul spoke regarding his upcoming role at the Shuswap Trail Alliance. As of June 1, 2021, his role will be project focused and he will be transitioning organizational responsibilities to the board.

5. Presentations

- a) **Jenn Wilson, City Engineer – Overview of current and upcoming City projects**
Jenn Wilson, City Engineer provided a summary overview of the City's current and upcoming greenspace projects and was available to answer questions from the Task Force.
- b) **Mayor Harrison – Communications with the Neskonlith and Adams Lake Indian Bands (West Bay Connector)**
Mayor Harrison provided an outline of the West Bay Connector project and spoke regarding the communication process/protocol and the Memorandum of Understanding entered into between the parties. Mayor Harrison was available to answer questions from the Task Force.

6. Old Business / Arising from Minutes

7. New Business**a) Sub-Group update**

Preparation for RFP sub-group – David Major will be the coordinator for the sub-group and will schedule a meeting to prepare for anticipated grant opportunities.

Interim Ideas sub-group – Blake Lawson outlined the topics discussed at the last meeting of the sub-group. The group has identified four categories of major items for additional discussion.

b) Lakeshore Road update

Councillor Lavery and Jenn Wilson, City Engineer spoke regarding the proposed improvements to Lakeshore Road from 10 to 20 Avenue NE. The City is inviting public feedback on 3 conceptual road layout options for discussion at the April 12, 2021 Regular Council Meeting. Councillor Lavery encouraged the Task Force members to review the options on the City of Salmon Arm website.

Moved: David Major

Seconded: Joe Johnson

THAT: the Task Force recommend an option for improvements that incorporate an Active Transportation corridor.

CARRIED UNANIMOUSLY

c) Downtown Salmon Arm visioning

Craig Newnes, Downtown Salmon Arm provided an overview of the areas of focus for Downtown Salmon Arm including the DSA's vision statement. He provided an outline of future projects and the importance of incorporating active transportation in downtown management.

8. Other Business &/or Roundtable Updates, Ideas and Questions**9. Next Meeting – May 3, 2021**

The meetings for June and July will be as follows:

Monday, June 7, 2021

Monday, July 5, 2021

10. Adjournment

The April 6, 2021 Meeting of the Active Transportation Task Force was adjourned by general consensus of the Task Force members.

CARRIED UNANIMOUSLY

The meeting adjourned at 11:30 a.m.

Mayor Alan Harrison, Co-Chair

Councillor Tim Lavery, Co-Chair

Received for information by Council the day of , 2021.

From:

Sent:

To:

Subject:

Lakeshore Stabilization Comments

Please accept these comments as part of the public feedback survey.

I am not supportive of any one-way option as the overall circuitous route to/from homes on the affected section of Lakeshore would be required to traverse two distinct sections of steep grade roadways, which in winter conditions increases risk to road users, notwithstanding the overall time & distance required for overall re-routing of daily trips. Considering the City public commitments to overall safety as well as carbon pollution reduction, this option seems the least favorable in meeting those standards.

I do not support the logic behind an addition of a multi-use path. The section of Lakeshore immediately southwest of the study area does not have a multi-use path, rather a simple concrete sidewalk, nor does it seem cost effective to install a path on the steep slope portion of the roadway edge. None of the roads to the Northeast have pathways, rather concrete sidewalks. It appears that the existing built infrastructure on the interconnected road segments in this area, already constructed and paid for by the City, favors a 1.5m wide concrete sidewalk.

I am supportive of a two-way roadway, with a 1.5m wide sidewalk on one side.

Further, I am suggesting downgrading of the roadway classification in the OCP from Collector to Residential, and the associated narrower lane requirements. This would by default slow traffic as narrower well delineated lanes are proven to provide a perception of traffic calming for motorists, and thus an increase in safety. Narrower lanes would also accomodate a move of travel lanes away from the slope edge while minimizing the cost of land acquisition, thus keeping capital costs low while achieving the slope stability lifecycle goal, and improving vehicle and other road user safety goals.

I am supportive of removal of commercial truck travel from this section of road. Not only would removal of truck use from this section of roadway act to preserve/extend the slope stability, it would allow for safer passage of shared uses of the roadway.

At this time I will also request installation of improved shared roadway use signing on either end of this segment of roadway, providing 'pedestrian and cyclists on road' warning signs, to provide better roadside warnings to motorists of the different modes of transportation using the roadway.

Respectfully submitted.

A black rectangular redaction box covering the signature of the Lakeshore Road Resident.

Lakeshore Road Resident

not included - owners would not have known - absent
 3 or 4 Rentals on Lakeshore
 3 rentals in 17th St. Caldesac.

Changes and Options proposed for Lakeshore Road


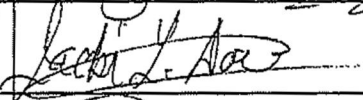
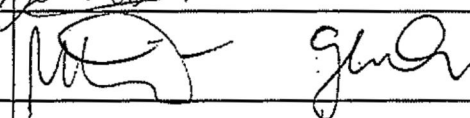
We, as residents within this area, would like to add some alternatives to the three options, address our concerns, and have significant input into any decisions made regarding these issues.

We the undersigned are concerned citizens who urge the City of Salmon Arm to seriously consider a long term solution to the slope destabilization of Lakeshore Road along with further city planning for the infrastructure of feasible traffic routes in our fast growing community which do not impact the stability of Lakeshore Road.

Date	Signature	Comment
3/23/21	Amanda Laskie	Very busy road!!
3/24/21	Christophe Uhl	Close RD. Local traffic only
3/24/21	W. H. Hume	#1 Preference CLOSED TO LOCAL TRAFFIC ONLY
3/24/21	Eric Fowler	Block to vehicles at one spot, local traffic only
3/24/21	J. L. Lorne	closed to local traffic only
3/24/21	Doug H. H.	Good choice
3/24/21	Dan McFarlane	Local traffic only

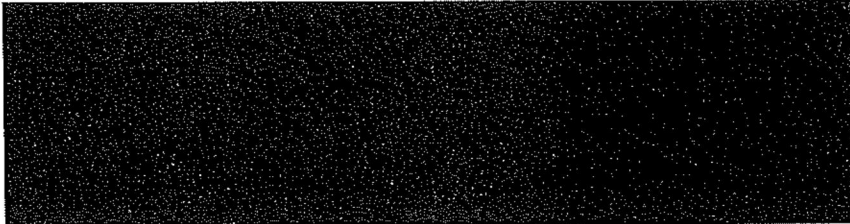
Date	Signature	Printed Name	Address	Comment
Mar 24	<i>[Signature]</i>			Close NE Road
✓	<i>[Signature]</i>			Close Road
March 24	<i>[Signature]</i>			Close Road
March 24	<i>[Signature]</i>			Road Closure to local only
March 24	<i>[Signature]</i>			Road Closure on both local ^{→ fix problem} _{meaning erosion + bank}
"	<i>[Signature]</i>			→ traffic only
March 26	<i>[Signature]</i>			local only
2021	<i>[Signature]</i>			local only
MARCH 26/21	<i>[Signature]</i>			repair Bank local traffic only
March 26/21	<i>[Signature]</i>			local traffic
March 26/21	<i>[Signature]</i>			local traffic
March 26	<i>[Signature]</i>			repair Bank
March 26	<i>[Signature]</i>			Local Traffic only, repair Bank
March 26/21	<i>[Signature]</i>			—

↓ he owns 2 houses on street.

Date	Signature	Printed Name	Address	Comment
MARCH 26 2021				Desperately need MULTIUSE PATH
March 27 2021				Local traffic <u>ONLY</u> need wide path (for safety)
APR 06 2021				LOCAL TRAFFIC <u>ONLY</u> enjoyment MULTIUSE PATH A MUST!

CITY OF SALMON ARM

Lakeshore Road Slope Stabilization - Future Road Layout

CITY OF
SALMON ARM

How did you hear about this?

Sign Board

☒ 2nd.

Newspaper

☐

Friday AM

☐

Website

☐

Word of Mouth

☒ 1st

Social Media

☐

Other _____

Have you reviewed the information package available on the City's website?

Yes

☒

No

☐

Please choose a ranking for each site:

Option 1: Two-way with Multi-Use Path

Option 2: One-way Southbound

Option 3: Two-way; no Multi-use path

option 4 local traffic only

Excellent Option

1

2

3

4

5

1

2

3

4

5

1

2

3

4

5

(1)

2

3

4

5

Very poor option

Please explain the main considerations in your rankings.

PLEASE READ ATTACHED LETTER !!

Please continue on reverse

Any additional comments?

Well once again Lakeshore Rd. is a topic of discussion for the past + current council. When will Action finally be taken, considering the engineer feels this is a medium to high risk road with catastrophic failure. SO WHY IS THE ROAD NOT CLOSED?? While the city still allows heavy traffic (dump trucks, transport trucks) under these conditions!! ARE ROAD Restrictions in place??

I have lived on Lakeshore Rd. for 35 years while 30 years ago Don Rogers persistently coming to our home asking us to sell our frontage. My husband and I not wanting to be right on top of road. With Don Rogers threatening us with expropriation if we didn't sell the frontage. Young + naive we reluctantly gave in, expecting to have the city working on the road the following year (It WAS in the budget) Needless to say 31 years later our children have all grown up + still No sidewalk and now no need for one. I feel the city of Salmon Arm were never planning on building a sidewalk back then + just told us a story in order to purchase our property. MISREPRESENTATION!!

So now you have devalued every residents property along this stretch of road, not to mention further on Lakeshore, where in Ravenscroft houses have slid years ago to now again. Did engineers give approval to build there?? I place the blame on the city of Salmon Arm. you are playing with peoples homes + lives by. →

Any additional comments?

ignoring your responsibilities!

After personally talking to the residents along Lakeshore Rd. it has been pretty much unanimous except for our at-town homeowners, plus 3 rentals that this road be closed off to LOCAL TRAFFIC because we strongly feel fixing the road is only a bandage. The real problem of slippage needs to be #1 priority. Anything else is a waste of our taxpayers dollars and doesn't address the concerns of the residents who purchased homes originally here because of the close proximity to town. Therefore a single one way is unacceptable unless you also allow for local residents to continue 2 way, and allow to maintain the ease of to/from town.

So, are you going to respect the decision made by local residents or ignore + put our lives + homes at a greater RISK?? Apparently this has been a problem for 60 years. FIX IT!!

After reading All your options I cannot agree with any of them as none of them address the real issue of bank slippage + stability. THIS CITY HAS KNOWN ABOUT EROSION ON THIS ROAD FOR 60 YEARS. FIX THE PROBLEM AT HAND FIRST!!

A FRUSTRATED RESIDENT
OF LAKE SHORE RD

RE: Changes and Options Proposed for Lakeshore Road

As residents living within this area, we would like to add some alternatives to the three options, address our concerns, plus have significant input into any decisions made regarding these issues.

With respect for those at the City of Salmon Arm and with appreciation for the time, effort, planning, research, and preparation of the report on slope stabilization, plus, road layout options for Lakeshore Road, we would like to add our input.

We appreciate that the City is proposing some options for the long term problems on Lakeshore Road.

The ongoing effect of the dramatically increased traffic experienced on Lakeshore Road, combined with the substantial unstable slope failure experienced over the years, continues to have a direct impact on our lives, more so than the residents who only use this route to travel to and from town on a daily basis. We would like to see the repair of the bank, including preventive measures for further slippage and erosion of the slope once and for all be the top priority.

We are concerned that none of the 3 options presented in your report appear to provide a concrete, long term solution to permanently repair the slippage, erosion and destabilization of the slope. As property owners and taxpayers we would much rather see our tax dollars go toward a long term remedy.

The dramatic increase in traffic along Lakeshore Road (coming from both directions) over the past few years will only continue to get worse and certainly exacerbates the erosion issues. Few drive the posted 50 KM speed limit, plus, there is often a bottleneck of traffic heading south into downtown Salmon Arm at an already congested intersection at the entrance to the downtown area.

Along with a long term solution to the slope destabilization, we would like to see further city planning for the infrastructure of feasible traffic

routes in our fast growing community which do not impact the stability of Lakeshore Road.

The Official Community Plan encourages infilling to minimize costs to the infrastructure and development of land in close proximity to town. While this is commendable, the traffic increase we have experienced from residential infilling and construction of new homes plus existing homes above Lakeshore Road, on Upper Lakeshore Road, Green Emerald Estates, the Laitinen property lots, The Bluffs, Andover Place, the new development of lots off of 20th St., NE, plus traffic from Raven Subdivision, Ravenscroft, Upper Raven Subdivision, Appleyard Subdivision, Bastion Subdivision, Lakeview Meadows, plus any new construction in the future (near or far), has (and does) only add to the traffic load and the existing problems we continue to experience.

For those traveling to town from the Raven area etc., there are alternative routes which could be used rather than have so much traffic funnel through our quiet residential area along our narrow, compromised road.

We would like to propose other alternative options until the problem of slippage and erosion is solved and dealt with for the long term.

We feel that a good solution would be to close Lakeshore Road off to a 2 way "local traffic only" for residents on Lakeshore Road.

Another option would be to make Lakeshore to 20th one way either north bound or south bound but continue to allow 2 way traffic for those of us who live on this part of the road.

Alternatively, a traffic circle could be built at 20th to direct traffic in other directions and keep traffic from entering Lakeshore and driving into the downtown core, where problems already exist at the first stop sign intersection to downtown. Even with an underpass, the amount of traffic that will bottleneck at the end of Lakeshore will be significant if traffic keeps funnelling south down Lakeshore Road and into the downtown core.

The tax dollars you are proposing to spend for the preservation,

improvement and stability of Lakeshore Road would be better spent fixing the problem of slippage and erosion along those parts of Lakeshore affected and building and enhancing alternative traffic routes for the existing areas such as mentioned above, ie Raven Subdivision ETC. and areas experiencing exponential growth.

Our major concern is that the bank erosion and slope failure that are causing the problems on Lakeshore should be number one priority for our tax dollars. Whatever that entails, whether it be a wall with backfill or tiering of the bank or what an engineer would recommend is what we wish to be done.

In conclusion, we are also concerned the flashing sign currently installed on Lakeshore Road is not enough to let many residents know what your plans are.

Many of the residents along here are elderly and without computers. Some even have others pick up their mail so seeing the sign may not be possible for them. Some rent their homes out and live elsewhere and should have the opportunity to know what the city proposes for their area.

There may be some residents who would wish to further discuss the three options, however, many do not have computer access and a virtual meeting would be impossible without access to a computer.

We would like you to deliver to each of the residents that live on this portion of Lakeshore and up to the corner of 20th at Andover corner a copy of your proposals to be certain everyone receives the information.

