



***Memorandum from the  
Engineering and Public  
Works Department***

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TO: Gary Buxton, Director of Planning  
 DATE: March 25, 2026  
 PREPARED BY: Chris Moore, Engineering Assistant  
**ZONING FILE NO: ZON-1313**  
**OWNER: Crowne Pacific Development Corp.**  
 LEGAL: Lot 2, Section 18, Township 20, Range 9, W6M, KDYD, Plan 26408,  
 except Plan 28836  
**CIVIC: 700 30 Street**

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Further to your referral dated March 18, 2026, we provide the following service information.

**With the exception of the Traffic Impact Assessment comments (Roads item 5.), the following comments and servicing requirements are not conditions for Rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages.**

Comments are based on the Development as proposed in the referral. If the development plans for the property change significantly, comments below may change

**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 4293. 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 (ESC) measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
7. At the time of building permit the applicant will be required to submit for City review and

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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.

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

### Roads / Access:

1. 30 Street NE, on the subject property's western boundary, is designated as an Urban Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at this time, all building setbacks will be required to conform to the ultimate 25.0m cross section. Available records indicate that no additional road dedication is required (to be confirmed by BCLS). However, the City will require a statutory right of way for an additional 2.5m beyond the current road dedication for the construction of a multi-use path (MUP). It is noted that the layout submitted currently shows landscaping within the area required for the MUP.
2. 30 Street NE is currently constructed to an Interim Urban Arterial Road standard. Upgrading to the current Urban Arterial Road standard is required, in accordance with Specification Drawing No. RD-4. Upgrading may include, but is not limited to, curb & gutter, multi-use path, boulevard construction and street lighting. Owner / Developer is responsible for all associated costs.
3. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.
4. As 30 Street NE is designated as an Arterial Road, access shall be designed by keeping to a minimum number. Only one driveway access will be permitted onto 30 Street NE all unused driveways shall be removed. Owner / Developer responsible for all associated costs. The layout submitted has the access to the development at the south end of the property which is supported by the Engineering Department.
5. The intersection of 9 Avenue NE and 30 Street NE has significant safety concerns and development of the subject property will further exasperate this situation. **It is recommended that Council require, as a condition for rezoning, the applicant to carry out a Traffic Impact Assessment (TIA) considering the impact of the proposed development on this intersection.** However, with the previous rezoning (ZON-1183) a TIA was completed which concluded that the proposed development (20 dwelling units) would cause a 1.1% increase in traffic at this intersection, and the developer was asked to pay a \$24,000 (\$1200 per

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dwelling) payment towards the anticipated cost of the future upgrades. (See attached memo). Rather than complete a new TIA, if the developer agrees, the Engineering Department would support the additional pro-rata payment of \$28,800 towards the future upgrades. (24 additional dwellings x \$1200).

### **Water:**

1. The subject property fronts a 200mm diameter Zone 4 watermain on the east side of 30 Street NE and a 300mm diameter Zone 4 watermain on the west side of 30 Street NE. No upgrades will be required at this time.
2. Records indicate that the existing property is serviced by a 19mm service from the watermains on 30 Street NE, however, it is not clear which watermain this is connected to. Upgrading to a new metered service (from the 200mm watermain on the east side of 30 Street NE) is required. Water meter will be supplied by the City at the time of development, at the Owner / Developer's cost. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs
3. The subject property is in an area with sufficient fire flows and pressures according to the 2025 Water Study (AECOM).
4. Fire protection requirements to be confirmed with the Building Department and Fire Department.

### **Sanitary:**

1. A 150mm diameter sanitary sewer terminates at the south-west corner of the subject property. No upgrades will be required at this time. However, developer's Engineer is to confirm that this sewer has sufficient capacity for the proposed development flows. Owner / Developer responsible for any upsizing requirements.
2. Records indicate that the existing property is serviced by a 100mm service from the existing sanitary sewer. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).

### **Drainage:**

1. A 200mm diameter storm sewer terminates at the south-west corner of the subject property. No upgrades will be required at this time. However, developer's Engineer is to confirm that there is sufficient capacity for the proposed development flows to the outfall at the Ruth Park pond. Owner