Thank you in advance for your consideration of our concerns.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	This road is arterial and needs to remain as such. One way is a no way for us.	
Social Media	Yes	Very Good Option	Poor Option	Good Option	We live between Broadview and upper Lakeshore and use this road daily to go to town.	
Sign Board	Yes	Very Good Option	Poor Option	Good Option	Make it 30km/h add a path for bikes and foot traffic. Two way is best.	I don't understand how you believe a one way would even be an option. If I lived on Lakeshore I would have considered it an insult.
Social Media	Yes	Very Good Option	Good Option	Very Poor Option	We need a multiuse path. Keeping status quo with travel plus adding safety for pedestrians is the best of both worlds and helps for future growth.	Worried about the road's long term infrastructure as it seems to be sliding down the hill.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	Maintaining traffic flow, resident access and improving safety are all accommodated in Option 1.	
Social Media	Yes	Very Good Option	Poor Option	Very Poor Option	The existing two way road is another funnel of traffic in and out of downtown for those not comfortable on the highway. Not having to merge onto the highway or cross it to get into the main part of the city has been a consideration. We live where we do because of the convenience to work and back that this road offers. The existing road without a path is still used by walkers/cyclists but has high risk with being narrow with many blind spots.	I would love to be able to walk from home to downtown with my children. It is a very reasonable distance but I won't currently do this without a safe path. Trail systems do not allow us to be visible and I would prefer sidewalks on main, visible, well-lit roads. 2 vehicles and a stroller on the existing road is not feasible or safe.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	Safety	For the small additional cost, option (1) is preferable to option (2) and option (3) is like doing nothing at all.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	If the City is going to the effort of rebuilding Lakeshore Road, considering the future is paramount. Option 1 looks to the future and isn't really that much more expensive. Option 2 is bad because a one-way street wouldn't work well. Routing for people unfamiliar with the city would be confusing. Option 3 is more or less status quo. Fix it but don't improve it.	
Social Media	Yes	Good Option	Very Good Option	Good Option	Reduced stress and usage on an important and challenged terrain.	
Website	Yes	Very Good Option	Very Poor Option	Very Poor Option	Gained usage of multi-purpose pathway.	
Social Media	Yes	Very Good Option	Okay Option	Good Option	Reduced risk of collision with flow going in one direction.	
Social Media	Yes	Okay Option	Very Good Option	Poor Option	We definitely need more options for active transportation in town and I like the idea of the one way being more cost effective. I think there are lots of ways for folks to circle around to the various places they may live.	
Sign Board	Yes	Very Good Option	Poor Option	Very Poor Option	I work downtown and use lakeshore as my primary commuting route. I bike and walk to work when the weather permits, but typically have to use alternate routes as there is no safe area for pedestrian or bike traffic. The road needs to remain a two way road regardless of the walking path as it is a primary commuting road for a significant portion of the Northern communities to get both into and out of downtown. Having it as a one way would also decrease response times by emergency services to the homes along lakeshore as the emergency vehicles would have to detour around through other side streets that were not constructed for a heavier traffic flow.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	It would be a great inconvenience for those living on Lakeshore, or any of the several side streets in the area, to have to come from town and go all the way up and around to get back to their homes. This also affects everyone on the way out to/including Raven - all that traffic will have to be re-routed - and to where?? 20th is a narrow windy road that, in my opinion, cannot handle a sudden uptick in traffic. That leaves 30th, which is a heck of a long detour for homeowners.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Not acceptable.	
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	I drive this route daily both to and from work. Making it a one way is a ridiculous option. I'm surprised more pedestrians aren't hit, a multi use path will save lives. The additional cost to fix the road properly the first time, will save taxpayers from needing to make further changes, adding costs in the future.	
Social Media	Yes	Poor Option	Very Poor Option	Very Good Option	Cost factor	Prefer option 3
Social Media	Yes	Very Good Option	Poor Option	Very Poor Option	Although costly, the advantages outweigh the disadvantages in the long-run. It is the safest option and a multi-use path is an absolute necessity so Option 3 is not even a contender. Option 2 is not user friendly for the residents.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	Many people use this road for walking, running. Considering how narrow the road is already and the curves that impair field of view, not having a proper multi use path puts both pedestrians and drivers in danger.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Option 1 is over all my preference. If it's going to be worked on, then do it right the first time.	
Website	Yes	Very Good Option	Very Poor Option	Good Option	Option 2 - it's ok. I'll get used to it if that's the chosen option.	
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	Option 3 - not a suitable option if not multi-use.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	The one-way option requires a major detour in our commute.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way; no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	One way is a non starter. No multi-use is a non starter. This road needs to be put to an acceptable standard which includes two way traffic and pedestrian or bike lane. The cost is what it is. Saving money to put in a halfway solution is money wasted.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	I prefer two way traffic along lakeshore because it provides a great option during summer months to avoid highway travel to and from town centre.. during the summer traffic on the highway gets very busy - we have a lot of seniors that prefer to use this road especially during summer months - great for scooters as well. I really like the idea of the walking path addition! Option 1 is the most forward thinking and really not that much more expensive considering what we gain as a community.	I think it would be a very big mistake only providing one- way traffic on the this alternate access road.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	The two way lanes and the fact that it has a multi purpose lane. This makes it safer for everyone, no matter their mode of transport.	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	multi use path is appealing.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	A 1 way would make it difficult to navigate. 2 way traffic is a must! And multi use paths are always a bonus	
Sign Board	Yes	Good Option	Very Poor Option	Okay Option	Safest of all 3 options	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	With an active city it's important for many pathways. Also two way street is the only options for locals.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Option 1 is the most accommodating to drivers and bikers, etc. and encourages slower speeds. Option 2 is completely inconsiderate to anyone who lives on that road as they cannot easily return to their house from either direction. Option 3 is a good back-up if Option 1 is not viable.	
Sign Board	Yes	Okay Option	Very Poor Option	Very Good Option	This is my main route into town. I don't want to increase traffic and use. It is busy enough	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	Our town needs to support biking and walking. It is unreasonable for locals to take a 3km detour if the roadway is one way. The two way multi use option is the only reasonable option in my opinion.	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	Best option for keeping two way and also having a safe path. I, among many, use this road multiple times every day, and to make it one way would be not only inconvenient, but dangerous, and difficult for emergency vehicles as well. Two way with no path would also be dangerous, as many walkers and cyclists use this road already.	In my opinion, Option One makes the best sense, even though it is more expensive. If we are going to spend the money to fix this road properly for the future, we should choose the best and safest option and also keep this road as an important route in and out of the city, including use for vehicle traffic and path users.
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	Safety and time	That is why I clearly choose Option One.
Website	Yes	Very Good Option	Very Poor Option	Okay Option	As a daily user of that stretch of road (both ways) I enjoy the privilege and the ease of access to home (Canoe) and the view offered on the drive. I am in favor of making it convenient and attractive for as many as possible both vehicles and foot traffic or other means of transportation.	
Social Media	Yes	Very Good Option	Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Very Poor Option	Good Option		
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	It is a very busy road with high usage. It needs to be safe for everyone using it.	
Social Media	Yes	Very Good Option	Okay Option	Okay Option	Maintain service level. Enhance active transportation options.	Thanks!
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	This is a major connector between Raven and the downtown. As someone who has walked and biked this route, it is absolutely essential to have room for this activity. The cost, compared to the other two options seems minimal to me	
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	The current lack of space for pedestrian traffic is tremendously unsafe (esp in winter). It would appear that the amount of land acquisition would have minimal impact on landowners on that road hence my opinion in favour of Option 1. (Of course, it's not my front yard that's impacted, but I would think that Option 2 would be even worse for those Lakeshore Road landowners.) Option 3 does not address the safety issue and is only \$300K less than Option 1.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	We use this route daily to go back and forth to town. A detour on the way home seems very inconvenient and the cost benefit ratio on a one way route doesn't seem profitable in terms of extra distance and inconvenience. The cost involved in option 1 seems minimal when the benefit of a two way road with path is an option. I think the present road is unsafe for pedestrians and cyclists and I think this major road to town should have more to offer.	
Social Media	Yes	Good Option	Poor Option	Okay Option	I think Lakeshore should remain a two way connector as it serves a large area and provides easy access to downtown. A walkway would be an added bonus. I believe the City acquired land many years ago along Lakeshore to allow for such an expansion. Hopefully the walkway will be better planned than the very short section that was done a few years ago.	
Social Media	Yes	Good Option	Very Good Option	Very Poor Option	Option 1 is good but definitely more expensive, option 2 is perfect for a small town in my opinion and option 3 seems too unsafe as it already is for cyclists and pedestrians.	
Social Media	Yes	Very Good Option	Okay Option	Okay Option	I travel both ways on Lakeshore multiple times a day. A walking path would allow me to use alternate modes of transportation into downtown.	
Social Media	Yes	Very Good Option	Okay Option	Okay Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
						With the rest of the active transportation developments in Salmon Arm, developing this road without any provision for walking and cycling would be a very poor choice indeed. I also think making the road one way would be a poor choice. A significant amount of traffic leaving downtown would have to redirect elsewhere, and the cost of changes to other parts of the road network would far outweigh the difference in cost between option 1 and 2.
Social Media	Yes	Very Good Option	Poor Option	Very Poor Option	I occasionally cycle along lakeshore, but restrict my travels to very early morning rides as the road isn't very safe for cycling, but is a nice flat route from downtown.	
Social Media	Yes	Poor Option	Very Poor Option	Very Good Option	there is no multi use path as it is, so why add one and just fix the road that's there? the wharf and bird sanctuary is right there, 2 seconds away they can wait	
Sign Board	Yes	Very Good Option	Good Option	Very Poor Option	We need a safe multi use path on this stretch, period. Upgrading and keeping everything as is without a simple sidewalk shouldn't even be considered. Those people walking or riding bikes who I drive around everyday deserve to be as safe as we are driving.	If property owners along lakeshore complain about losing land to upgrade the street to make way for a path then they should be more than willing to have a one way street Southbound and detour home.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	I believe we need to keep the road two ways in case of emergency.	
Sign Board	Yes	Good Option	Poor Option	Good Option	It is a significant section of roadway and reducing it to a one way seems like an inconvenient and unsafe option for residents and emergency vehicles. As the city grows planning ahead for roadways capable of handling more, not less, traffic seems most logical.	
Social Media	Yes	Very Good Option	Okay Option	Poor Option	1way traffic for people living along this section makes them drive further. Puts extra traffic on other roads. Multi use path important in this area for safety of users. Helps get us out of our cars	I have chosen most expensive option but I feel in the long run it will prove to be cost effective and also provide the best solution considering all the information provided
Social Media	Yes	Good Option	Very Good Option	Very Poor Option	It would be great to have a path as I have tried to walk up it in the past with my children and it feels dangerous. It would be a great scenic walking/bike route to town/schools etc	
Social Media	Yes	Very Good Option	Poor Option	Okay Option	I think in the long term this option (#1) is the best. It will remain viable for many years where the others will always be revisited and future upgrades will far out strip the initial \$300,000 cost difference. You will save money by doing it right the first time.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Working for the Salmon arm fire department a one way option is probably not the best option. I'm not a cyclist so wouldn't really care if there was a MUP. However using the road everyday to and from work I see people biking and walking along the road and see the importance of having a MUP.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	One way with so many accesses to that road and so many citizens that use that road to get to and from their homes, it would be a disservice to put in a one way.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	#1 is best option. Worth the extra expense	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option		
Word of Mouth	Yes	Okay Option	Good Option	Very Poor Option	This road needs traffic calming and safe pedestrian travel. One way with a pedestrian is the best of the options given by a long shot.	My absolute preference would be closed to all traffic except local traffic and safe pedestrian and bike passage. This would be for safety and for preservation of the road we have left, not to mention reducing noise, although that is the least of my desires here.
Social Media	Yes	Poor Option	Very Poor Option	Very Good Option		
Sign Board	Yes	Good Option	Poor Option	Okay Option	I use this road daily to and from home and would be really inconvenienced if it becomes a one way street	
Other	Yes	Very Good Option	Good Option	Poor Option	Walking on lakeshore is dangerous.	Train track pedestrian overpass to foreshore trail would be nice at 20th and lakeshore area. Then you wouldn't need the walkway.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Having a bike/pedestrian path is essential. As someone who regularly uses this road, I have seen how dangerous it is when people are walking or biking on this narrow roadway. I do not ride to town with my kids for this very reason.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	I would really like that area to have a path for bikes and walkers. I don't feel single way traffic is ideal.	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option 1 benefits both vehicle and non-vehicle modes of travel. Makes the area more useful to more people.	Encourage the City to fully ignore option 2 and 3.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Poor Option	Good Option	Having the multi-use path will be much safer and is definitely needed	Having the road be only one-way (Option 2) would be very inconvenient
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option		
Website	Yes	Very Good Option	Okay Option	Poor Option	We need to continue to allow two way traffic for the advantages mentioned but it's currently very unsafe for pedestrians. People will have more options to stay fit and active while enjoying lakeshore scenery.	
Social Media	Yes	Good Option	Very Poor Option	Very Good Option	A one way would be incredibly inconvenient. The path sounds nice, but the road is so busy it's hard to tell how often it would really get used and may just go to waste. Keep the 2-way.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	That section of road is so popular, to change the traffic pattern would be dramatic. As a daily user, by car and bike and walking, I think it is worth the money to make the road two way with multi use lanes. I'm surprised more people aren't hit or hurt walking and biking on the side of that road.	
Sign Board	No	Very Good Option	Very Poor Option	Good Option	There have been too many close calls with people walking/biking along the road. Especially crossing to get to the nature trail. However, having lived in Raven and using the lakeshore road as my main route getting to and from SA, it would be a very stupid decision to make it a one way.	I stated my opinion above. Just fix the road so no one gets hurt and do not make a wide enough road, a one way street, too many people drive in both directions on Lakeshore daily for that to even make sense.
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	a one way would be the most inconvenient option	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	because it still needs to be a two way with safety concerns for foot traffic. Number one is the best option for that	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Social Media	No	Very Good Option	Okay Option	Poor Option	I think we need to move away from car culture in planning cities. Some people do not own cars and need a safe place to walk. People with cars may want to park somewhere and walk too. Accessibility near the lake should be part of planning. I also think it would be inconvenient to have a one-way in that route.	
Social Media	Yes	Very Good Option	Very Poor Option	Very Good Option	Great idea to add a multi use path to Lakeshore so no traffic snafus from cyclists or walkers. Also increases the safety of pedestrians. Option 2 is useless. Option 3 is great too just fix the road and leave it as is.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Good Option	Lakeshore is a fast road to get into or out of town without going on the highway. Specially in the summer with high tourism on the highway going through town. A walking path should be added on the side to make the road more friendly for walkers or bikers.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	It is not an option to rebuild Lakeshore without a path. The current road is extremely dangerous for pedestrians and cyclists walking/riding on the most scenic road in our town.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Good Option	I use this stretch of road both ways daily	Can you save acquisition by rerouting multiuse path through residential streets?
Social Media	Yes	Very Good Option	Poor Option	Good Option	Let's do the fix right - the cost difference really isn't that much.	Active transportation will need to take second place on this vital transportation link in the community.
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	I use this road daily and also have a young family who would love to use a multi use path	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	There needs to be a MUP.	
					I used to live at 1820 Lakeshore and can understand a walking path would be a benefit but I understand the city bought some property frontage along here years ago stating a side walk would be put in place, but nothing ever came of it. So to perhaps seek more property from those who gave up already would be unfair and there is not alot of foot traffic on that rd to justify the costs. Single laning will increase speed, this is not now with 2 lanes a meandering rd, we bore witness to many people travelling at high rates of speed regardless of the weather, many pets were lost on that rd, and wild life as well. A higher rate of speed is a death waiting to happen, not only accidents but the fact that the emergency services will have to go around way to get to Lakeshore. 2 lanes as it is with better speed control may help as well, keeping the vehicles closer to the center lane not close to the edge as the maneuver the corners adding sheering and added pressure to the roadway.	Thank you for allowing us all to have a say. Altho I no longer live there (partially due to the fact of the amount of traffic speeding by daily (only lived there 2 years) and nearly being hit trying to get out of our drive or rear ended trying to get in. I do think of our old neighbor's (we only moved last July) I loved the location due to proximity to town and my parents and the view but in the end the reckless speeders pushed us over the edge.
Social Media	Yes	Good Option	Very Poor Option	Very Good Option	I would like to keep the road a 2 lane. Not many pedestrians use this road and there are better walking options by 16 street be. It is mainly used to get downtown and uptown by vehicles.	
Sign Board	Yes	Good Option	Poor Option	Very Good Option		
					For me, a multi-use pathway is imperative. Many people use this route to commute by bicycle (myself included) and I often see folks walking. I think as a community that is doing very well in going green and facilitating cycling we should absolutely do this. A trade off of having to narrow the roads to slow traffic is just fine. Making this a one-way street seems silly. The area is growing and there will be more traffic flowing through here in the future. We need a long-term fix, and this is one area where we should not really be trying to save money.	I think the cost estimate of 2.1 million for the 2-way with multi-use roadways seems very low. This stretch of road is going to require extensive geotechnical works to ensure it remains stable in the long term. I work with Westrek Geotechnical Services Ltd. We specialize in this sort of thing. I would be more than happy to answer any questions or give a second opinion on some of the geotechnical aspects of this project if you like. My number is 250-515-3250.
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option		
Sign Board	Yes	Good Option	Very Good Option	Very Poor Option	I'd love to have a large public trail to be used along lakeshore! More active transportation is a great thing!	
					Although there is a more substantial capital cost up front I believe the benefits far outweigh the costs to have Lakeshore be two-way with multi-use path because this road connects two parts of town to each other, is beautiful for walking, cycling, etc. and would provide the community with safe access to the location for both travel and recreational purposes. The idea of making this road one way would be frustrating and cut off that access from one part of town to another without going all the way around.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Safety for pedestrian and vehicular traffic.	We are extremely happy to see that this issue is being addressed.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option 1 seems like the best option long term for residents even with the highest costs.	
Social Media	Yes	Very Good Option	Poor Option	Poor Option	One way would be confusing and dangerous. A walking path has been needed there for years. Too dangerous for pedestrians now. I used to live out lakeshore rd so I've driven it lots.	
Social Media	Yes	Very Good Option	Poor Option	Okay Option	The residents of this stretch deserve to be able to walk out their front door and have access to a safe walk along the road. Some of them have to walk or bike to work!	
					I feel all of Lakeshore Road should be made safe for pedestrians and bikes as it is a major connection between residences and downtown.	
					It should be kept 2 way for ease of access for all area residents to access downtown. It is my first choice when I am heading downtown or to work as it is the most direct and safest route.	
Sign Board	Yes	Good Option	Very Poor Option	Very Poor Option	Taking this traffic over to other routes increases the vehicle traffic in those areas and none of the routes are truly designed for heavy traffic.	Has there been any thought to creating a retaining wall to help with the erosion along this section?
Sign Board	Yes	Poor Option	Okay Option	Good Option	I believe option 2 would be the best but without knowing the additional costs I'm reluctant to pursue this avenue.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
						For anyone living in the area north and east of town that is the most direct route to and from town.
						Traffic is only going to increase in the future as population increases. To move traffic to other less desirable routes will only add to future problems.
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	Best long term solution as it addresses the safety issues and allows for two way traffic.	
Social Media	Yes	Very Good Option	Very Poor Option	Very Good Option	I think that road needs to stay a two lane roadway either with a multi use path or without. I drive this road daily and changing it to a one way would be very frustrating.	
Social Media	Yes	Very Good Option	Poor Option	Okay Option	2 way traffic flow required	
Social Media	Yes	Very Good Option	Poor Option	Poor Option	Public safety, ease of vehicular access and the public enjoyment of a very lovely, mostly flat scenic path.	
					This would make Lakeshore a safer road for both cars and bike riders. I realize the cost is more but I feel money well spent. We have friends that live in that area. Hate driving to their place, night driving is the worst and winter driving can be a nail biter. Very poor visibility should there be pedestrians on the road or someone riding their bike. Option 2 and 3, nothing changes. No land for proper improvements and one way southbound would be a joke, just saying.	
Website	Yes	Very Good Option	Very Poor Option	Very Poor Option	I don't like the one way option, it would be inconvenient to residents.	I like the idea of the path, but I'm not sure of the extra cost is worth having a path.
Social Media	No	Very Good Option	Very Poor Option	Good Option	Since Lakeshore is a main thoroughfare, especially if there is any trouble on Highway 1, it only makes sense it keep it two way, with room for pedestrians on both sides	
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option		
					This road needs to remain 2way. People living on those streets would have to go half way downtown and then deek around if you wanted to go uptown (ie college, Home Restaurant, Askews) and then you would have to take the highway back unless you went by the RCMP and Service Centre. I also think if we are going to the trouble of fixing this road which has to be done then we might as well put in the walking and biking path so that it is safe for everyone.	
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option		
					We believe that the city should be striving to become pedestrian friendly in all locations. This means whenever a road upgrade occurs, bikers and pedestrians need to be considered as a priority over car transport.	
Sign Board	Yes	Very Good Option	Poor Option	Very Poor Option	Two way road is needed	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		
					Option 1 although most expensive is best option as it is safest option and provides redundancy in case of emergency. More and more people are walking and biking so this gives those an opportunity to use this important road.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	I think this road needs to stay as a 2-way street as it links the highway at 20th to the downtown core. It currently does not have room for walking, bikes, etc. but would be well used for that.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		
Sign Board	Yes	Very Poor Option	Very Good Option	Very Poor Option		
						I don't like the one-way option #2....
						I like option 1: it says keeps traffic at a slower pace! And a path for pedestrians...? ? Although - there already IS the foot path ALL along at lake level
					I am torn between 1 & 3 Option 3 is confusing... Not crazy about increased vehicle speeds But, also says traffic remains calm ?? No pedestrian path on Lakeshore...but footpath all the way at lake level...Harborfront drive ..	Option 3 allows faster vehicle traffic...I don't like that! (disadvantages)... but, then goes on to say (advantages) narrow lanes add traffic calming & reducing speeding ??? Let's make up our mind here - which is it?
Word of Mouth	Yes	Good Option	Very Poor Option	Good Option	I believe that a One-way option would be terrible, you would be directing traffic up to the intersection at Setters Pub and that intersection is very concerning at times already	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option		
					With the growing population north along lakeshore, the road is being over utilized. Add to this the increased use of electric bikes the multi use path will grow to be essential.	I ride Lakeshore most days, and the comments about narrow lanes calming traffic and reducing speed is not accurate at all. People drive very fast down Lakeshore. One last comment would be that the multi use trail should be extended up 20th to lakeshore, and from 10th into town for bike traffic.
Sign Board	Yes	Okay Option	Very Good Option	Very Poor Option	I drive this road to and from town almost daily and it's very difficult to see people walking in the evenings. A dedicated walking path would be ideal.	
Sign Board	Yes	Very Good Option	Poor Option	Good Option		
Social Media	Yes	Very Good Option	Poor Option	Poor Option	We need a multi use pathway. I also don't want a one way rd...	
					I'm concerned about safety for pedestrian and bike traffic on the road. I think a multi-use path would make it a much safer option. I'm also believe we should make active transportation as easy and safe as possible in our community. I think the one way option will be a real hassle for drivers and will lead to driving excess distances.	Thanks for all your work on this project!
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	Common sense	
Website	Yes	Very Good Option	Poor Option	Poor Option		
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	cost,	no indication of upgrade to 20st x 20av intersection, it would be cheaper to establish and signpost an alternative to bike or walk to avoid the need for pedestrians to walk that section.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	We need to improve upon the road, not take away from it. This project should have taken priority over any underpass project in our opinion. We believe the road needs to remain as two way with the addition of a multi use path. Making this road one way will not address the issues that we face going forward.	We are trying to encourage more cycling and walking and a safe way to do that along this stretch is critical. Even though more expensive, much more sensible use of funds.
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	Safety, eases of traffic access, good traffic flow.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	That street is very busy and needs to be a two-way also lots of foot traffic and would need a path for those walking and biking.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Lakeshore is the main connection for those uptown to quickly get downtown	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	The City of Salmon Arm seriously needs to consider the safety of our residents young & old	City of Salmon Arm needs to consider a bike/walk system for upper lakeshore toward Raven
Newspaper	No	Very Good Option	Poor Option	Very Poor Option	Roadways such as Lakeshore are a fatality waiting to happen	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	bicycle commuting route	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Avoid ending up with even more of a race track as it is already now and allowing for safer bike & foot traffic	Forget about the over priced under pass and use funds more wisely on projects like this which are a total necessity and long overdue
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	Two way traffic is important to maintain along this section of road due to already very busy alternate travel routes making Option #2 by far the worst. Considering the relatively minimal costs of option #1 with significant active transportation improvements over option #3, Option #1 is the best.	
Website	Yes	Very Good Option	Okay Option	Poor Option	Need more room for pedestrians and cyclists, while maintaining safety on a busy roadway	You guys should put a sidewalk on Canoe Beach Drive. It's busy too!
Word of Mouth	Yes	Good Option	Very Good Option	Very Poor Option	Active transportation is critical and should be given ample space. Costs should be controlled as much as possible.	
Newspaper	Yes	Very Good Option	Very Poor Option	Very Poor Option	Safety both vehicular and pedestrian	
Website	Yes	Very Good Option	Good Option	Okay Option	If we can keep two way traffic and add the path for only 300k more its very worth it.	
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	Traffic flow both directions, plus space for bikes, walkers, joggers.	
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	I live on 20th Ave NE and use Lakeshore almost every day for driving, cycling, and walking. From the day I moved here, I thought that Lakeshore ought to have much better infrastructure for pedestrians and cyclists. Having this would allow residents easy walking and biking access to downtown in a much safer manner than we have now, and this is very important to me.	I'm very happy to hear that such a project is being considered!
Website	Yes	Very Good Option	Okay Option	Poor Option	The two way with path is the best option, the other options are terrible in comparison. But I would rank a one way with path higher than keeping as is, two-way w/o path simply because people use this road for walking and biking and its dangerous as heck. I'm surprised nobody has been killed, for real, this road needs a path.	
Social Media	Yes	Very Good Option	Okay Option	Okay Option	Narrow lanes is NOT going to slow traffic on this road. It will just be a narrower road with increased likelihood of accidents. But lane for pedestrians will increase their safety as are a hazard on the road currently. Speed bumps or such would slow traffic. One way option would be a nightmare on roads already not dealing with congestion well. Too many decisions being made that seem to not take traffic safety into real consideration while increasing density. Removing road options is not the answer.	
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	There is a desperate need for pedestrians to use road safely	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Having only southbound lanes would greatly impact travel in town. Continuing to have both directions of traffic will benefit travel and the addition of the walking path will greatly benefit this community	Option 2 one way just pushes increased traffic heading north through other roadways that are already congested at certain times of day with walkers and cars. School dismissal.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	#1 Allows for traffic flow to and from downtown and includes a safe path for bikers and walkers. Plans for future.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	We need to keep it as a 2 way street, but it needs to have a pedestrian walkway for safety	
Social Media	Yes	Very Good Option	Poor Option	Okay Option		
Sign Board	Yes	Very Good Option	Poor Option	Okay Option		
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	Option 1, though more expensive, does not impact upon existing traffic patterns - a major concern for local residents, and permits emergency vehicle access.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	For very little cost difference, existing traffic pattern can be maintained. With Option 3, people will walk the edge of the road at their risk-better to make it safe for them.	There is not a low enough ranking for option 2. It is a very poor idea
Website	Yes	Okay Option	Very Poor Option	Good Option	The one way suggestion is highly undesirable as it is a frequently used road - Lakeshore Rd must severely reduce congestion on the highway and intersections downtown. It is not a road I often see pedestrians on, and should the lanes be widened to any degree, it'll only help traffic yield to any pedestrians there might be. Not to mention what it would be like for the locals living on that stretch of road - their access would be reduced significantly. I am not a proponent for Option 1 as inviting more foot traffic along this stretch could pose further problems. Would we need to consider adding more streetlights for pedestrian safety? Would there be a necessity to add a bus stop along this stretch? What do we do about snow removal? Too many questions, too many potential problems.	Keep it designated as a road for vehicles, consider adding some signs reminding folks to yield to pedestrians.
Newspaper	Yes	Very Good Option	Good Option	Okay Option	Option 3 does not have a multi-use path. Option 2 will still be fairly expensive due to work needed outside of the immediate road zone. Although more money, Option 1 ticks all of the boxes.	
Social Media	Yes	Very Good Option	Poor Option	Good Option	I would like to see two way traffic maintained. The road is a main corridor and I don't want to traffic flow reduced to one-way.	
Word of Mouth	Yes	Very Good Option	Poor Option	Okay Option	Keep the traffic both ways and make a multi use path	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way; no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Other	Yes	Very Good Option	Okay Option	Very Poor Option	We need safe pedestrian use of this section as well as 2 lane traffic. Best option for long term safety. Absolutely need to slow traffic down on this section. Speed bumps and cross walk to path on east side would help.	
Social Media	Yes	Very Good Option	Poor Option	Okay Option	Having a pedestrian path along this road would make it much more usable for walkers, runners and bikers. This road is very narrow at this moment and can be dangerous for pedestrians with the speed vehicles go. One way seems like a poor option with the large detour some traffic would have to do.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	long term viability and safety. One way creates issues for other routes that have to pick up the additional traffic. The only option for travel to the lakeshore/raven area then requires additional traffic along 20th St.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Do it once and do it right. This is a main artery in the north east of Salmon Arm and so should be done to promote an efficient flow of traffic whether vehicles, bikes or pedestrians.	
						It would be very nice if Lakeshore was actually paved. the condition this road is in, and has been left in for the past several years, defies understanding. You have left this road to deteriorate to the point that vehicles have to navigate their way around cracks in this road - a condition made worse by the incredibly poor lighting for such a busy road. For anyone foolish enough to walk or (gasp!) try to bike on this road, they put their life at serious risk.
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	Making this one way is ridiculous - the amount of traffic on this road necessitates a two way road.	The number of street lights on this road is also poorly managed. for a road as well travelled as this road is, there should be AT LEAST double the number of street lights.
Newspaper	Yes	Very Good Option	Very Poor Option	Good Option	Southbound only will put too much pressure on the surrounding routes. New developments in upper Raven will continue to increase the amount of traffic. I prefer two way along that stretch of road.	
					Salmon Arm actually has very poor infrastructure that supports active transportation. Having a separate multi use path in this area would be an ideal way to start to add these into our road building plans. Option 1 would be the best and would have the least impact on traffic flow. Option 2 would still be ideal even with the traffic flow disruption.	The more we can encourage people to use alternate forms of transportation the better our community will be. Having this as a signature move in this direction would be a solid statement that we do more than just talk the talk. All future road way plans and improvement should include separate multiuser paths.
Social Media	Yes	Very Good Option	Good Option	Very Poor Option	Improvements to the alternate routes would in time be accepted with only a few local residences impacted. Option 3 shouldn't even be on the table in my opinion.	Was lowering grade to gain width looked at in study ...extend home owners drives to suit
Newspaper	Yes	Very Good Option	Very Poor Option	Okay Option	Many walking trails accessing lakeshore no safe way to utilized roadway for bikes or walking. Single direction poor for emergency needs. Hyway grade tank hill in winter leaves few option to move traffic when blocked	Single lane alternating lights consider?
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option 1 is the best alternative from perspectives of vehicular safety, road operation network and pedestrian safety at a cost only marginally more expensive than the other two poorer options.	
					Option 1: better for long term planning (increased density) and safety (walkers, bikers) Option 2: not an option due to accessibility issues, major upgrading of residential area and travel inconvenience Option 3: a poor option due to safety especially as area growth will increase density	I believe that the City of Salmon Arm needs to make decisions based on long term best outcomes. Option 1: Two way with multi-use path anticipates both residential growth (school bus access, walkers, bikers, hikers); winter weather conditions - snow removal, sanding etc will be easier to maintain culminating in safety for all current and future residents.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option		Option 1: Benefits - Infrastructure already in place; - two-way access limits additional traffic in surrounding neighborhoods - allows homes on Lakeshore to drive either way when exiting their properties - Increases safety for pedestrians and cyclists
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option 1: long term benefits	
					I live up the hill. On many occasions I have had to use this route to get home from downtown because of icy roads or an accident. When icy roads okanagan Ave is not a good option. Multi use should be a priority to encourage walking, biking. Better for the environment, helps people get to jobs when they do not have a car. Our bus system is not great.	There is not enough difference in The cost to consider not doing the whole job at once. If the multi use path is not done now it never will be done.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Option 1 is the safest option and keeps the most travel options available. Option 2 is too unsafe for all the different users. Option 3 is too dangerous for road bikers and walkers.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option		
Sign Board	Yes	Poor Option	Very Good Option	Poor Option	Tax payer cost plus reduced traffic flow.	
					Usually do not see very many walkers or cyclists on Lakeshore in the designated area because dangerous. The pathway would be excellent.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option		
Newspaper	Yes	Good Option	Okay Option	Very Poor Option	Feel the footpath is extremely important.	
					Lakeshore is a main route for commuting to and from downtown salmon arm. I think multi-way traffic is important but also there NEEDS to be a walk/bike path. That road is way too narrow with a very steep bank to not have one.	
					There is no pedestrian access along this route and it is important to have a path/sidewalk. The access along the foreshore is not always accessible because the trail is at times flooded and icy. The difference in cost between option 1 or 2 is not significant. Our second option is option 2.	A few years ago, the City of Salmon Arm undertook a survey, strategic direction. We recall that one of the number comment was the lack of sidewalks/paths.
Word of Mouth	Yes	Very Good Option	Good Option	Poor Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	I feel that a multiuse path is essential and I think a one way road would be extremely inconvenient to residents and to local traffic.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	Traffic flow and path access.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
						has there been any consideration given to one way southbound in AM hours and one way northbound during PM hours?
Sign Board	Yes	Okay Option	Good Option	Poor Option		
Sign Board	Yes	Poor Option	Very Good Option	Very Poor Option	I am in favour of designating lakeshore rd as an active transportation corridor - car traffic can be rerouted safely. I do not understand the safety issue. The town where my parents live redesigned the entire town road system. Most people opposed the one way sections and rerouting would require much additional driving for most. Now 10 years later almost nobody would want it differently. Streets are calm and used by all modes safely. New driving pattern becomes a habit in a matter of weeks. Also for emergency vehicles	I would like to know how this fits in the city wide strategy for green and active transportation. How is this strategy being rolled out? If option 1 or 3 is chosen would this severely impact an already accepted and heavily invested strategy. Traffic decisions should be made with the entire system in mind. Not a one off decision on each and every stretch.
Sign Board	Yes	Good Option	Poor Option	Very Poor Option	Given road uncertainties keeping it 2 ways is important.	Congratulations on making the multiuse option a priority in the city. That stretch of road through to the downtown core is dangerous for pedestrians and cyclists in its current state.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	Lakeshore is a major artery for traffic and needs be a viable route to downtown . With the high density development already approved for the area from 20 Street to 16 th Street along 10 th Avenue there will already be an increase in traffic through this area. Option 2 would redirect traffic into this very busy area .The traffic SW along 10th Avenue funnels down to an already congested area with Hospital , Jackson Campus and Fairfield hotel . I think we need a multi-use path as more people chose to walk or bike. Salmon Arm is growing so rapidly we need to plan our infrastructure and not be afraid to spend the needed funds!	I am finding the proposed developments and rezoning etch hard to find out about. The newspaper is not the best way of posting things or is Facebook. Better ways of dispersing this information so more of the public can be made aware need to be found. Not great to find development and rezoning in your area has gone to third reading in council before you have seen the notice! Impacting where you live! I do appreciate in Covid times this has been more difficult with virtual council meetings etc.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	It is a main route for us that we take often several times everyday - keeping us off the highway and the other side streets. Driving through the other routes north will get very congested and potentially hazardous to pedestrians - especially around Jackson's busy drop off/pickup times. I strongly prefer the two-way options.	There is already good walking along the bird sanctuary path. Is there not a good way to connect that to the multi-use path you are wanting to incorporate?
Sign Board	Yes	Okay Option	Good Option	Very Poor Option	I have seen a number of near-misses on this road when drivers swerve around pedestrians and cyclists. If there is no multi-use path they will still continue to use the roadway. It would be wonderful if lakeshore had a safe pedestrian pathway. That's been something I've wished lakeshore would have had for years. A one way road would be pretty inconvenient, and I think a lot of people would have difficulties adapting to it and would get pretty frustrated about it. The two way with no multi-use path is fine. That's what we've had forever and it works in a pinch, but I think most people wouldn't mind spending the extra \$300,000 for the multi-use path.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Option 1 seems the most practical despite the capital costs. Option 2 is intriguing but likely too innovative for its own good. Option 3 seems like a missed opportunity	I live in Burnaby currently, but my family lives at 1650 24th St. NE Salmon Arm BC. We use that road a lot, so I'm happy it's getting an upgrade!
Word of Mouth	Yes	Very Good Option	Okay Option	Poor Option		The road reworking seems like a good opportunity to install under-the-road passages for turtles if possible.
Sign Board	No	Very Good Option	Very Poor Option	Good Option	I definitely hope it stays a 2 way as this is the most convenient route to and from work for me no matter whether driving, walking or biking. I have done all in the road as it is and while there is not multi-use paths which would be an amazing addition it does work. I am not in favour of a one way but am all for making the most valuable routes such as this one and 30th safer and more accessible for multipurpose use :-) Safety of primary importance Pathway access for all - walkers, runners and cyclists using pathway Perhaps fewer cars with more cycling and walking to access downtown services and scenery	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option		This section of Lakeshore Rd. provides a gorgeous unrestricted 180 degree lakeview. For years we have observed tourists parking in front of our home and risking their safety to take a few photos of our magnificent waterfront. Making Lakeshore RD one way with a multi-use path will allow people to really enjoy this lovely area. We remain concerned that speeding along this stretch of road will remain an issue unless speedbumps are added. We do not mind that the new route north will be a bit longer for those of us living here. Also we are happy to give up whatever land is necessary for the building of the path. Thank you for finally dealing with our crumbling road.
Sign Board	Yes	Very Poor Option	Very Good Option	Very Poor Option	We have lived at 1240 Lakeshore Rd NE since 1996. Since then there has been a steady increase in traffic including huge over weight construction vehicles. Every day speeding vehicles endanger pedestrians, dog walkers, cyclists, pets and wildlife. 1. It would keep loaded trucks off the road. They are hard on the road, and create a lot of noise pollution climbing the hills. 2. I think it would be the safest option. I would like to hear the reasoning behind the statement in the presentation that it would be the least safe option. 3. I think in the long run if heavy traffic is allowed on Lakeshore the road will ultimately require significant repairs and upgrades.	If the city decides to go with option 1. or 3. I think they should put a load restriction on Lakeshore Road. I don't think that road was built for the heavy traffic it is receiving. Also, I believe Lakeshore is designated as some kind of future major corridor, although I don't recall the exact wording. I doubt if that would ever happen without a massive investment in land purchases and construction. Best to make an alternative plan.
Sign Board	Yes	Poor Option	Very Good Option	Poor Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your ranking.	Any additional comments?
Word of Mouth	No	Very Good Option	Okay Option	Very Poor Option	I like to walk from my home down to the lakeshore trail and it is dangerous with no sidewalk. I want to be able to walk or jog along the lake on the roadway	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	Safety and ease of use.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	If there is room I feel this is the best option as there is very little room for people on foot.	
Newspaper	Yes	Good Option	Very Poor Option	Very Good Option	Option #3 is the lower cost and addresses the present need to correct the slope stabilization. Option #1 is great to have a MUP, but at an extra cost. Option #2 will make it inconvenient for many people having to go around to go north bound; still extra costs not presently budgeted & generally a safety issue.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Lakeshore is already a two way with no path, (seems to work well) so the path makes sense for safety. It's also an excellent alternate route for people who live in N.E. right from downtown. Especially when highway 1 is out of service.	
Sign Board	Yes	Okay Option	Okay Option	Very Good Option	Thank you	
Word of Mouth	Yes	Good Option	Okay Option	Poor Option	Traffic flow, and the need for a 2 way road.	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	My main consideration is the ability to connect pedestrians down to the foreshore and Dtown areas in a safe way while still allowing the current vehicle traffic flow.	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	there needs to be a 2 way for multiple reasons. a path with a 2 was would be great as there are lots of kids that use this road to walk to school on and currently it is VERY UNSAFE as drivers cannot see them.	
Sign Board	Yes	Okay Option	Very Good Option	Very Poor Option	I like the one way traffic as I believe it will reduce the traffic overall. I think the multi-use path is necessary. I enjoy walking everyday and I wish I could walk along that road. BUT it is not safe. I have seen others trying to walk along there, but they are often forced to walk in an unsafe manner such as walking along the top of the Jersey Barrier. I have also seen people walking along the tracks. If there was a bike trail there, it might take some bike traffic off the Foreshore Nature Trail.	
Sign Board	Yes	Poor Option	Very Poor Option	Very Good Option	Getting around in Salmon Arm with the current poorly designed road system is difficult. Closing another main road is not the answer. I am an avid cyclist and I wouldn't use Lakeshore on my bike at all with any of the options.	Lakeshore is the most direct route from downtown to NE Salmon Arm, changing that will increase the load on the alternate route immensely. The alternate route has a lot of foot traffic from the schools and kids walking. I think it will create future safety issues with the increase in traffic.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	One Way option is a major disadvantage to residences on the North East side of Town and a huge disadvantage for access to those living on that section of Lakeshore Dr. It is better to spend a little more money today which appears that it will have the best reduction in future costs. Also allowing pedestrian / safe bicycle access is a significant improvement and will be another small step in helping reduce emissions as it will enable citizens to bike and safely walk into the downtown	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	Two way traffic allows easy access to the downtown for citizens on the NE side of down. Including safe walking and bicycle movement permits better low carbon access into the downtown and we have to find all means possible to help reduce carbon emissions ... each small piece of the puzzle helps. Spending a little more today to reduce the costs of the tomorrows only makes sense.	
Other	Yes	Very Good Option	Good Option	Poor Option	Any new road work needs to have a multi pathway component to provide safe walking and biking around town in my opinion. We need more walking and biking paths.	
Website	Yes	Very Good Option	Good Option	Very Poor Option	People will continue to use this route for "active transportation". Most drivers are very courteous and give me lots of room by moving into the incoming traffic lane to pass me - clearly not ideal. Please build the infrastructure needed to keep our traffic (active and otherwise) safe. The existing bike routes are steeper and not popular. The 2 way with multi use path is preferable as the one way option would have increased traffic past the high school and Jackson soccer fields. One way with a multi use path is still better than the 2 way with no path for the reasons already stated.	Thank you for looking into this and supporting active transportation!
Word of Mouth	Yes	Very Good Option	Okay Option	Very Poor Option	Multi-use path extremely important in area (cyclists and pedestrians use it anyway, and it's risky, we need the arterial route to downtown for cyclists too).	
Social Media	Yes	Good Option	Okay Option	Okay Option	One way route would likely be more confusing and difficult for drivers, but I'm less educated on this topic.	
Social Media	Yes	Very Good Option	Okay Option	Poor Option	Lakeshore is a busy, narrow route that is popular with cyclists, so a multi-use path is not only a forward-thinking, sustainable approach that will undoubtedly be well-used for years, but increases the safety of all who use Lakeshore; whichever option chosen should absolutely add this infrastructure (and ideally continue the path to downtown without using the steep sidewalk to 9 Ave). However, funneling extra vehicle traffic onto 10 Ave Ne and 16 St NE is a dangerous plan. Those roads, already designated cyclist routes with too narrow lanes and blind corners that endanger slower moving traffic, cannot safely handle the large volumes that come with being a collector road. Please only pursue this option if you plan to simultaneously install a sidewalk from Lakeshore to 16 St NE! We walk our small children along this road multiple times a day and increased traffic with pedestrians forced to walk on the road will lead to casualties. A separated bike path to keep slower cyclists safe from speeding vehicles would be ideal as well.	
Social Media	Yes	Okay Option	Very Good Option	Very Poor Option	I like the idea of creating our community roads to encourage pedestrians and bikers. This is the safest option for pedestrians, doesn't cost a lot of money and doesn't waste land with wider roads. Drivers can easily use detours and highways. Overall better for city aesthetics and building an active community.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way no Multi-use path	Please explain the main considerations in your ranking?	Any additional comments?
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Pedestrians are very unsafe in current situation. Road conditions are currently very poor and need improvement. 2 way traffic important on this corridor.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Salmon Arm being an outdoorsy & recreational city, I believe a multi-use path would be a given for the demographics of sports/ health enthusiasts.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Overall safety and ease of use.	A single southbound lane with the multi-use path would be the greatest inconvenience with the least gain, in my mind.
Sign Board	Yes	Very Good Option	Good Option	Poor Option	Multi use path vital - road has been dangerous for pedestrians and cyclists for many years. Difference in cost is not large. MUP will be great for tourists. Perhaps a pedestrian overpass of the railway at 17th to connect to the Lakeshore trail network could be a long term plan.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	Currently it is a dangerous busy road with pedestrians and cyclists. The one way option would be a nightmare route heading up 11th Ave, away from town due to high volume of traffic.	
Other	Yes	Very Good Option	Poor Option	Okay Option	I am a cyclist and pedestrian. There needs to be access for non vehicle users along Lakeshore that is safe to travel. Two way traffic must remain as there is no other direct access to the northern neighbourhoods from downtown other than TCH. There is rapid growth in the north that needs a full access route for all users.	
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option	The need for a safe active transportation corridor on Lakeshore Road leading into town and the ability to maintain two-way traffic highlights my ranking on this.	Wondering if there is an option to have a physical barrier between the vehicle lanes and pedestrian lanes identified on the Option #1 cross-section. One option could be a concrete no-post, rather than the proposed curb and gutter.
Sign Board	Yes	Good Option	Good Option	Very Poor Option	Walking/biking path is definitely needed for safety. More people would walk/bike to downtown.	Looking forward to see this upgrade!
Word of Mouth	Yes	Good Option	Very Good Option	Poor Option	Changes need to address safety as well as pedestrian and cyclist room. Traffic calming measures such as speed bumps would also enhance safety on Lakeshore.	
Other	Yes	Very Good Option	Okay Option	Poor Option	It is my personal opinion that a multi-use path is an important component of this work that will promote safe active transportation. Option 1, though the most expensive option, is also identified as the safest option. Option 1 seems to better align with the cities motto of a small city having big ideas by providing the best solution for all residents.	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	I use that road daily and having the road move in both directions saves me time and money by not having to take a large detour. Having the road be one-way would seriously impact my day-to-day quality of life.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	I also like to take walks, so having a multi-use path would also improve my QOL by making it easier to connect my activities to the rest of the city and existing paths in the area.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Option 2 is not really an option. Hills are dangerous in the winter. Alternate road(s) north from town, past the hospital and school, not suitable for additional traffic and adds considerably to the distance we would have to travel to get home. Option 1 may be the most expensive but it is certainly far cheaper and has much more use and traffic than the hole being dug under the railway tracks.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	If it only costs a little bit more then do the longterm solution, it will be more useful for more people than the underpass.	
Sign Board	Yes	Poor Option	Good Option	Poor Option	I think it will cut down on traffic.	
Sign Board	No	Very Good Option	Very Poor Option	Very Poor Option	Lots of traffic with no walkway, not safe	I have lived here for 18 years and the traffic is getting worse, with no walkway for walking or biking. I'm surprised nobody has been killed on this road...Do we as taxpayers have to wait for this to happen before someone dies. Speedbumps would SLOW DOWN TRAFFIC TOO....
Social Media	Yes	Good Option	Poor Option	Good Option	Option2: one way is a disadvantage for residents, excess driving. I use this road heading into town sometimes, rarely to come home so the one way option works for me if needed. Listed as "Poor" for road network and "Fair" for safety. Options 1 and 3 are good. Do we really need the MUP? Cyclists use the road as required and if there was a path, pedestrians would be annoyed with cyclists on it. Just how it is. Most pedestrians aren't using this road anyways.	
Other	Yes	Very Good Option	Very Poor Option	Very Poor Option	Lakeshore is a through street in both directions. Another road would need to work in the opposite direction to make it even reasonable to consider making it one way.	We should be making more effort to use alternate transportation (other than motor vehicles). Our health depends on that. Continuing to cater solely to cars does not accommodate other options. Being crowded into a guard rail or a ditch is not safe. Citizens need to be able to walk and cycle SAFELY! If I had my preference, every street and highway construction project would require plans for safe travel with non motorized (or limited slow moving) vehicles.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Very necessary to have pedestrian and biking along this route. At present it is very unsafe for pedestrians and bikes.	Please proceed under a high priority.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Very necessary in order to have pedestrian/cycling on this route. Right now, it's really unsafe for pedestrians and cyclists.	This is a high priority project for residents and visitors who may enjoy this scenic route.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
					I have lived near lakeshore drive for 15 years. I am surprised that there has not been a pedestrian/cyclist death due to the almost non-existent road on side of road, my opinion in current state I would not have younger members of my family walk on lakeshore. Cars drive far too fast on what should be a lovely, quiet and scenic road. Option 2 in my opinion is the way to go. Or have the road as a local traffic only.	
Sign Board	Yes	Okay Option	Very Good Option	Poor Option		
Sign Board	Yes	Very Poor Option	Poor Option	Very Good Option	Assuming there is a good way to get from point A to point B just ABOVE the bank along this section - I for one would prefer that then walking/biking alongside of traffic and trains.	Info on alternative walking/biking other than alongside the road in this section would be useful as would the alternative route one would take should it become oneway.
Social Media	Yes	Good Option	Very Good Option	Okay Option	A safe and easier to travel multi use path to the downtown core is lacking here at this time, and I believe having one would be a great asset to residents.	
						I would like to see Salmon Arm move away from the old car dependent design to one that reflects the population of Salmon Arm. I have witnessed more active youth and seniors and I feel that this type resident is going to increase as people choose the Shuswap to move to. The rising popularity of e-bikes is going to add to the demand for safe travel throughout the city. It is a growing trend for cities to include bike lanes and safe pedestrian travel. Salmon Arm needs to start to incorporate this healthy trend into their planning. There are many parts of the city where it is dangerous for a person to travel without a car, including portions of roads where children are having to walk to catch a school bus or go to school. A city that only accommodates car travel is outdated and unhealthy, no longer reflecting the needs of the population that lives there.
Sign Board	Yes	Very Good Option	Very Good Option	Very Poor Option	My main consideration when evaluating the options is the presence of a multi use path. I use this road every time I go to downtown. I live in Raven. Increasingly I see people walking or biking along this route and it is clear that it is dangerous. We need a path to avoid an accident.	
					This road needs a multi-use path for pedestrian safety. Many people, including children, walk and bike along here, morning and night and it is so dangerous, especially at night.	
					If the city goes with option 3, no multi-use path, this does not mean people (including children) will stop biking and walking along that road, pedestrians will continue to walk and bike this road as they/we do now; therefore, an even more unsafe situation will occur because, as has been noted in the information package, Option 3 will have wider streets and faster traffic speeds with no dedicated pedestrian path, this is just asking for a terrible accident, or several accidents, to occur. I do not support option 3 because it would create a very unsafe situation.	
					The other unsafe practice people do is jump the rail road tracks (and sometimes the parked train cars) so that they can walk along the bird sanctuary as an alternative safer option compared to walking along the busy Lakeshore Road. If a multi-use trail was established along Lakeshore hopefully this unsafe and dangerous practice of jumping the tracks and train cars, will stop.	
					Option 2 is better than Option 3, however, definitely not ideal. Changing the traffic pattern would significantly impact a large portion of this town; there is substantial existing residential development in the north east part of town and it is continuing to grow quickly with several new subdivisions being developed. Lakeshore Drive is a main traffic route for a large portion of this town already and with the significant development that is occurring in that area of town, it will only continue to increase in significance. To change the road to southbound only is a creative option and has the multi-use path which is needed, but I think it will create a lot of frustration for a lot of residents who use this road multiple times a day.	I sympathize with the property owners who may lose land for acquisition, but resident and child safety is priority and that means a multi-use path is necessary.
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	If the city worked with CP Rail to establish a safe pedestrian crossing to access the bird sanctuary trail, then Option 3 is a good one for Lakeshore Road.	There are 1000's of residents currently (and future potential) that use this road and a one-way route is just not realistic and is shortsighted regarding the long-term impact for that portion of town.
Social Media	Yes	Good Option	Very Poor Option	Okay Option	One way traffic on lakeshore would be a disaster. A multi use lane is essential...people walk on it anyway and risk death.	I appreciate the 3 options given and the creativity of the options. Although option 1 is most expensive, I believe it is the best long term option for our community. Our city is growing exponentially and we need to make smart planning decisions right now, like choosing Option 1, for our current and future growth.
Sign Board	Yes	Good Option	Okay Option	Very Poor Option	I think that a multi use path is necessary - that road is so unsafe for anyone on a bike or walking. We use the road every day which is why I rank it as a good option but it is a more costly option therefore I did not rate it as a very good option. I don't like the idea of turning the road into a one-way street as not only will it affect people who use the road regularly but it would also be a hindrance to those that would live along the one way portion.	
					Main concern is the dangerousness of pedestrians along the corridor between 10th st and 29th ave. I drive that stretch every day and see pedestrians trying to navigate the stretch in question safely. This includes students, tourists, dog walkers, bicyclists. I am surprised no one has been seriously injured yet given the narrow, sometimes non-existent pathway currently utilized. As for one way, a southbound route would be best as trying to get up 20th during icy conditions from my side road is impossible some days.	Multi use pedestrian pathway is a must in my humble opinion regardless of one or two way traffic flow decision. I am glad this issue is finally being looked at. Thank you
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way; no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Other	Yes	Poor Option	Good Option	Very Poor Option	Safety and accessibility for pedestrians, cyclists, etc Cost Low land acquisition requirements	
Word of Mouth	Yes	Poor Option	Very Poor Option	Very Poor Option	Preserves the road, allows for pedestrians and cyclists and costs the least amount of money.	Creating a local traffic only road with a blockage of the road at an appropriate location along Lakeshore is the best option. It is the cheapest option, it will preserve the road and allow for pedestrian and cyclist traffic.
Sign Board	Yes	Very Good Option	Good Option	Poor Option	Very Interested in having safe pedestrian area along Lakeshore Rd.	
Other	Yes	Very Good Option	Okay Option	Very Poor Option	I like option one because it makes the most sense. People will walk along the road regardless of whether there is a trail or not, so might as well make a designated trail!	
Sign Board	Yes	Very Good Option	Okay Option	Good Option	Equitable access to all users.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Your comments that it is the safest option overall.	Although the costliest, option 1 I believe addresses the issue best....addressing the problem of that ridge eroding. Option 2 and 3 seem to be more of a band-aid solution.
Sign Board	No	Very Poor Option	Very Poor Option	Poor Option	The town is growing, busy both ways, I know there is limited room, wud be nice to see bike/walk lane also, gorgeous alone the road thank you	I feel Lakeshore Road needs to be two lanes because it's very busy both ways getting busier...needs to be redone to make it safer for all, wud be nice for a walk or bike lane also, but I know there is limited room. Thank you.
Other	Yes	Okay Option	Very Good Option	Very Poor Option	I am forced to choose from options all of which are unsatisfactory. All money spent trying to keep an urban collector grade road operational on this route is wasted. This road could last for many more years if restricted to bike and foot traffic, with limited vehicle access only for local residences. A multi-use path is absolutely necessary. See "additional comments" for a fuller description of OPTION FOUR, my preference.	OPTION FOUR 1. Local access only for vehicle traffic, but a safe and pleasant route for nonvehicular views of the lake. 2. Block with a gate open for foot and bicycle, openable for emergency vehicle use, located at point where roadway is most likely to fail. 3. Save millions by keeping the existing road just minimally maintained. It should last a long time if not subjected to the pounding it gets now. 4. Make the upgrades for intersections associated with option 2. In addition, make an s-curve connection between 20 St. and Lakeshore Road N of 20 Ave, on land the city already owns.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	We chose to live in this part of the City for ease of access to the downtown core, medical services, etc. A Two-way option is a must for us.	
Friday AM	Yes	Very Good Option	Very Poor Option	Very Poor Option	The One way option will not work for us as it will inhibit our access to medical services and businesses. The One way option will also increase traffic congestion on Highway #1 as this will be our only route to return to our home, as it will be for many others in this area. Because of the ongoing congestion on Highway #1 we try to avoid using that route, if possible.	
Social Media	Yes	Good Option	Very Poor Option	Poor Option	Tried just residences once. Didn't work. Too confusing for one way.	
Social Media	Yes	Good Option	Very Poor Option	Poor Option	Keeping two way traffic is important to me as is creating paths for non-motorized travel. I did not rank any options as very good because I did not see slope stabilization as part of any plan.	
Social Media	Yes	Okay Option	Good Option	Very Poor Option	The BEST OPTION in my opinion is: One way Southbound with Multi-Use path. Making Lakeshore a one way Southbound road makes the most sense to me. The road is too narrow for two way traffic and a multi-use path and I think a Multi-Use path is a HIGH PRIORITY, therefore One way Southbound with a Multi-Use path is the best option.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	This poor connector road, being used as an 'arterial' road, is not the best option but, in consideration of all the residents using this road, option 1 appears to be the least offensive.	We have lived on Lakeshore Rd for 40 years. Traffic has increased exponentially, including heavy trucks. The City's failure to locate more suitable routes is paramount. Individual rights must be sacrificed for the greater good. After due consideration, we believe Option 1 is the likely alternative.
Social Media	Yes	Very Good Option	Poor Option	Poor Option	I think there needs to be a two way on this road because of lack of other options for drivers. There also definitely needs to be a path as it currently is unsafe.	Ken and Barbara Baird 1780 Lakeshore Rd NE
Sign Board	No	Very Good Option	Okay Option	Poor Option	Option 1 is probably the best option especially for the residents along this section of the road. The path below the road would be pleasant for walking and sightseeing.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	The residents that live along that section of Lakeshore Road would be very inconvenienced if Option 2 was made. Option 2 would certainly not be good for emergencies along that section either. Option 3 would be better than 2 but the road is used by many bikers and walkers who will still be at risk with no path.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way no Multi-use path	Please explain the main considerations in your ranking.	Any additional comments?
Word of Mouth	No	Very Poor Option	Very Good Option	Very Poor Option	When we moved in Lakeview Terrace 6 years ago we were told by the City Planning Dept that Lakeshore Rd would limit traffic and slow it down. Nothing has been done to make that happen. Meanwhile the traffic on Lakeshore Rd and 10th Ave. has increased exponentially with the rapid expansion of sub-divisions to the north of us.	Lakeshore Rd. has become a roadway that is unfriendly to ALL users. Pedestrians and cyclists take their lives in their hands use it. It has been expected to do what it was NEVER intended to do. Also 10th Ave is expected to do what it was NEVER intended to do. Traffic must be re-directed up to the RCMP Station and beyond where roads are actually equipped with shoulders. A neighbour of mine has pointed out to me that a NORTHBOUND option makes much more sense from a traffic flow perspective. All the very best with your deliberations! Garry Landers
Sign Board	Yes	Good Option	Very Good Option	Very Poor Option	Safety is my main concern. People like to walk, bike and take their kids out on this road. It would be beneficial if this road was one way to enable people to be able to use this road safely. So, that's why I picked option #2. Option #1, is okay too, but I don't like going down a trail beside the road, I like to stay on the road for safety. I regularly use this road in both directions. I would also enjoy the use of a multi-use path so that I can use it biking as well as in my car.	It would be beneficial if this road was a one-way, to enable people to be able to use this road safely. It is actually scary when cars come roaring down this road. I would like to see a on-way road, speed bumps, and a nice bike/walking path for people to access. I've seen cars do over 100 kms an hour down this road. With no side walks, this is very dangerous, so the third option is not good at all. This road needs to be an accessible option to walk to town.
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	I love using Lakeshore Drive and would love it to be safer to walk. At present it is not safe for either. I don't want the city to skimp out again for a few \$\$\$\$\$\$. Spend the money now and do the right thing first time around!	I use Lakeshore every day because you get beautiful views. Would not like being forced onto the highway.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Option #1 allows for future roadway use i.e. more bikes commuters, expanded use of electric bikes/scooters...golf carts etc. Option #2 completely limits roadway and causes issues for residents as well as emergency response problems, a very short sighted solution. Option #3 is adequate but does not address future road use which will change over time.	
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	Lakeshore is a major artery for many parts of Salmon Arm and making it one-way would be a horrible decision. Having a sidewalk or some sort of space for pedestrians and cyclists is preferable, but if the cost is excessive it is a luxury and not a requirement since the foreshore trail can be used. however you configure it, I would very much appreciate a multi use path for bikes, strollers, kids on scooters or skateboards, and walkers.	I find it hard to believe you would even consider making this a one-way. This road gets a lot of use, and making it one-way would be a major inconvenience for the majority of people living in Salmon Arm NE. This suggestion must come from someone who lives elsewhere. I am a little surprised at the costs listed, I would have thought this would cost more, as such, adding the multi-use path seems worth while
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	One-way not an option	
Sign Board	Yes	Very Good Option	Very Good Option	Very Poor Option	The need for bike and pedestrian safe use of this section of lakeshore is very important and currently not provided. So the two lane narrow current situation is a strong deterrent to any use other than vehicular. If we are to allow for and yes even encourage other means of transport on Lakeshore then a multi use lane option is essential. Whether that is accomplished by single lane or appropriation is more a financial consideration and should involve consultations with the residents on Lakeshore since these both would have a significant impact on them. I feel that adding a safe multi-use trail would encourage more people to ride their bikes to and from town along this corridor. Currently, it is very unsafe! The one-way option would make it difficult for people living along Lakeshore and add to congestion along other roadways. The two-way road only wouldn't address the safety issues of bike riders or walkers. I feel strongly that we should be improving our transportation networks for non-vehicular traffic within the city roadways.	
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	I scooter into town a lot and it would be great to have a safe path for my travels!	
Word of Mouth	Yes	Very Good Option	Okay Option	Poor Option		
Sign Board	Yes	Very Good Option	Okay Option	Poor Option		
Sign Board	Yes	Very Good Option	Poor Option	Good Option	Safety & convenience for nearby residents and citizen of Salmon Arm	There is a \$300-600 hundred thousand dollar difference in the options. It's a lot of money but not in the big picture of things when it involves the city budget and the amount of years this problem can be ultimately corrected going forward. This is a main collector road in the city and deserved attention to have the project not just done correctly but in a manner that invests in the growth of the city in the future. Option one is the safest option. Always go with the safest option, especially when considering future liabilities.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Most important to maintain 2 way traffic. Sidewalk development would be good for safety.	
Other	Yes	Poor Option	Very Good Option	Poor Option		
Other	Yes	Poor Option	Very Good Option	Poor Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	No	Poor Option	Very Poor Option	Very Good Option	Remove non motor vehicles and large vehicles from creating hazardous conditions	The road was built when large vehicles were either rare or nonexistent, keep large vehicles off as well as bicycles which create safety hazards for all users.
	Yes	Very Good Option	Poor Option	Poor Option	(Paraphrased by Jenn Wilson from Phone Conversation) - Considerable traffic uses routes and the alternatives are not good options; 2-way traffic necessary; Lots of pedestrian usage along area therefore MUP is a good idea; As a jogger, I have run from Canoe to Salmon Arm on Lakeshore, I always feel like I am taking my life in my hands on the narrow part. There is no safe way for two cars and a human to be on the road in some spots. The one way option is also good, but reduces an option for cars when Highway 1 is closed. The pathway is critical for me, I care less about the cars.	(Paraphrased by Jenn Wilson from Phone Conversation) - As a hobby bicyclist, 20th street & 11 Ave NE is the much safer route right now as lakeshore currently not safe for bicyclists.
Social Media	Yes	Very Good Option	Good Option	Very Poor Option	This is a very busy road that is funneling all of the ne section of area. There is no way of making it a one way street without making a big inconvenience for The people living in the troubled area. The road should be stabilized, widened and add a multi-use path. There is plenty of room for this option 1.	
Newspaper	No	Very Good Option	Very Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	access for residents is all important. multi use paths are not a reasonable consideration in a northern climate!!! bicycles and pedestrians can use back streets. the priority is stabilizing the bank for the road, the railway and the local residents.	
Sign Board	Yes	Very Poor Option	Very Poor Option	Very Good Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	I have choose the first option for it is the flow of traffic and pedestrians. Lakeshore road is a collector/arterial road and needs to have 2 way traffic. Turning this section of Lakeshore into a one way road would be a major inconvenience and a major disruption for the North Broadview community and the residence on Lakeshore.	The only thing the walkway needs to connect all the way to lakeshore rd. As so many walk from there to down town.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option		There is at least 2 meters of unused road right of way South and East of the existing asphalt allowing the road to move further to the South and away from the slope.
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	Safety-lots of people walk along Lakeshore as is currently. Convenience-A one way would be a major inconvenience especially along that road and it being 3km stretch. I believe option 3 along with a convenient (possibly seasonal) public transit shuttle route (with bike racks) would be great.	
Sign Board	Yes	Okay Option	Poor Option	Very Good Option		
Sign Board	Yes	Very Good Option	Good Option	Poor Option	This is the main road we use to get downtown and back home. It is preferable to having to go the "long" way via the highway during congested times.	I bike quite a bit and this is the route I take. A narrower two way road with no multi-use path takes away my ability to bike this way. The foreshore trail is not a suitable alternative as it is often not fit for travel on. I think with our outgoing and athletic community, a multi-use path is the most important option in the new design.
Social Media	Yes	Good Option	Very Poor Option	Very Poor Option	Multi use path essential and two way traffic preferred.	
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	multiuse path along lakeshore is essential for safety and function. One way vehicle road will be challenging and create poor traffic conditions to other roadways. The absolute cost difference is not very large to have the better option. Continuation of the multiuse path to Marine Park Dr should be considered	It would be fantastic, safer, and rational (given the project is already underway) to continue the multiuse path to the Marine Park Dr Intersection (no vehicle road upgrades should be required).
Social Media	Yes	Very Good Option	Poor Option	Very Poor Option	The multi use path is essential for the community along this route. I prefer the two way vehicle option as alternate routes are restrictive inconvenient. The alternative vehicle routes northbound would also need improvements to accommodate traffic in my opinion.	
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option		
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	It Import that we start building a community that involved all transportation needs and stop developing community around automobiles.	
Sign Board	Yes	Poor Option	Very Good Option	Very Poor Option	Cost	This is a great opportunity for eco-tourism for our town.
Sign Board	No	Very Good Option	Very Poor Option	Okay Option	Accessibility for bikes and walking	
					I live on the road and use this both ways all the time and walk run and cycle through a road.	
						We see an increase in young families, professionals and entrepreneurs coming to Salmon Arm and making it their homes. This demographic is more aware of the benefits of active transportation. This is an opportunity now to create a multi-use path.
						Slowing traffic down is important. I used to live in NE Broadview and this was my commute into downtown every day and back. Traffic speeds are high along this stretch!
						Excited to see this project get the go-ahead!
Social Media	Yes	Good Option	Very Good Option	Very Poor Option	Multi-use path is a key for active transportation corridors. This would encourage not only current active transportation commuters but those looking for opportunities to become active transportation commuters with safe travel routes into downtown.	
					Traffic issues with one way portions, need for more multiuser paths, large percent of population living in Bastion, Appleyard, Raven areas and roads get a lot of use. If we can spend a huge amount of money to build an underpass for a small amount of residents across the tracks then we can surely improve Lakeshore Rd to the best of our abilities - Don't cheap out!	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Option 1 seems the safest with the least disruption in traffic flow (once completed).	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Social Media	Yes	Okay Option	Very Good Option	Very Poor Option	I think the one way traffic would add to appeal of Salmon Arms waterfront, more specifically given locals and tourist a great option to go for a walk with some great view I have lived on Lakeshore for 15 years and in the summer have witnessed the large amount of foot traffic both local and tourist that use Lakeshore to go for a walk and the lower section very dangerous Also single lane traffic would decrease the high volume and speeding, the way so many people come up Lakeshore especially when they start the incline is ridiculous. Simple put I am surprised no pedestrians have been hurt at that corner	Although option # 2 may require some additional roadwork elsewhere this is something that was probably required in the future regardless of Lakeshore mods
Word of Mouth	Yes	Good Option	Very Good Option	Very Poor Option	I travel this route driving to work then home again, most days. I would really love to see a spacious active transportation route from downtown to Coyote Park, eventually. Driving into town from Raven area is a beautiful experience, driving home along the highway is a decent option in exchange for the active transportation route.	
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	Salmon Arm has a lot of pathway/trails and the Nature Path is just below this proposed path route. The neighbourhoods of Appleyard, Raven, Upper Raven(Raven Hill) Uplands, Woodlands, Rock Bluff, Green Emerald all need the two-way options for getting down town and returning. I live in Upper Raven.	Possible loss of life and accidents with auto traffic and multi use pathway
Sign Board	Yes	Very Poor Option	Very Poor Option	Very Good Option	Short of banning pedestrians and bicycles from Lakeshore, the road needs to be multi-use with dedicated space for non-vehicle traffic, or people are going to die on it. Even at \$2.1 million, the cost of the upgrade is nothing compared to that simple benefit to public safety.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Drivers already speed heavily on that stretch of Lakeshore. Option 3 allows for the possibility of increased speeds which makes the section of road more dangerous. Just because the road is not outfitted for pedestrians and cyclists doesn't mean that people won't use it anyways. Prioritizing the needs of pedestrians and cyclists makes the area safer for everyone, drivers included.	
Social Media	Yes	Very Good Option	Good Option	Very Poor Option		Thank you for the opportunity to submit my preference.
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	Being that I live in Raven, and go to and from town, often more than once a day, I prefer the option of 2 way with a multi use path. I feel it would be easier to get back home instead of trying to cut through neighbourhoods or use the highway. Also adding a multi use path enables people to walk more without worrying about getting hit by a vehicle. I use this route to travel to town and back home. It is faster than having to go down the highway or using alternate route. I like to stay off the highway to avoid travelling with the frequent semi trucks. The other routes all go through school zones which are very busy at certain times if the day.	ALSO, there is a road concern that I have nearer to Raven subdivision. There is a part of the road that has been sinking since I moved here 2 years ago. There is an electric pole beside this spot located close to 4350 Lakeshore on west side, heading towards town. There have been black tar repairs, but with the heavy equipment over the passed winter I had noticed the dip is bigger than last year.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option		I would be very upset and frustrated if this was turned into a one way road. Just to let you know that we are authors of a petition which was conducted about 9 years ago and was signed by about 400 residents of Lakeshore Rd and surrounding area and which was presented at that time to the City Council but was put away due to lack of funding. Maybe it would be good idea to go back to that petition and see what most of us wanted to have done with that stretch of the street.
Friday AM	Yes	Very Good Option	Poor Option	Very Poor Option	This first option makes the most sense but any option with multi-use path would work too!	
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	Lakeshore is a main traffic route for many people in Raven and the shortest to get down town. The one way option would disrupt traffic flow and add time to people's commute. The two way with no multi-use path would not solve the problem of pedestrian/cycling access and safety. Option 1 seems the most beneficial option. First there is a wonderful nature trail within 100 yds. No need for multi use. Two redirecting all the traffic from Broadview Upper Raven Raven Green emerald woodlands uplands and the other communities to # 1 is crazy and dangerous #1 is already packed.	I believe the extra money and time to construct and acquire property should be spent on Option 1. It will serve the community for many years to come and solve the issue of pedestrian and cycling access along that portion of Lakeshore.
Friday AM	Yes	Poor Option	Very Poor Option	Very Good Option		We use this route to shop dine and attend offices on a constant basis do not change this.... Yes the upgrade is warranted and needed.... We as a city can afford it. Thank you.
						Speeding is a major issue on lakeshore. This should not be a commuter highway. I would like to see additional traffic calming options considered for Lakeshore added to option 1 to deter speeding and commuter arterial use including roundabouts, minor speedbumps, raised pedestrian cross walks, flashers, etc. Other options/add-ons to consider: 1. Pedestrian and bike overpass at the pull out - this crossing is heavily (illegally) used by residents to access the foreshore trail. Expand green way access and direct foot and bike traffic to the foreshore trail instead of. This could replace/complement the need for a multiuse trail on lakeshore. 2. Make Lakeshore an alternating one way with a light along the narrow section after 10th
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option	A safe pedestrian and bike friendly route to downtown is desperately needed as well as upgraded roadway. My family and I cross the rail road tracks and walk the foreshore trail to downtown to avoid the unsafe conditions on lakeshore. Speeding and narrow/no shoulder conditions make this route treacherous for both drivers and the brave (desperate?) people who go on foot/bike. A one way road would be very inconvenient for us.	
Sign Board	Yes	Very Good Option	Poor Option	Very Poor Option	Too much of an inconvenience to people living along Lakeshore and Raven.	Walking and bike path desperately needed.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Lakeshore road should be 2 way	Too much of an inconvenience for the people in the area and the north east of town. Also a sidewalk in needed for the safety of the walking citizens walking to and from town.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
						I am really happy that pedestrians and cyclists will finally have safe access to Lakeshore Drive. It is good that the driving lanes will be narrower and encourage cars to slow down. I would also like to see the speed limit on the Lakeshore Drive reduced to 30 Km/hr. Penticton's downtown has a 30 Km speed limit on their lakeshore road and throughout the downtown. It makes it a safe, calm, and pleasant environment for everyone: drivers, cyclists and pedestrians alike. Also I noticed in the conceptual drawing for option 1, there appears to be no access to the multiuse path from 17th Avenue. I trust that that was an oversight; and that one could get onto the path from 17th Avenue. In fact, 17th Avenue and 16th Street might make a good route for pedestrians and cyclists: avoiding the sharp turn and steep incline from Lakeshore Drive to 20th Avenue.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	The multi-use path is critically important. Pedestrians and cyclists need safe, convenient, and enjoyable routes into downtown.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Multi use path is very important so people can use their bikes to get to town. Two way access is also very important not only for the local resident, but also for seniors not wanting to take the highway or meander through near the hospital. Maintain two way traffic Safety	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		
Sign Board	Yes	Okay Option	Very Poor Option	Very Poor Option	There are no safety features currently for walkers, bikers currently but the fact that this may need to end at 17th is very poor as it lacks connection to the sidewalk from 20th onto Lakeshore RD continuing to Appleyard. One way streets cause confusion. Older residents rely on less change. Causes us to drive farther and more turns. Walkways are always a positive for communities particularly along the lakeshore.	I bike & walk and know how unsafe I currently feel. There are gaps of street lighting all the way to Raven where I live. The road is narrow & dangerous after dark.
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	Multi use paths should be a priority. Really not liking the idea of the one way traffic.	Considering 1 way seems like a way to save money in a growing area with more traffic year by year.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option	Needs to remain a 2 way! That's a MUST. The extra path - is worth it. To save lives. 1 Life is too much to lose! Money saving is not the option. Glad to hear changes are being made, for its long overdue I feel it should stay a two way road for it has served me well for the past 15 years I And a pathway for people walking.	Or repair the 2 way. Lakeshore road is in very poor condition as it winds its way up and over the hill heading to Raven area. Thank you.
Newspaper	Yes	Very Good Option	Very Poor Option	Good Option		
Sign Board	Yes	Very Good Option	Poor Option	Poor Option		If the city is going to do it, may as well do it right!
					1/Need easy access in and out of town;(especially with the increase in residential traffic in the NE in the future) 2/turning off Lakeshore up onto 10th AVE NE is very steep and slippery in the winter. 3/ Added volume of traffic past Jackson and Bastion Schools which already have busy volume with students is poor planning. 4/ Students have to cross the road at one of those busy intersections to remain on the sidewalks into town. In Jackson corner and RCMP corner 5/ volume of traffic at 4 way stop by RCMP is high and busy/fast already. 6/ Painting a bike lane onto 10th and 11 Ave NE does not actually add to the safety of cyclists using that road AND cars are accelerating up and around that 10-11th corner!!! (speaking from experience as they whiz by)	Salmon Arm is ranked as one of the best places to live BUT the cycling access in and out of town to the NE is POOR. Pedestrians and cyclists already take their lives in their hands using Lakeshore road. Options such as using the foreshore to access town are not viable on a bike due to permanently wet areas on the trail as well as rocky areas(stone dropped by rail work in the past), on the path which are not safe to ride across on a road bike with their skinny tires. I have watched pedestrians walk into town along Lakeshore for years (trying to be healthy) and they virtually have to stop walking and hug the hillside to allow the traffic to pass them. The seniors that are retiring here for the lifestyle need access to safe walking and cycling especially if we are to go Green!!
Friday AM	Yes	Very Good Option	Very Poor Option	Very Poor Option	Walking or riding a bike along the side of the roadway is dangerous and there are no real alternatives.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		
					1)Use: A lot of people who live in the NE use this road to go to and from work in the downtown core. One way means coming home one would have to backtrack along the highway or take side roads. We need the path as well because walking to/from work along Lakeshore is the fastest. Having walked using other paths, I can tell you it's exhausting. 2) Safety: If you live in my particular area, in winter, Lakeshore is the safest option when snow hits and one needs to come home. The hill down 20th gets icy and more than one person has missed the sharp turn. Walking to/from work needs to be an option, and a safe one. 3) Ambulance, Fire and Police need a direct route when an emergency occurs.	I've lived on 17th for over 40 years. Making Lakeshore one-way may not be a problem for those who work on the South side of the highway and live in Bastion/Appleyard, but for anyone living North of that, or working in the downtown core, Lakeshore is a major artery. Coming down the steep hill on 10th to Lakeshore, or coming down 20th on icy roads is far from pleasant. I take Lakeshore because I've come down the hill sideways more than once. Traffic down 16th St/17th Ave increases as soon as the snow hits because people find it safer than trying to round the corner at the bottom of 20th. The concrete abutment was put there for a reason. If Lakeshore becomes one-way, we will see an even larger uptick on my street as those who live further down Lakeshore will be making 20th to Lakeshore their route home. Being a deemed a side road, this area is even lower on the snowplow list, so this could prove a problem for both drivers and local residents. How will making Lakeshore one-way affect the ability of road crews to maintain the side roads during winter? Having to drive a different route to get home will cause more gas usage and increasing our carbon footprint - perhaps not greatly, but it's still a step in the wrong direction - and the hills don't make walking or biking an inviting option. The extra time taken for a first responder to reach a home along Lakeshore may not seem like much, but every second counts if one is having a heart attack, or a house is burning. As well, tourists will constantly be going in the wrong direction with no place to turn around. The number of cars I still see making that mistake on Alexander every year is an indication that this would be an issue. Please do NOT make Lakeshore one way.
Other	Yes	Very Good Option	Very Poor Option	Poor Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way; no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
					Option 1: I can not support option 1 as presented due to the loss of property to achieve this proposal. Option 2: I can not support option 2 as a south bound one way as in a south bound direction I will not be able to enter driveway while pulling any kind of trailer attached. This will also make future home/property maintenance and upgrades near impossible as no contractor or delivery truck will be able to enter driveway south bound. Option 3: is the only option I can support as proposed as it does not restrict two way traffic and hopefully does not require the loss of property.	Just a few comments: - any chance of trying to partner with EMBC for funding to work on a preventative solution that would include stabilization of existing slopes and widening westward rather than property owners losing hard earned land. The idea of EMBC investment in a preventative partnership seems better than the idea of them having to invest in the event of a landslide emergency. - the idea of slope stabilization with terracing or stepping the slope I would be far more supportive - It's hard to comment with the minimal detail I have on the project options, but from the budgets listed and the past repairs witnessed, I am concerned that for the amount of money being spent, the stability of the slope is not truly being addressed, it is just being moved over and the problem delayed. - 1650 Lakeshore driveway entrance is a hairpin to Lakeshore Rd and one direction traffic truly will not work for this property. - over the next several years we have a plan to upgrade and improve our home and property, one of these upgrade improvements is the construction of an in ground pool in the front yard, this project would not be possible if there is a loss of property due to the moving of Lakeshore Rd eastward. Thank you for taking the time to read through my comments, I would be happy to discuss any of them further. Tim Crane 1650 Lakeshore resident timcrane@gmail.com
Sign Board	Yes	Poor Option	Very Poor Option	Good Option		
Sign Board	Yes	Okay Option	Good Option	Very Poor Option	Lakeshore is narrow with far too much traffic travelling very fast. Currently there is no safe space for bicycles or pedestrians. A proper multi use path is essential. Leaving the road as two way and narrower than before is not acceptable for safety reasons.	Some of the existing driveways in the affected area are already quite steep and one house in particular is already very close to the road. It is difficult to picture the grades that will be involved to give them access when their property is expropriated to widen the road.
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option	Option 2 is a longer route and would go through residential areas near schools. Option 3 would continue to be an unsafe for pedestrians and cyclists.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	The road is a high use path for cyclists already. People will continue to walk and cycle despite what the city wants. Without a 2 way route you to downtown you are forcing more traffic onto the highway or Okanagan Ave. One of the beauties of this city are the alternate routes to move on keeping local traffic off the highway. The population is growing here. Option is the most forward thinking option.	Encouraging walkers and cyclists into downtown is an environmentally friendly and healthful plan.
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option		
					We need two way on Lakeshore otherwise everyone from Raven, upper lakeshore and Appleyard are forced to go the round about way past the Hospital and police station to get downtown or come home. This will result in unnecessary congestion. Also more traffic will be forced to go through the Jackson school zone. If there's a road closure there is no redundancy. If 20th street NE were closed everyone from the north end of town would be forced to drive up to 30th. Again resulting in a large amount of traffic going by the high school.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	A multi-use path will address the safety issue of people walking along the road. It makes it more accessible and safer for people to walk or ride bikes to get downtown. This will increase overall general health of our population.	
Sign Board	Yes	Very Good Option	Okay Option	Poor Option	I think the northbound traffic having to reroute if we go one-way will just be a nightmare on the secondary roads that will become main arteries as a result. I really value making that road safer for pedestrians and cyclists but it will just become less safe on the other roads (some of which also don't have sidewalks or bike lanes) that will become much busier if it's one-way.	If at all possible - please extend the multi-use path all the way to downtown. People will just continue along lakeshore even if the path tries to take them elsewhere and that doesn't solve the safety issue. If the only way to get it to go all the way downtown is to do the one-way option...that's unfortunate.
Word of Mouth	Yes	Very Good Option	Okay Option	Okay Option	I think we need to try for a happy medium. Driver ease and pedestrian safety	
Word of Mouth	Yes	Very Good Option	Okay Option	Okay Option	I use lakeshore to both come and go from town, and would find it very convenient to keep Lakeshore as is with better use for pedestrians and cyclists.	
Sign Board	Yes	Okay Option	Very Poor Option	Very Good Option		
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	The road needs a path very badly. I see people walking it as is and I worry that someone is going to get hit by a car especially at night. I also think it should remain two way but that traffic calming should be put in to slow down traffic and divert commuters to the main routes. It would be best to keep as much local traffic as possible as the burbs build up over time.	I'd also like to see a bridge over the train tracks if possible. The crossing is dangerous as is and doesn't allow for easy access to the beautiful trails along the water.
Newspaper	Yes	Very Poor Option	Very Poor Option	Very Good Option		
Newspaper	Yes	Okay Option	Very Good Option	Very Poor Option		
						A one way street would make it more difficult for us to get to or from downtown. We just moved here and I am not used to the routes yet. I love Lakeshore Rd. The views are amazing. I believe there is enough room for safe passage on the two way street for walkers and bikers as the drivers are all very courteous.
Social Media	No	Good Option	Poor Option	Good Option	My own travel routes and ease of use.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your ranking.	Any additional comments?
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	This needs to maintain a 2 way street as that is the only logical option. With the bird sanctuary and walking path below option 2 is the only one that makes sense as people will still walk on the road either way weather the side walk is there or not.	All future roads built in the city of salmon arm should include a bike lane and walking path.
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	I live in the NE section of Salmon Arm and having Lakeshore as a one-way street would be a big inconvenience; 30th St is already busy enough and this would increase the daily traffic. Either project is expensive but for a few hundred thousand dollars, I think it's best to choose Option 1. With no Multi-use paths, Lakeshore is unsafe for any pedestrians or bike traffic.	
Other	Yes	Very Good Option	Very Poor Option	Good Option	Option 1 is the best. Maintaining the current traffic flow is ideal and adding a multi-use path will help keep cyclists and pedestrians safer. It will also make the neighbourhoods located within that vicinity more attractive due to more downtown accessibility. It could also keep traffic down if there is an option for walking/biking into town. Option 3 is good as an alternative if Option 1 turns out not to be viable as vehicular access is most common along that road. Option 2 is the worst as it will hinder vehicular access to the neighbourhoods from downtown which will make them less attractive and could cause more traffic elsewhere.	
Newspaper	Yes	Very Good Option	Very Poor Option	Okay Option	Option 1 allows for continuing traffic pattern, and will accommodate future traffic growth. It would also expand salmon Arm's walking/biking paths, supporting the residents' healthy lifestyle.	Although option1 is slightly more expensive, it will not need substantial upgrades, it will not alter the existing (and workable) traffic pattern, and will offer the bonus of the path! \$300,000 difference doesn't seem like very much additional cost considering the bonuses the path will offer.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Option #2 - too inconvenient for residents along that stretch of road (and for the rest of us who use Lakeshore regularly to get to work/shopping). Option #3 - What we have not, but the road is in terrible shape, and dangerous for cyclists & pedestrians, so... Option #1 - I think this is more important than the Ross St. Underpass as far as safety goes.	A one-way street is totally unacceptable in all the ways mentioned, and option 3 is fine, if the small additional cost for the path cannot be obtained, but I believe the cost difference is far outweighed by the bonus of the path! The listed advantages/disadvantages for Option #3 are contradictory: Adv. Narrow travel lanes add natural traffic calming reducing speeding. Disadv. "Lanes are wider than Option 1 and 2 allowing for faster travel speeds." How can both be true?
Word of Mouth	Yes	Very Good Option	Very Poor Option	Good Option	Environmental - Cars have to drive further, climb higher and will concentrate traffic somewhere else on 20th causing grief elsewhere. Should have bought a used fire truck & used money for roads if short on funds.	Speeds somehow need to be addressed. yesterday I was traveling my usual 51-53kph (with all the hills it's difficult to maintain a constant speed) - I was being tailgated until a straight stretch when the driver then passed me (on a solid line) and was short-cutting all the curves I could observe for the next minute or so (i.e. driving in the wrong lane on curves).
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Collector Roads need to be 2 ways - Environmental issues making cars drive further and higher. Will concentrate at 20th Ave stop signs just moving problem. large # of homes north of this area.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	1) There MUST be a multi-use path included in order to make pedestrian and cyclist use SAFE. We regularly use this route to go downtown and to access the lakeshore trail, but currently there are almost no safe ways to do this. 2) We also much prefer this route rather than the higher traffic, higher speed TCH.	
Newspaper	Yes	Very Good Option	Good Option	Very Poor Option		
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option	Safety concerns for cyclists and walkers. A one way will only increase speeding.	
	Yes	Okay Option	Poor Option	Good Option	Traffic volume. Cost	
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	It is a major arterial road which needs to be used as such in the future. The alternate route would be difficult to navigate. And, non vehicle use is continuing to grow. E bikes will change things more than we think I suspect. Other non motorized uses will grow too as we walk more and cycle too.	The difference in cost spread out over our population is really minimal. Just wish 10th Ave between 30th and 97b could be considered a bit too. Scary to watch kids on the side of the road there with such busy traffic flowing to join the TCH at the other end of town.
Sign Board	No	Good Option	Very Poor Option	Good Option		But certainly Lakeshore is a good start.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option	It is dangerous to walk on the side of the existing road. We need a sidewalk/path. It is very busy and to make it one way would only move the traffic to 11 ave which is going to get even busier with all the development in the plans for housing. There are connecting paths to other residential areas if there were a path beside the future road. Lastly, we need to be moving towards more use/access/encouragement through available paths rather than encouraging vehicular traffic without and alternative. The public will pay the taxes particularly with the new awareness of quality of life evident from the Virus changes we adopted in our daily lives	
Newspaper	Yes	Very Good Option	Poor Option	Okay Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Friday AM	Yes	Very Good Option	Good Option	Very Poor Option	If geotech work demands substantial work required, I see no reason not to use this as an opportunity to add cycling/walking infrastructure to one of the busiest roads, and biggest roadblocks to human mobility (walking, biking, running) in NE Salmon Arm.	When I was first going through the proposal, I was expecting option one to be an order of magnitude more expensive than option three. To see the cost of adding a very critical piece of cycling to the town for less than an extra half a million, it seems like a no brainer. In fact, I'm incredibly impressed with the options presented! If there is enough pushback from the community on the price, option two is actually pretty great as well. My only request/suggestion to option two would be, as a part of the proposal, include a "small" (this is important) roundabout to the intersection of 10th Ave and 16th Street. I realize this would add cost, but it would allow for relatively efficient traffic flow for northbound traffic.
Sign Board	Yes	Okay Option	Very Good Option	Very Poor Option		
Word of Mouth	Yes	Very Good Option	Poor Option	Very Poor Option	I support investments to our city's infrastructure, particularly when multi use pathways are included.	Would love if the multi use pathway was open for cyclist/commuter use.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	A one way traffic corridor would be an unacceptable burden to residents on the stretch in question and others who live on northern Lakeshore. Similarly, there is a safety need for a multi-use path. The extra cost of Option 1 is well worth it. We will come to regret the other options and may have to spend a lot more to upgrade them later.	I am a cyclist and a walker.
Sign Board	Yes	Good Option	Very Poor Option	Okay Option	Number one option is not considerably more money than Option 3 but offers a safe bike/pedestrian corridor. Option 2 is not safe for accessibility for close by residents.	Thank you for giving the opportunity for input.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	We use Lakeshore Road every day to access the downtown core. One of the main reasons we chose our home on Upper Lakeshore is for the ease of access to services for my elderly mother. For the additional \$300,000 required, do the job right the first time. I often see people walking on Lakeshore and giving them reasonable berth requires entering the oncoming lane. As Salmon Arm grows, that will become scarier and scarier for everyone. Lets just do this correctly and make room for everyone to enjoy our beautiful city and prioritize ease of access to downtown business for residents. Thank you!	
Social Media	No	Very Good Option	Poor Option	Okay Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Keeping two way traffic down this corridor is very important. The highway is busy enough through town, why add more traffic to the highway that will already be plagued by construction for the foreseeable future?	Adding a walking path/bike path to would be a great idea, as there are always pedestrians and cyclists on this precarious route, and it offers a way to walk down to the lake.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option		
Social Media	Yes	Very Good Option	Poor Option	Okay Option	I use this road quite often especially during tourist season.	It is one of the great perks of living in Salmon Arm, driving down past the lake. I often see people walking and think how unsafe that is. So I am happy to hear about the new trail.
Social Media	Yes	Very Good Option	Okay Option	Poor Option	I think having a multi use pathway should be a priority. Having a one way road seems like a major inconvenience and a lengthy detour.	Realistically Salmon Arm is growing and things need to be built with that in mind. We don't want to take it down to a one way road and wish we would have had two lanes. It is a well utilized road for locals and helps keep congestion off the trans Canada especially going downtown.
Newspaper	Yes	Very Good Option	Okay Option	Very Poor Option	Lakeshore Road is a very narrow road and unsafe for walkers and cyclists. Our city promotes an active lifestyle. The only way for residents in the Raven area to enjoy an active lifestyle is to walk or cycle on the foreshore trail. This trail floods out during the summer and is unusable during this time. Also the large rocks which have been used to raise the path make it dangerous for a street bike. I have to walk my bike over this stretch.	This road improvement is long overdue and necessary to promote the safety of our residents in NE Salmon Arm. 1) please consider that this road could be one of the most beautiful drives in SA if you don't ruin it with ugly concrete blocks or metal railings: consider aesthetics and tourism and scenic drive possibilities, not just initial costs. 2) thank you for a well designed information package with pros, cons, costs, and other considerations. One way road is not an option in my opinion, this road is very used and has been for years with out a walk way. Two way traffic is more important then a walkway that is only used 2/3 of the year.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Local accessibility to downtown without using highway, plus increased walkability.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Cost vs deliverables, and access to town from our house on a daily basis.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	Important to invest in infrastructure, especially transportation/active transportation. It is a nice stretch of road that many could enjoy by bike/running/walking if safer. Let's have more bike paths/trails/sidewalks in this city! Having it one way for road traffic would make a huge detour and very awkward for many residents- I do not think this makes sense in terms of traffic pattern.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Cost vs deliverables	One way road is a full option to a very used road. Walkway will only be used 2/3 of the year
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Currently unsafe for any other use than vehicle traffic, with a need to upgrade not to put pedestrians at risk. Therefore multi-use path is essential. Two way traffic is also essential to prevent traffic being diverted into other residential areas and ensure direct route for emergency vehicles. As Salmon Arm continues to grow, traffic growth will be a reality and should ensure that direct flows can be maintained as much as possible now as future upgrades will undoubtedly cost significantly more due to inflation and rising land values. Therefore, strong land acquisition policy to meet anticipated future needs should be a priority now.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Social Media	Yes	Very Good Option	Very Good Option	Very Poor Option	I commute by bike, and have stopped riding along the designated bike route on Lakeshore Drive because it is simply too dangerous. Cars/trucks either pass too close to me, or drive in the opposite lane to avoid me but can't see past the next curve so put us all in danger.	Every road improvement project should include active transportation lanes. The car cannot be the only consideration when planning our community connectors.
Social Media	Yes	Very Good Option	Good Option	Poor Option	Active transportation for multiuse path. Cost.	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option		
Sign Board	Yes	Okay Option	Okay Option	Very Poor Option	Enhanced walking/biking in town is my top priority.	Is there any way to put in multi use connections down to the bird sanctuary to enhance walking/biking. Through chess creek. Down the end of 20th. Through apple yard. Then we may not need multiuse trail on this road. Otherwise let's prioritize multiuse trails on lakeshore
Sign Board	Yes	Good Option	Very Poor Option	Okay Option	Option 1 - I would rank it "very good" if the road could be moved by 3 meters thereby allowing for wider travel lanes. I assume this would involve more land acquisition and the costs would escalate accordingly. Option 2 - A one-way road comes with all the disadvantages you have given in your report and would likely not be acceptable for any residents of the NE. Option 3 - Since the "multi-use path" would lead nowhere (I) what is the point of even considering it without extending it in either direction.	Hopefully this is not another temporary "bandaid". As Salmon Arm continues to grow, this roadway becomes more and more of a problem - not just this short stretch, but all along Lakeshore Road from downtown to 60th Avenue NE. The entire stretch of road is extremely treacherous for pedestrians and cyclist (and therefore motorists!)
Social Media	Yes	Good Option	Very Poor Option	Okay Option	An alternate route to the hwy for local traffic helps manage the increasing future traffic loads through town. Reasonable continued access for Lakeshore residents only seems to be accomplished by a 2 lane road.	Well done presentation.
Social Media	Yes	Very Good Option	Okay Option	Good Option	Two way to maintain existing travel patterns. MUP as people not travelling are going to use the road regardless of presence of MUP, so MUP is the safest option. One way is least desirable as it will transfer traffic to other areas, increasing congestion.	
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	This is a well used road and should be improved so cars and pedestrians and bikes can use it safely	I would not support a one way plan at all
Sign Board	Yes	Very Good Option	Very Poor Option	Poor Option	Traffic flow, safety and accessibility	While Opt #1 is the most expensive the way it is laid out, it's also the safest most practical option. The way Opt #2 is presented there is information missing. How much added cost is there to modify other routes to allow for increased traffic? What would these modifications be? Is that all the way from 20th to Marine Dr? I believe it would create a lot of potential problems in other areas and could end up costing as much as Opt #1 and still not be satisfactory. Opt #3 does not address the need for walkways/bike trails along lakeshore. There is considerable foot and bike traffic along Lakeshore that travels at their own peril. It is only a matter of time before someone is hurt or killed unless there is a safe path and I think there would be an increase in foot and bike traffic if there was. It is the only direct route from Appleyard, Raven and North Broadview to downtown unless you can open up access to the Bird Sanctuary and maintain that path year round including paving it...which would increase the cost of Opt #2 and #3
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	this is a main transportation corridor. It should remain with the ability for vehicle traffic in both directions. Diverting northbound traffic could drastically and unnecessarily increase transportation time for people that live the Raven area, it could also increase traffic on and subsequently the safety of side roads if vehicles had to take alternative routes.	
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	If we want to encourage citizens to use active transportation there needs to be adequate paths / road space for this to be a safe and an enticing mode of transportation. I believe this would be the more appropriate solution. There would be room for cyclists and pedestrians. If Lakeshore became only a one way it would be most inconvenient as we live in the NE area.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Lakeshore Drive is a beautiful location in Salmon Arm and can be enjoyed to its full walking or biking. Currently it is dangerous to walk along the roadside and I have often missed seeing a pedestrian until I have passed by when I drive into town. I feel that for the sake of local residents it should be a two lane road, but for the health, wellness and safety of our community, there should be a path. Many people use the pull-out above Christmas Island to enjoy the view and a path into and out of the downtown makes sense for those of us who like to walk to a destination. Currently I warn my kids away from cycling along Lakeshore as there is no shoulder and the lanes are narrow in certain places. Option 1 seems the best option for long-term use.	
Word of Mouth	Yes	Good Option	Poor Option	Good Option	Road must remain 2 way.	
Word of Mouth	Yes	Okay Option	Very Poor Option	Very Good Option	Multi use path only good if it goes all the way to downtown. This is not clear on the proposal. Definitely don't want one way option as it would put too much pressure on other routes from town.	
Word of Mouth	Yes	Good Option	Very Good Option	Very Poor Option	Creating traffic calming, but mostly supporting non-motorized roadways indicates a city and council that is current and considerate of future development that supports people moving in a sustainable and climate-considerate way.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	One way makes no sense. Walkway long overdue. Very dangerous for pedestrians.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Daily commute, safety of pedestrians and cyclists.	
Newspaper	No	Very Poor Option	Okay Option	Very Good Option		
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option	It is very important to have a multi use option for walking, bike riding, children's safety. Also it will increase traffic on other routes as Lakeshore is a widely used road.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your ranking.	Any additional comments?
Newspaper	Yes	Okay Option	Very Poor Option	Very Good Option	I am totally against option 2 as it funnels northbound traffic up 10 and 16th and eventually on 11 Ave NE. The traffic on 11th Ave NE has increased substantially following the introduction of the underpass at the highway at 20th St. There are 2 developments planned for 11th Ave NE which, once completed, will add substantial additional traffic to 11th Ave NE. To suggest that all the traffic that now moves north along Lakeshore be diverted to 11th Ave NE is ludicrous. I have complained numerous times about the speed of traffic coming around the corner from 16 St NE onto 11 Ave NE with no action whatever from the City. I continue to experience close calls as I egress my driveway at 1640 11 Ave NE. I am totally opposed to option #2.	
Newspaper	Yes	Very Good Option	Very Poor Option	Okay Option	Opt 1. Accommodates the most travel options Opt 2. Cost difference may/will be less than package indicates due to costs of two (potential) intersection improvements. Also no guarantee all vehicles will follow outlined route. Some may go past school and hospital and through residential street (8th Ave NE) depending upon destination e.g. Tim Horton's Opt 3. A \$300,000 is not a large saving and it may not be possible to add the MUP afterward due to cost	Has there been any data collected on the number of walkers, bicyclists on the Lakeshore section of the road in question 7. The steep hill going up 20th Ave NE may discourage many MUP users from utilising the proposed MUP. Although if electric bicycle usage increases this may change.
Other	Yes	Okay Option	Very Poor Option	Very Good Option	Not much walking traffic on this road to make the cost worth it for #1 option. #2 option is not an option at all as too many use this road to and from work. #3 BEST option for price and usage.	
Social Media	Yes	Okay Option	Very Poor Option	Very Good Option	Option 3, my preference, there is a lower trail along the lake for MUP that works well, very rarely see people walking or biking between 10-20 Ave NE. Option 1, is decent but is it worth the budget?? Option 2 would be a massive inconvenience for the residents living along Lakeshore and 17 Ave NE area, and beyond. We live on 20 Ave NE and I drive north and south daily along Lakeshore. Option 2 would also increase traffic around the High School, the hospital and already busy Highway.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I AM 80 YRS. OLD AND WALK AND BIKE THAT ROAD WEEKLY. I ALSO DRIVE THE ROAD TO SHOP DOWNTOWN SEVERAL DAYS EACH WEEK.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	This option will remain viable for years to come. There would be no need to review and re-plan before perhaps 20 years.	Taking into consideration a plan that works for all users of Lakeshore remains, in my view, the best solution. We encourage people of all ages, using a variety of modes of transportation, and with mobility issues to enjoy the one-of-a-kind scenic view of our city with safety.
Social Media	Yes	Okay Option	Very Poor Option	Very Good Option	One way would be extremely inconvenient for the near by residents. Not sure a walking path is necessary for the cost.	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I believe pedestrian safety is of upmost importance; although a one-way would impede directly on my and my wife's travel time. The cost difference is fairly minimal considering the overall costs the city and province pay for roadwork.	
						If a bike lane/footpath is put in place now alongside Lakeshore it can be continued down along to Canoe beach.
						With a growing city, a one way road would force more traffic onto the main roads causing more backup.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	It is currently dangerous for cyclists and walkers, many people use the road two ways regularly, plus the city is growing including down Lakeside. Do it once properly so we don't fix it later at double the cost.	If Lakeshore could be extended to Canoe later in time it would make a good extra emergency route to Canoe or out to the highway.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I travel this street or road to and from town on a regular basis and have done so since 1966.... It is convenient and saves me from taking the dreaded Highway 1.... It should be recognized as an alternate route for the many residents that live and travel on the north side of the Hwy and maintained as such all year round! One way traffic would negate all that. While a pedestrian/bike path would be lovely (it would also prevent traffic problems if one had to pull over due to mechanical problems (been in that predicament in a spot with no wiggle room for that), if the cost or engineering concerns negate that, oh well... there are other routes to get into town for that traffic!	Keep it 2 lanes, please!!!
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option		
Social Media	Yes	Very Good Option	Okay Option	Okay Option	We need to support those on bikes and those walking. Not everyone can afford to have a car and that is a dangerous piece of road.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	I will be driving this road everyday to and from work and I think with our city growing this is not thinking ahead to the growth we are experiencing and going backwards.	
Other	Yes	Very Good Option	Poor Option	Okay Option	Traffic Flow	
						Leave any decision on this until next year's election and put it to referendum. Council has a nasty habit of ignoring the wishes of tax payers who are going to be affected by their decisions in favor of developers and staff recommendations.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Restricting traffic to one way is a terrible idea from any perspective. Lakeshore is our main thoroughfare to and from downtown. It is the shortest distance and it is vital for emergency, delivery and other services. One way traffic would result in greater distances, greater fuel consumption, cost and environmental degradation.	Why not use steel I beams pilings to stabilize the road way and create a cantilevered multi-use path attached to the I beams (like a bridge deck) outboard from the road way thereby separating vehicles and pedestrians. After all, pedestrians and cyclist do not represent significant loads. Also impose vehicular load limits on Lakeshore.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option	For long term planning this would be the cheapest, safest way to go. As electric bikes are becoming more popular, I see a lot more cycle traffic, so a bike- walking path would be a great safe asset with no future up grades necessary.	
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option	Option 1 provides for stabilization and all transportation issues (vehicular and multi use). Costs for project are complete, unlike option 2. Option 3 is detrimental to city's active transportation goals and could lead to other future costs.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	That section of road is in need of a Pedestrian/multi use path. Too narrow and dangerous to be a pedestrian there without one.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	maintaining good traffic flow and options and including active transportation option	
	Yes	Very Good Option	Very Poor Option	Poor Option	best option for future	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I would choose option 1, as I see it as a long term cost affective investment in a major access point to the downtown that requires two way traffic and a safe corridor for others walkers, cyclists. I believe it is an essential starting point to making our city more liveable.	
Newspaper	Yes	Very Good Option	Very Poor Option	Okay Option	No matter what option is taken, remedial work on slope stabilization will have to happen. Option 2 is a major inconvenience to residents like us that use Lakeshore to get downtown. We would accept Option 3 as well. I bicycle to downtown and have not had any concerns with current two way traffic. I am 70 years old. STABataB	Some information about how funding would be achieved & allocated would have been interesting. We have no sense of the extent to which the \$600K difference between the cheapest and most costly options would burden the community coffers.
Sign Board	Yes	Very Good Option	Poor Option	Good Option	Pros/Cons table on website was useful & convincing: Option 1 keeps best traffic flow (and hence fewest unhappy residents); MUP is needed (we're cyclists); It's always cheaper to build it 'all' now than try to fix/change/build later.	I am also not averse to keeping it local traffic only for those of us that live in this area rather than a through route although that would put more pressure on alternate routes.
Social Media	Yes	Poor Option	Very Good Option	Very Poor Option	multi-use path is most important consideration. It is too dangerous to walk or bike to town as it is now.	
Newspaper	Yes	Very Good Option	Okay Option	Very Good Option	I wonder if the costs for Option 1 might end up being a lot more with the inclusion of the MUP? For this reason I choose Option 3.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Two way traffic already exists. Lots of people live along Lakeshore and use this road going and returning to town. A multiuse path is a safety factor for the walkers and bikers.	
Sign Board	Yes	Good Option	Very Good Option	Very Poor Option	As a resident that lives past this section of road, there is great difficulty accessing downtown on bikes or walking. There is a great trail across the tracks that we can't access. A strong MUL option would allow many of us to access the downtown without a vehicle. Requiring/acquiring land seems a major complication of option 1.	I don't follow the 3km extra driving for residents along the route - it seems only a very few would be impacted, and only in a very specific situation get close to that 3km number. I think many would enjoy easy access to downtown without their vehicles as well.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	This is the only option in our opinion as it compliments the idea of providing an alternative to vehicle usage by allowing a safe means of walking or biking into town. Now people choose to cross the railway tracks and take the foreshore trail which is not the best approach.	My suggestion is to go with option 1. Also the city should implement a truck restriction. Only vehicles 1 ton or less allowed unless local delivery. Right now the roadway is severely impacted by all the heavy traffic short cutting through. Also the city should lower the speed limit to 40kph for that section and supplement that with electronic speed signs as many progressive communities have done.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	This checks all the boxes for me. As the city continues to grow this road will only become more important to the flow of traffic into downtown. We need to have it address safety as a priority and secondly the need for pedestrian and bike traffic which currently does not exist.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	This stretch of road is too narrow for cyclists, pedestrians etc. We are a non-vehicle friendly town and by not having a sidewalk here, many people are dependent on their cars to get downtown because it is unsafe. I believe making this a two lane one way will simply increase speeds through this residential area making it unsafe as well as causing traffic congestion issues in other areas. This option also significantly inconveniences people who live along this stretch. Option #3 doesn't solve the issue of safety for non-vehicular commuters which is paramount to address and rectify at this time since road work must be done. I think it is very important that pedestrians and cyclists have a safe way to travel on Lakeshore. Leaving the road two-way would be more convenient for residents that use that route every day.	This work obviously needs to be done so solve all problems right away by implementing Option #1, despite the slightly increased cost. I believe if option #2 or #3 is chosen the problems are not solved (see poor outcome in City's breakdown of the options) and ultimately these issues will need to be dealt with down the line at a potentially higher overall cost. Option #1 makes the most sense!
Newspaper	Yes	Very Good Option	Very Good Option	Very Poor Option	Selfishly, a one way road would allow for a wider travel lane for both cars and pedestrians/cyclists.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	Most user friendly, keeping in mind all residences uses.	
Sign Board	Yes	Okay Option	Good Option	Very Poor Option	A multi-use pathway is a high priority for me. Between option 1 and option 2: the main disadvantages for Option 1 are the higher cost and the pedestrian safety of "good" (vs. "Excellent" for Option 2); the main disadvantage for Option 2 is the noted vehicular "fair" safety. Option 1 is clearly my preference. As for Option 2, I believe one way will seriously disrupt local traffic movements. Additionally, Option Two would of course add increased volumes to 20th Street NE. Option 3, the existing is already too narrow & dangerous for both vehicular and pedestrian traffic.	Option 2 - vehicular safety "fair" - why is this option less safe? Thank you for your very informative presentation and request for input.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your ranking.	Any additional comments?
					<p>Salmon Arm desperately needs more and better transportation paths for 'active' users. In other words, not paths through the forest for a Sunday stroll but pathways that go direct from A to B (eg. house to shops). Lakeshore could be a main arterial route for 'active' users. Something we don't have right now.</p> <p>Both Option 1 and Option 2 provide Multi-use-paths. However, Option 2 is much better because it puts the path on the more stable ground. Option 1 puts the pathway on the least stable slope. Furthermore, a pathway beside a narrow, 1-way widening road is much more comfortable and attractive to commuters. Travelling beside 2 narrow lanes going in opposite directions feels less safe. A more comfortable and attractive path will attract more active users. For me, more active users is the goal. So Option 2 is the best Option.</p>	<p>The Conceptual document says there are 'Significant safety issues created by one-way roadway' in Option 2. However that conclusion is not explained. I searched the Internet for justification of this conclusion. The documents I found said that this point-of-view is not justified by the existing evidence. Here are 2 documents that suggest there is NO significant difference in safety between one-way and two-way streets:</p> <p>'Safety of One-Way Urban Streets', by I. HOCHERMAN, A. S. HAKKERT, AND J. BAR-ZIV, Transportation Research Record, http://onlinepubs.trb.org/Onlinepubs/trr/1990/1270/1270-003.pdf</p> <p>'Are One-Way Streets Really That Bad?', by Mike Brown, Strong Towns, https://www.strongtowns.org/journal/2017/4/18/are-one-way-streets-really-that-bad</p> <p>Could you please explain the justification for the safety concern in this plan?</p> <p>Thanks, Hugh Bawtree hugh@altree.ca</p>
Sign Board	No	Okay Option	Very Good Option	Very Poor Option	It's nice that Option 2 is the cheapest as well.	
Sign Board	Yes	Very Good Option	Good Option	Very Poor Option	<p>This option would provide a safe biking/hike route without impacting the residents who live on lakeshore. It would be a pain to have to exit on a one way street.</p> <p>Option one will provide a safer and more environmentally friendly way to walk or ride into town. Right now it is a very dangerous way to ride or walk. It will still accomplish the ultimate goal of stabilization. The higher cost would be justified.</p>	
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option		
Sign Board	Yes	Good Option	Very Good Option	Poor Option	We use this route all the time in our car, but never ride our bikes or walk this way because it is not safe to do so.	
Newspaper	Yes	Good Option	Very Good Option	Poor Option	Safety for multi use users, and Cost as well.	
						I am very aware of current trails - many on private property, and of the loss of paths/trails due to property development.
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option	Salmon Arm increasingly needs safe routes for non motorized movement around the community, particularly for softening the steep hills.	
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option	Safety for walking and biking, as well as access to and from the other parts of town, both for convenience and safety	
Friday AM	Yes	Very Good Option	Very Poor Option	Very Poor Option	I hope in an effort to encourage cycling/ walking into town there will eventually be a path/route all the way along Lakeshore into town and so avoid dangerous crossing of busy streets on foot or bicycle. Thanks for reading!	
	Yes	Very Good Option	Very Poor Option	Very Poor Option	two way with pedestrian lanes is the best way to move people	none
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	<p>Safety for pedestrians and cyclists under Option 1. Option 2 will create traffic congestion northbound on other routes. Access to emergency services such as fire, police and ambulance service will be delayed under Option 2. Lakeshore road is heavily used by motorists and restricting it to southbound only lanes is simply impractical.</p> <p>Pedestrian and cyclist safety overall. Option 3 at least stabilizes the slope and repairs the road. Option 2 would have less traffic for residents on that portion of road but then they would be harmed by lack of access for themselves, garbage pick-up and emergency services. Invest in Salmon Arm and keep it beautiful: Option 1.</p>	
Sign Board	Yes	Very Good Option	Poor Option	Good Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	<p>Maintaining two-way traffic along Lakeshore offers value to residents living north of 20 Ave NE and west of 30 St NE. Not only does it offer very convenient access to downtown, but by adding a safe path for walking and cycling, this option would be a great benefit. Cycling or walking along Lakeshore is currently quite hazardous.</p> <p>While option 1 is the most expensive it best satisfies all users. It seems that multi-use pathways are becoming more and more popular in Salmon Arm.</p>	<p>While I appreciate the additional cost required for option 1, I believe this will be a good investment for the city, in spite of the inherent uncertainty of the long-term stability of the escarpment at issue.</p> <p>Thanks for presenting the options so clearly.</p>
Word of Mouth	Yes	Very Good Option	Okay Option	Very Poor Option		
Friday AM	Yes	Very Good Option	Very Poor Option	Okay Option	<p>The convenience of the two way lakeshore roadway is very important to residents of the North East for access downtown services and avoiding the highway or the longer, more convoluted route off 20th street. The addition of a multi-use pathway for walking and biking would improve access for residents to downtown and for tourists/travellers who wish to explore the community by bike or on foot.</p>	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
						<p>Though included in the highlighted study area, why has section from 6 St NE to 10 St NE not been included in current work plan options?????</p> <p>Slope stabilization is also a critical concern for 6th NE - 9th NE St as well as need for safe bike/pedestrian access to make connection from downtown to 9th St NE.</p> <p>Our property @ 620 St NE is directly affected as well as the properties NE of us. There is a public? easement sloping up from Lakeshore Dr to 9 Ave NE that could perhaps be incorporated into a proper public path. People "cut through" our property quite often walking along the embankment from 9th Ave to downtown. Others walk along the top of the block retaining wall below our property. There is no safe pedestrian/bike access along Lakeshore Dr and Lakeshore Dr is a natural and attractive bike/walk route.</p>
Newspaper	Yes	Okay Option	Poor Option	Poor Option		
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	Needs to stay a 2 lane road	
						<p>As a frequent user of Lakeshore Road in both directions, I vote for #1. In option 1, the extra \$300 K (over cost of #3) is a relatively small price for the MUP and the increased level of safety it would give the pedestrian and cyclist users of the route. The other advantages cited of leaving Lakeshore a 2-way route far out way the disadvantages.</p> <p>Option 2 affects a far wider area than just that section of Lakeshore Road, and that effect is not for the better. It leaves the area in a much poorer condition for access and as such means a much lower level of general safety (eg access for emergency vehicles). The neighbourhoods in the detour area would be adversely impacted with greater traffic on roads not meant for it. The area residents and majority of road users must be given first consideration. The cost of \$1.5 million is mostly wasted money. I hope this option will not receive any further serious consideration. Thank you.</p>
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	#1 gives the best of all worlds, with the MUP essentially costing about \$300K; #2 is the worst of all worlds - essentially a \$1.5 million MUP that disrupts a lot of other areas, adds cost (time & gas) and causes great inconvenience to route users - a total waste; #3 is fine if we can't afford #1	
Sign Board	Yes	Very Good Option	Very Good Option	Very Poor Option	Bike and pedestrian friendly.	With the exception of 30th St, Salmon Arm has very few bike-friendly roads. Roads are generally very narrow, without shoulders and drivers do not watch for bikes or pedestrians in general. This is something I would really like to see change. In addition to making lakeshore more bike-friendly, paving the foreshore trail would be an excellent start!
Sign Board	Yes	Poor Option	Very Good Option	Very Poor Option	Make city more walkable, bikeable. Reduce car traffic along one of our most beautiful road-ways so that more pedestrians and cyclists can enjoy it together.	
Friday AM	Yes	Very Good Option	Very Poor Option	Poor Option	If you are going to upgrade this important, busy feeder road lets do it right the first time!! Spend the money now and make it safe for all types of traffic use.	
Newspaper	Yes	Very Good Option	Good Option	Very Poor Option		
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option	Lakeshore Road is potentially a focal feature of great beauty and continuing pleasure, as well as an essential service for two-way traffic combined with a multi-use path. I use this route both north and south bound every day; and when my children were very young my wife walked Lakeshore Road every day with the children. Let's showcase this roadway along the Lakeshore and make it so that it is one of the most beautiful features of Salmon Arm, eventually linking featured roads and pathways from Salmon River all the way to Canoe. \$2.1 million investment is a very small sum to enhance traffic flow and open up the great beauty of this area of the city.	Let's do it and move quickly on it.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	I drive this road often as a route to downtown from my residence. Lakeshore is very unsafe for bicyclists and pedestrians, which I think is a priority. A one way section on this route would be disruptive. Two way with no multi use improvement is pointless. The money difference is not that significant.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option		
Newspaper	Yes	Poor Option	Okay Option	Very Poor Option	Between the vibrations set up by train and automobile traffic it surprises me the road is still there. A testament to the binding strength of the tree roots. As the train traffic is not going away any time soon a reduction in the weight on the top of the slope (less traffic) will reduce the pressure put on the slope.	
Newspaper	No	Good Option	Very Good Option	Very Poor Option		Option 4, close road to local traffic only with walking and bike lane added.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	There is a fair bit of foot traffic along lakeshore and drivers going far too fast. The visibility on some curves are also dangerous for pedestrians.	
Sign Board	No	Very Poor Option	Very Good Option	Very Poor Option	The two-way as it exists now is not only dangerous, it's made even more so by the countless idiots who continue to go well over the speed limit forcing pedestrians to jump over the dangerous edge because of so many blind curves.	I have thought of option two for many years as being the only viable solution.
Newspaper	Yes	Very Good Option	Poor Option	Poor Option		
					Safety for pedestrians and cyclists keeps with general Salmon Arm flavour. Routing traffic to Ravenhill cause congestion in other neighborhoods and school zones Residents need good escape route in case of emergency Multi-use path respectful of trend towards fewer automobiles.	Any option without a good solid fix will be hazardous due to bank destabilization.
Friday AM	No	Good Option	Poor Option	Poor Option		Thanks for asking.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Other	Yes	Very Good Option	Poor Option	Very Poor Option	Many people commute to and from work using Lakeshore Road. It is dangerous to cycle or walk on that road, and a path is essential for safety. As more and more people are cycling to work, it is critical to provide a safe path to do so. I feel Option 1 is the most progressive long-term option. We must include provisions for active transport in any future developments in the city. Restricting use of this collector corridor (Option 2) will just move the problem somewhere else.	
Newspaper	Yes	Very Good Option	Poor Option	Very Poor Option		
					I think it is ideal to have traffic flowing in both directions. I use this road frequently to quickly get in and out of town while avoiding the high way traffic.	
					I also love the idea of being able to safely walk/bike to the wharf area from my house! At this point if I want to take a leisurely walk downtime it takes double the time as you meander through more houses/town. A safe, direct path would be helpful. The views from this walking path would be amazing too.	
Sign Board	No	Very Good Option	Okay Option	Poor Option		
					I have always thought that the road should have a walking/biking path since we moved here 6 years ago. It is a scenic area which makes for a great walk to town. If there is any way to build that to make a safe walking path that would be very beneficial to so many locals. There is no need to speed down that road. It is a nice shortcut to town anyways. People in Salmon Arm love to walk and bike and creating more ways to do that is an all around bonus for our town. Two way traffic and pedestrian safety.	Officially marked biking paths would be a great addition to our town in other areas as well. I see more and more bikers every year, but it's not the safest place to bike around here.
Word of Mouth	No	Very Good Option	Okay Option	Very Poor Option		
Newspaper	Yes	Good Option	Poor Option	Poor Option		
					Lakeshore is a main Thoroughfare for many residents on the north side of town. I feel it would put a strain on the smaller roads and routes back to the north side which were never intended to handle the additional traffic this would cause.	
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option		
						Its about time this was fixed. I suggest making the path, continue through the old road, where it hits the large hill. That hill is not suitable for many seniors to walk or bike.
Website	No	Very Good Option	Very Poor Option	Poor Option	I drive this road every day, both directions. It wouldn't be right to not have two way traffic. However, it is also a dark and dangerous road to walk, with zero access to a safe path.	I couldn't find the info package on the website, but this is how I feel, based strictly on living and using this road, for 30 years
						The suggestion of closure except for local traffic should not even be considered. I feel this should have been addressed and funded before the rail overpass when it comes to city tax payer dollars. We are only growing and this will increase usage of this road and improvements should address all the issues properly rather than some piecemeal fix.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	This is a main feeder road for much of the NE of Salmon Arm and needs to be upgraded - The multi use path should be for a bike lane and pedestrian walk way as right now it is a dangerous situation for both of those usages.	
Newspaper	No	Very Good Option	Poor Option	Okay Option	can't help but think if all traffic from the north west is diverted to the hwy it won't cause many other problems	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I travel that route daily and it just has to be improved a bit and if you put a bike route u will have to widened the road We need to keep all options open for the cycling/walking public. At the present time that part of the road is very congested and dangerous.	I prefer driving that street as I live in Raven and don't like going up to heavy traffic on trans Canada and the second route I choose is past the police station past the Jackson school and hospital which is so much slower
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Two way traffic allowing access north and south for all salmon arm residents. One way should allow for 2 pathways as noted below	I would also like the council to consider at some future date the inclusion of a cycling/walking path all the way to Raven. Many cyclists use this roadway which is winding and narrow. Not safe.
Sign Board	Yes	Very Good Option	Good Option	Poor Option		Would prefer 2 pathways. One for pedestrians and one for bikes Bike riders have no regards for pedestrians.
Sign Board	Yes	Okay Option	Good Option	Very Poor Option	Pedestrian and vehicle traffic safety is important with option 2.	The city of Salmon Arm, during this project, has to consider the future development of Raven Hills and a MUP should be in the vision of the development while economically feasible.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option	Grants probably available to offset cost. Most functional option.	
Newspaper	No	Good Option	Very Poor Option	Very Good Option		
					I believe that having a sidewalk/multi-use path is absolutely necessary on this road. It is very dangerous to walk there now as it is a narrow road with almost no space to walk on the side. Option 1 would be ideal, but it seems unfeasible given the available space, so Option 2 gets my vote. It will be an inconvenience to me if it becomes a one-way street, but that inconvenience is preferable to the current lack of sidewalk, imo.	
Newspaper	Yes	Okay Option	Very Good Option	Very Poor Option		
					I support having a safe active transportation route in this scenic location, and would make frequent use of it. Lowest cost to taxpayers	
Friday AM	Yes	Okay Option	Very Good Option	Very Poor Option	I am in favor of reduced traffic and reduced traffic speeds on Lakeshore Rd	great that the city is addressing issues with Lakeshore Road!
					I would like to promote active transportation (biking; pedestrians)	
Sign Board	Yes	Okay Option	Very Good Option	Very Poor Option	This would reduce the amount of traffic and the traffic speed on a precarious slope This would reduce/eliminate the need to acquire private property	I appreciate the opportunity to express my opinion regarding Salmon Arm Infrastructure.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	That road HAS to remain a two way street. Everybody on the NE side of town below Broadview (Ravens, Appleyard, Upper Lakeshore) ALL use that road to get into and out of town. Going all the way out to the Trans Canada Highway, should Lakeshore become one way there, just to get into town is way out of the way for a great number of people and a very poor second choice to using that section of Lakeshore Rd. to get into town.	
Word of Mouth	Yes	Poor Option	Poor Option	Very Poor Option	20th Ave NE will never be a dependable all season access. Safety related to drop off along north side Lakeshore RD NE, risk will only increase as traffic volume increases	Identify a new access into Salmon Arm for people living in the NE section of Salmon Arm
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	One way would provide too much of a loop for many residents to get to their homes along Lakeshore. Two way is best, with a multi-use path being extremely useful for anyone seeking to travel without a car into town along the lake.	
Other	Yes	Very Poor Option	Very Good Option	Okay Option	Option 1 will require too much land to be expropriated from our property. This option will create more traffic from outlying areas. So our house will be closer to the road with an increase in traffic. Option 2 is our choice because we think a walking path is a good idea. A one way road will reduce the traffic and we don't mind going around to get back home. Emergency vehicles can have access; just block the far end with a police car... Option 3 - Status quo; we can live with that.	The information package is presented poorly and does not have enough detailed information: - The maps are not zoomed in enough for the residents to see what the impact on their property is. We're not sure, but it appears that we stand to lose the most land to option 1. - There is no mention of what will be done with the power poles. Will they be moved to the other side of the road? - What will be the cost to the residents for modifications to driveways, retaining walls, and landscaping? Any option without a pedestrian sidewalk is dangerous. There is nowhere for pedestrians to go. I have seen mobility scooters on the street. Making the street one way will detour traffic making the drive from Raven longer and add traffic to another neighbourhood. Not ideal.
Other	Yes	Good Option	Okay Option	Very Poor Option	Need somewhere for pedestrians and mobility scooters etc.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	This is a major connection between the NW of town and downtown and will always be a relatively narrow road, there must be a multi-use path incorporated into the plan. I live in Canoe and have a few jobs off of Lakeshore for my business. After those jobs I commute via Lakeshore to more work in the west end of Salmon Arm. I also often take Lakeshore via 30th from the area of McDonald's restaurant. Lakeshore is very narrow and dangerous for cyclists and pedestrians, so a multi-use path is a necessity. If there is an accident on the highway, this is the only back way home to or from Canoe. In summer when the highway is too busy I often take Lakeshore in to or out of town. Prefer the two way with path.	A one-way route will cause more problems as the city grows.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option		As a taxpayer, I would be more than happy to fund the extra expense of Option 1, even if the cost ended up being more than anticipated. If you're going to fix something, fix it right the first time with safety being a main concern. A bandaid solution like option 2 would only benefit locals who live on Lakeshore.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	You need two way and you need a sidewalk. A lot of people use this road and it's dangerous without a sidewalk.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	This directly affects my family. We live and drive this route daily. We have a family of 4 who walk and bike on this route, which is highly dangerous to get to school and downtown. We would love to continue to have full 2way access driving downtown and back and would love a safe walk or bike for our children to get to Jackson school. I have one daughter currently in grade 10 and one daughter who will be starting at Jackson for grade 9. We live on 16th st Ne and our children have to walk to school on lakeshore to get to Jackson school.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Keep the traffic flow where it is - the diverted flow of traffic will overwhelm roads that were not meant to absorb an increase in traffic.	We are concerned about the additional traffic that will be diverted to other streets that were not designed for this type of change. The ripple cost of the affect on a traffic pattern change in this area will require intersection improvements costs on multiple intersections. I.e. traffic lights, turning lanes etc.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option 2 would undermine the road as a useful connector. Option 3 does not address the need to accommodate non-automotive traffic and is almost as expensive.	
Newspaper	Yes	Very Good Option	Very Poor Option	Very Poor Option	We need to support active transportation in the city. This is better for the environment, people's health, safety, and lower cost.	
Sign Board	Yes	Good Option	Very Good Option	Very Poor Option		Option 3 is going backwards in fighting climate change. This must be a priority.
Word of Mouth	Yes	Very Good Option	Very Good Option	Very Poor Option	I feel very strongly that it is so important that this road be built to promote active transportation given the current knowledge we have about how critical it is for cities to encourage cycling and walking for environmental, health and community building reasons.	Thank you for gathering community members input to help make this important decision!
Word of Mouth	No	Poor Option	Very Good Option	Very Poor Option		
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	It's important to have a proper multi-use trail for pedestrians and bikers. This is very unsafe right now. Also, would prefer to keep road as two-way vs. major detour headed north. This traffic re-routing will likely increase the costs of the project as well from the sounds of it.	I use this road multiple times a day and it is the preferred, most direct route from my home to work, downtown and through town. Thank you for the opportunity to express feedback on this decision.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	Location of our residence and frequent use of lakeshore rd Accessibility for walking and cycling along lakeshore rd Lakeshore Rd currently feels very unsafe as a cyclist or pedestrian. However, the road seems too essential and has too few intersections to be made a one-way street. Therefore option 1 is preferable, while option 3 is the worst as it does not address safety for non-automobile users.	
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Safety and pedestrian consideration. Overall the budgetary costs is not too significant.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	It's important to include multi use path. No everyone has a car. The increased cost for the pathway seems acceptable. The second option with one way will make 20 Street too busy.	
Word of Mouth	Yes	Okay Option	Very Poor Option	Very Poor Option	Devote to walk and cycle	non Vehicular is most Important for this dāññicher and Important route
Word of Mouth	Yes	Okay Option	Good Option	Poor Option	Every time I drive or walk that stretch, I am anxious and nervous. The speeding, vehicles are getting bigger, few shoulders to step back into. Distracted driving on the rise. So a substantial reduction of vehicle traffic with one-way travel, with the inevitably increased foot traffic, is not only safer for all but likely less an adverse impact on slope stability.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Keeping Two-way traffic is very important. Having a 2 way Multi-Use path connects the residents to downtown, half etc, Important to recreation, having a safe route for families, kids etc to walk, bike etc	
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	I would like a 2 way road as we use this route daily. Especially when summer holiday traffic plugs up HWY 1. It gives another access to the downtown core. Over the years we have noticed a need for pedestrian traffic to access the downtown core along this section as well. Currently pedestrians are walking on the road, which is an obvious safety concern. I believe option 1 is the best solution here, even with the added costs involved.	
Sign Board	Yes	Good Option	Poor Option	Poor Option	Long term usability, inconvenience to homeowners along route	I'm very keen for a safe multi use path to be installed along Lakeshore. If you build it, they will come!
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	2 is a non-starter. Whatever savings it may realize will be eroded with additional costs to upgrade other impacted roadways. 3 simply patches the status quo. A multi-use path is required. 1 is the right choice. Sometimes you have to go big or go home.	
Social Media	Yes	Very Good Option	Good Option	Very Poor Option	I enjoy running and cycling and there is NO safe way to get down lakeshore unless you are in a car	
Sign Board	Yes	Okay Option	Good Option	Very Poor Option	In my opinion an multi use path should be the priority over any vehicle traffic. Perhaps an option to choose one way counter flow lane with a multi use path would be helpful. Ease the work commute for drivers while supporting alternate transportation.	
Social Media	Yes	Very Good Option	Poor Option	Poor Option	I think the investment now will be better in the long run. Would be good to have a walk/bike path too. Making it one way seems ridiculous to me.	Have you considered where the traffic would redirect should you chose to make it a one-way? Often that is overlooked or underestimated when planning.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	We need to keep it 2 way for resident access and a multi use path for safety of pedestrians.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option	It's a busy road way that already has people trying to walk on the sides of it. The option of one way seems poor as it's a well used road	
Social Media	Yes	Very Good Option	Okay Option	Poor Option	I believe it would be best to continue with 2 way traffic to simplify things by keeping them the same, plus add the multi-use path since we are a city which encourages outdoor exercise plus safety.	
Word of Mouth	Yes	Very Good Option	Poor Option	Very Poor Option	The ultimate multi use transportation corridor	Having travelled the road for the 40+ years we know how vital it is. As cyclists and walkers we see adding a trail as a great addition. As it is it is dangerous to walk or cycle this section. It is only going to get busier and adding safe cycling and walking should encourage more citizens to choose that option. If the money is absolutely not there, the one way option could be considered, but I feel it will cost more as a whole with other infrastructure costs that will result from the changes. 2 way with multi use is really the only good option.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	Multi use trail is needed all along Lakeshore. Creating a one way would cause congestion at the RCMP corner even more than is now during school drop/pick up times. Inconvenience to drive around to get home.	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	One way would be a big detour for getting to my house from downtown. I walk/bike A LOT and would use a multi-use path A LOT! Currently the road is very unsafe for bikes and pedestrians. This is a main route to NE Salmon Arm and I travel that road to and from town nearly every day, a one way with a big loop around to come back the other way would be very inconvenient. I've also walked that road numerous times and the lack of a sidewalk is very dangerous.	What about running a new road below the current section starting around 10th Ave and connecting back to lakeshore near the mail boxes by 23rd Ave (below the bank and above the tracks)? The existing section of lakeshore could be made local traffic only to reduce the stabilization requirements.
Sign Board	No	Very Good Option	Very Poor Option	Poor Option		
Sign Board	Yes	Very Good Option	Poor Option	Poor Option	Two traffic as we are growing community to keep flow and also multi use path to keep pedestrians safe and encourage more walking /biking.	
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option		
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	We need walking and biking trails on lakeshore all the way to Raven. People are walking it regardless so we need to accommodate this in a safe manner	Making it a one way will be super inconvenient for everyone, take longer to get into town and those living on that road will have extra added driving as well. Please keep it as it is and make it safe for the walkers and bikers and please extend side walks from Appleyard to raven, that area is so dangerous as well and we all walk it regularly
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	I find slot of Lakeshore Rd. is dangerous for pedestrians. There are a lot of walkers and cyclists in Salmon Arm that use this road to their detriment. I would prefer it to remain two way as we use this road slot.	

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Very Good Option	Poor Option	Very Poor Option	Option 2- this would make access to downtown unnecessarily inconvenient, as driving is necessary for services downtown. Option 3- this community is populated by recreation walkers/residents, and their already is a lack of street-side walking and slow cycling pathways.	Many walk for exercise and recreation to and from raven subdivision and adjoining areas to and fro. Theo is not only a lack of walking along lakeshore road, but have avoided many close calls because of no safe or even existing walkways. There is an injury to any resident waiting to happen due to lack of planning for this.
Sign Board	Yes	Very Good Option	Very Poor Option	Okay Option	Option 1 allows for the most positives and the least negatives. The additional cost over Option 3 is not a lot for all the people who walk in that area. It allows for the safest passage for motorists and the least interaction with pedestrians.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	Option one identifies and attempts to improve all forms of transportation and use of Lakeshore.	This option will have the least negative impact on the traffic on 10th Ave. N.E.
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	A pedestrian path is necessary as foot traffic on Lakeshore is persistent and the trail is an inexpensive safety upgrade. That is a very narrow road with no shoulders. Something should be done! It needs to remain 2 way for the residents who live along Lakeshore and further East. Given the increased number of residents who bike and walk in and around downtown, I think it's important to have a safe walkway along this road.	
Newspaper	Yes	Very Good Option	Very Poor Option	Okay Option	Very narrow road at present. People try to walk along there but it's very dangerous. A multiuse path is now necessary.	
Other	Yes	Very Good Option	Good Option	Very Poor Option	Active Transportation along this corridor is a critical consideration in the long term planning for the City.	Feedback from Active Transportation and Greenway planning consultations over the last years have consistently received comment on this corridor. While a challenge, the Lakeshore Road continues to be seen as an important point of access from community feedback.
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option	There is access to the downtown core by foot, both above and below this road on different routes. Money would be much better spent diverting all traffic except cars off of this road completely, and focusing on making sure commuters have access to the downtown core without adding anymore stop signs into their commute. This is furthered by the complete and total lack of any winter maintenance done by the city of Salmon Arm to maintain any routes meant for pedestrians. This would be a multi use lane that would only be able to be used for 5 months of the year, as the other 7 months it would be knee deep in ice and snow and the City would refuse to maintain it as they do with all of the sidewalks in Salmon Arm. At least if it is meant for cars the city would maintain it.	
Sign Board	No	Very Good Option	Okay Option	Poor Option	This is a valuable route for those wishing to avoid the highway to join the residential area to the city center, but it is unsafe for cycling and walking as it is now. Spending a little extra now will ensure all residents can enjoy this scenic route	
Newspaper	Yes	Very Good Option	Very Poor Option	Poor Option	No consideration appears to have been given to the major impact that a one-way traffic system between 10th & 20th will have on 10 Ave NE, and probably 20 Ave as well. This road is currently not wide enough to accommodate two cars passing if there are vehicles parked on the street outside the health centre or our apartment. There is soon to be another apartment built next door to ours. The high school, Service BC building and the new hotel all bring increased traffic to the area.	FROM THE PEDESTRIAN ASPECT: There is only a sidewalk on a small portion of 10 Ave NE, and as people who walk a lot, we are very aware of the dangers there are to pedestrians when having to walk in the roadway. Despite the current 50 km speed limit of Lakeshore Drive, very few vehicles respect this. If there is no sidewalk developed in this section, it will become even more dangerous, as vehicles will be driving even faster. Salmon Arm is growing exponentially, and a vision into the future is needed when considering how this growth will impact on pedestrians as well as vehicle traffic.
Sign Board	Yes	Good Option	Very Poor Option	Very Poor Option	Must keep this a 2-way street and is safer to have a multi-use path for walkers and bikers.	
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option	This is a very convenient and much-used corridor connecting the NE sector to downtown. Reducing to one-way only serves to reduce mobility and creates heavier traffic flows in other parts of town.	
Sign Board	Yes	Good Option	Okay Option	Very Poor Option	Option 1 seems to be the safest option. To be honest, I'm actually in favour of one-way roadways, but not for this distance as it would mean a substantial inconvenience for those residents (about 3km distance) and then other plans would need to be made to accommodate the diverted traffic on other roads. Option 3, without a multi-use path, is not one that I would consider.	I am very concerned about the safety of this narrow, windy road - I have seen some near misses with vehicles vs. pedestrians/cyclists, as well as some close calls with vehicles vs. vehicles.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Safety and accessibility	Thank you for reaching out for public feedback.
Sign Board	Yes	Good Option	Very Poor Option	Very Good Option		The difference in cost between Option 1 and 3 is quite small when viewed from a population basis. Not worth the loss of safety for pedestrians and bikers.
Sign Board	Yes	Very Good Option	Okay Option	Very Poor Option	A decent multi use path is a must. Seeing other communities with walking paths and bike trails being built constantly makes me think we are getting behind. That road has a beautiful view and it should be safe for people to walk along or bike along. Right now it is very dangerous and very behind the times. Very happy you are going to be doing something about it!	I actually think the existing road should be upgraded and repaved but make it a ONE WAY. Then, down by the train tracks another road should be built going the opposite way. BOTH roads should have a nice walking/bike lane. If this plan was put in place there should be lots of room for both roads.
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	A multi use path would add so much to our community and outdoor lifestyle. Might even get more people out of their cars.	If this can't be done then somehow make it two way but with a bike/walking path.
Social Media	Yes	Very Good Option	Poor Option	Poor Option	There is currently no safe route for people living on lakeshore to walk or bike downtown without a significant detour involving major elevation changes.	Making an arterial route into a one way road would be clunky and shortsighted. Let's do this up right.
Social Media	No	Very Good Option	Okay Option	Okay Option		
Social Media	Yes	Very Good Option	Very Poor Option	Okay Option	Very much do not like option 2 with just the one-way for southbound traffic. Option 1 is the most preferable in my opinion as it has the highest amount of safety with a multi use path and traffic flow both ways. Narrower roads slowing traffic down will help as well.	Please do not go with option 2, doing so would be a large detriment to the city that would be difficult and costly to rectify. Don't let the small change in cost be the reason to go with a worse option. We already have bad roads in Salmon Arm as it is, don't intentionally make them worse.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Social Media	Yes	Very Good Option	Very Poor Option	Good Option	Keeping it open both ways for cars and adding something in for pedestrians is the best long run. I have run a business in town that is 50% delivery and Lakeshore is a widely used road to get from the downtown to residential areas. In the winter it is often an easier route than the highway on heavy snow days.	
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option	Must keep collector road status. Must have off-roadway pedestrian / cycle route.	
Social Media	Yes	Very Good Option	Very Poor Option	Good Option		
					Multi use path is very important	
Social Media	Yes	Very Good Option	Very Poor Option	Very Poor Option	One way would bottleneck the road going past Jackson and health unit which is already a busy narrow road and a bike route.	
Word of Mouth	Yes	Very Good Option	Poor Option	Okay Option	#2 will funnel a ton of traffic onto 10th Ave NE which is already quite narrow and even worse in the winter when snow gets oiled alongside this road. #1 satisfies accommodating all users. #3 eliminates walkers, bicyclists	
Website	Yes	Poor Option	Very Good Option	Poor Option		
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	There needs to be a multi use path and one way is a terrible option.	The extra cost is worth the safety.
						10 Ave NE is already a busy street. Anytime someone parks on the street, other than directly in front of the Health Unit, the traffic is brought to a single lane. As this road is used by large trucks even now this could become a problem.
Word of Mouth	Yes	Very Good Option	Poor Option	Okay Option	My concern is for the increase of traffic on 10 Ave NE if Lakeshore becomes a one way.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	We need a path for safety and going with a one way would be very difficult for people who live along the road.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	For the city to continue to move towards a new green future the 2 lane with multi use is the only possible option. If it's not done now it will be decades before there is another chance to update the route.	More and more citizens are choosing to walk or cycle instead of using transit or driving and I feel it is of the highest importance for the city to choose the 2 way with multi use option.
Word of Mouth	Yes	Very Good Option	Very Poor Option	Poor Option	Tenth Avenue NE is already too narrow. Increased traffic on the 10th Avenue is not a good option. A lane for walkers and bikers is a good idea.	
					Safe and efficient pedestrian mobility in the long term should be a prime consideration along with the need to maintain this critical vehicular route for emergency vehicles and residents. This is why the two-way option with pathway makes sense; even if it is slightly more expensive it is a better long term option to deal with traffic and pedestrians as traffic of both types increases.	A formalized pathway connection to the waterfront trail/Christmas Island from the new road section should be incorporated into the design so that residents can easily and safely connect from 20th Avenue to the waterfront trail.
Social Media	Yes	Very Good Option	Poor Option	Very Poor Option		
					Ease of people movement both motorized and self propelled. We currently do not have a safe self propelled way to move on lakeshore, from downtown to Apple yard, the high school and other communities between.	Happy our City's Leadership is seriously and actively looking into solutions for our community to continue to connect our communities and have the opportunity to move around safely. Both with motorized and self propelled activities. These types of community developments and tax dollar usage is vital for our community population growth, personal health, mental health and community beautification. As more paths, and sidewalks are added to Salmon Arm the more and more our community will use them.
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option		
Website	Yes	Very Good Option	Okay Option	Very Poor Option	I am submitting this on behalf of the Shuswap Cycling Society as a member of the Board. We believe option 1 provides the balance of supporting active transportation with the least amount of disruption to vehicle patterns. Separating cycling traffic from vehicles has proven to greatly improve the safety of cyclists. Providing a separated path will also encourage new people to use active transportation options along this corridor.	We are supportive of any option that includes a separated path for non motorized use. We are grateful the City is considering cyclists in these kinds of projects.
Website	Yes	Very Good Option	Very Poor Option	Good Option	From uptown to downtown it makes sense to be two way and I use the road lots. Having to change route and turn off and around would be inconvenient.	
Social Media	Yes	Very Good Option	Okay Option	Very Poor Option	I would like a path for walking/biking for my family to enjoy this part of our town.	
Social Media	Yes	Good Option	Poor Option	Okay Option		
Newspaper	Yes	Very Good Option	Okay Option	Poor Option	Multi use path very important - environmentally encourages less car usage safely. one way southbound makes for inconvenient return trip home for me	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	I walk to work on Marine Park Dr and would enjoy being able to use the pathway everyday to make the walk easier and much safer.	
					Option 1 offers a safer way for people to get around salmon arm, it makes it safer for people to walk and a better investment for the city. Option 2 restricts traffic flow and could divert traffic to other roads causing a greater cost in the future to repair the roads. Option 3 would be my second choice but I believe the path would be a better option.	
Social Media	Yes	Very Good Option	Very Poor Option	Poor Option		
Word of Mouth	Yes	Very Good Option	Very Poor Option	Good Option	I like the idea of mup. Need to maintain alternate corridors.	
Word of Mouth	Yes	Very Good Option	Okay Option	Very Poor Option	Don't want to lose the two way road and having a multi use path is a great idea!	
					I ranked based on active transportation which I personally value the highest for the City. This is a missing component for the City, and completing a one-way road would show precedent to what the City wants to achieve going forward.	Thanks for making this process easy!
Social Media	Yes	Good Option	Very Good Option	Very Poor Option		

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Sign Board	Yes	Very Good Option	Good Option	Poor Option	I think the two-way traffic flow should be continued so that other areas of town are not taken over with more traffic. Also, this option is better for residents along Lakeshore to access their homes.	
Friday AM	No	Very Good Option	Very Poor Option	Good Option	I live off Lakeshore Road and would like two-way traffic.	
Social Media	Yes	Very Good Option	Very Good Option	Poor Option		
Social Media	Yes	Good Option	Poor Option	Okay Option	I think local residents deserve a 2-way traffic street. I also feel SA needs more safe Pedestrian/biking options to increase health/well-being for our residents.	
Social Media	Yes	Very Good Option	Poor Option	Good Option	For the overall cost of the project the difference from two way without the path to two way with the path was marginal. Creating safe recreation opportunity and routes of travel for non-motorized vehicles should be a priority. Reducing traffic on this long street to one-way without a viable alternative route that doesn't require going far out of the way does not make sense.	
Other	Yes	Very Good Option	Very Poor Option	Very Poor Option	The additional use for walking & biking for option 1.	
Newspaper	Yes	Very Good Option	Poor Option	Poor Option	Concerned with extra traffic on 10 Ave. N.E. which is heavy enough at present. Narrow road way.	
Social Media	No	Very Good Option	Very Poor Option	Good Option		
Sign Board	Yes	Very Good Option	Okay Option	Good Option	I would like to be able to walk or bike to and from town via lakeshore. At this point in time I would never consider it due to the traffic and how 4C condensed 4C that traffic is. I'd like to be able to drive both ways as this is a commute I make often and would encounter lots of stops by the hospital and Jackson if I was to drive home and avoid the highway.	I understand that this is primarily a slope stabilization and safety issue. A multi use trail also makes sense if Salmon Arm is going to encourage commuting, shopping, or leisure activities in the downtown core and not have people rely on cars. I wonder if this could be the start of a big plan to secure corridors throughout the town that link up all sections for safe multi use transport channels that align with long term planning and environmental goals? If so, what is that vision or big idea?
Other	Yes	Good Option	Very Poor Option	Very Poor Option	Options 2 and 3 appear to be strawmen as they are so bad. The one-way option is disruptive to the pattern of travel between downtown and residential areas such as Appleyard, Raven, and other subdivisions along Lakeshore Road. In particular it is hugely inconvenient for the residents along the subject section. The option without a path for cyclists and pedestrians should be a complete non-starter as we pursue the idea of active transportation in our community.	Clearly Option 1 is the only viable option overall. There are many design elements that should be considered. The right-of-way is constricted. The road does function at the level of a collector road, but the distance in question is short and a step back in speed and design criteria would not produce a serious bottleneck at any time other than the peak periods in the morning and late afternoon. A speed limit of 30 kmh for this section would be appropriate and would allow much narrower travel lanes. The plan calls for 3.5m. Surely 3m would be sufficient. The UK design standards even suggest going to 2.7m in constricted circumstances. Such a narrowing would also slow traffic through this area.
Word of Mouth	Yes	Very Good Option	Poor Option	Okay Option	1. Additional up front costs are better to accomplish the ultimate goal for safe active transportation. Developments are never cheaper in the future. 2. While One way vehicle traffic might not seem so bad on paper, 3km is a long route to go if someone misses a driveway or needs to visit a neighbor 2 houses north of them. More information on potential detour routes is required. 3. Two way traffic with no multi use path is dangerous for non vehicle traffic, but realistic for the needs of residents when the traffic bypass is so long. Maybe the speed limit could be lowered, speed radar signs installed, speed bumps or other traffic calming devices installed? Could a lane be closed in the future to make the route 1 way in the future?	The multi-use path (MUP) is shown as meandering away from the roadway and going down and back up. One issue is the grades up and down. For elderly walkers, scooters, and those in wheelchairs, these grades must be gentle and I am concerned they will not be. For example, the grade of the walkway from Lakeshore up to 9th Avenue NW is not acceptable. The other is one of safety, or perceived safety, for a walker, particularly at night. The walker would be taken away from the roadway with traffic and led down into the bushy area not visible from the road. Many people would feel this is an unacceptable risk to their personal safety. While it would add to the costs, it would be a necessary improvement to have the MUP remain adjacent to the road, probably using pillars of some sort or through a cantilevered support.
Sign Board	Yes	Poor Option	Poor Option	Good Option		Finally, there are several significant trees which appear to fall within the proposed right of way. With a slower design speed and narrower lane width, it should be possible to avoid removing these trees, meeting another of our community goals, to sustain an urban forest.
Sign Board	Yes	Very Good Option	Very Poor Option	Good Option		
Social Media	Yes	Okay Option	Very Good Option	Poor Option	We must consider the erosion that occurs	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Would like safe bike/walk option and 2 way traffic - I am a frequent user of this roadway	
Word of Mouth	Yes	Very Good Option	Okay Option	Poor Option	Ensuring it is a safe, drivable route is top priority. For many North Broadview residents this is the primary way of getting in and out of the downtown core. Adding walking and bike path seems like a no-brainer and will encourage safe walking/biking experience. Including through access to the downtown is highly convenient for locals.	
Sign Board	No	Very Good Option	Very Good Option	Very Poor Option	This is the most iconic beautiful road in Salmon Arm. It needs to be fully accessible to walking, biking, wheelchairs.	One way designation would allow for non motor traffic cars can drive on other roads easily.

How did you hear?	Have you reviewed the info?	Option 1: Two-way with Multi-Use Path	Option 2: One-way Southbound	Option 3: Two-way, no Multi-use path	Please explain the main considerations in your rankings.	Any additional comments?
Newspaper	Yes	Very Good Option	Very Poor Option	Very Poor Option	Option #1 Our Lakeshore Drive is one of our pride and joys along with McGulre Lake and the fountain. It should be an easy street to enjoy from either direction. I also like the way the multi use path is separated from the road.	I remember that Salmon Arm acquired a portion of properties along Lakeshore for a sidewalk. The sidewalk never happened. Salmon Arm needs to follow through with their promise.
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Ongoing improvement and development of a safe non-motorized route to and from downtown, specifically, and a network of safe paths and lanes for non-motorized movement in Salmon Arm, generally, is very important to me. As a regular motorized and non-motorized user of Lakeshore Drive, I see, first hand, dangerous and inconvenient mixing of motor vehicles, pedestrians and cyclists on an almost daily basis.	I feel it is the responsibility of our community to provide safe, non-motorized transportation options and corridors for the wide range of pedestrians and cyclists who use Lakeshore to get to and from school, and our downtown core. The foreshore trail is a beautiful asset of the community, but its location makes after-dark use risky and it is under water for too much of the summer to be a reliable non-motorized corridor.
Website	Yes	Very Good Option	Good Option	Poor Option	I feel any option that would support active transportation along Lakeshore Drive would be acceptable. However, maintaining the two way traffic seems to cause the least disruption. While it is the most costly option I would strongly support Option #1.	Should Option #1 be chosen, you could then cross Lakeshore Drive at the west end of the pathway, and go south up the short concrete path to 9th Ave NE. From there you could go west along 9th Ave NE to where there is a planned pathway included in the Greenway Strategy that would take you to the corner of Lakeshore Drive and 4th St NE. The Lakeshore Drive pathway combined with the 9th Ave NE connector would make a great connector route into the downtown area. In addition it would provide access to the waterfront and more pathways.
Sign Board	Yes	Very Good Option	Poor Option	Okay Option	Do it right first time, any other option is a stop-gap measure	Thanks, Steve Fabro Salmon Arm
Word of Mouth	Yes	Very Good Option	Very Poor Option	Very Poor Option	I live north of the area and go back and forth to town regularly. Having to detour every time I return home is not convenient for our family. Also, I love the drive along Lakeshore and being able to see the lake and the wharf on my drive to and from town and would not like that to be taken away from me.	
Word of Mouth	Yes	Very Good Option	Okay Option	Okay Option		
Word of Mouth	Yes	Very Good Option	Poor Option	Poor Option	Lakeshore needs upgrading and a walking path would be excellent for walking into town.	
Friday AM	Yes	Very Good Option	Very Poor Option	Poor Option	keeping the road two-way is needed due to the amount of traffic that travels that route daily plus the multi-use path is needed and would be well used	It is probably the most scenic drive in Salmon Arm for locals and visitors
Newspaper	Yes	Okay Option	Very Good Option	Very Poor Option	one way option means less land has to be bought a designated walkway is essential	
Sign Board	Yes	Very Good Option	Very Poor Option	Very Poor Option	Keeping the road a two-way street	I drive this way to work and back home every day, twice a day. It's a beautiful drive and I would like to keep it that way.
Website	Yes	Very Good Option	Poor Option	Okay Option	Important to have a second route both ways to downtown from the north west side of the highway. Especially with winter conditions possibly closing the main highway in town	
Social Media	Yes	Very Good Option	Good Option	Very Poor Option	Regardless of which option it needs to have a multi use path for cyclists and walkers.	
Word of Mouth	Yes	Very Good Option	Very Poor Option	Okay Option		
Social Media	Yes	Very Good Option	Okay Option	Poor Option	The cost difference from Option 2 to Option 1 is not enough to worry about for long-term use and convenience and safety.	
Newspaper	Yes	Okay Option	Good Option	Very Poor Option	You have to get people used to travelling a different route, away from this very narrow and unsafe road. We have a lot of one way road in Salmon Arm one more shouldn't be a problem. Would be great to have some more safe walking streets.	

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Item 27.

CITY OF SALMON ARM

Date: April 12, 2021

Moved: Councillor Lindgren

Seconded: Councillor Flynn

THAT: the Regular Council Meeting of April 12, 2021, be adjourned.

Vote Record

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

Opposed:

- ☐ Harrison
- ☐ Cannon
- ☐ Eliason
- ☐ Flynn
- ☐ Lavery
- ☐ Lindgren
- ☐ Wallace Richmond

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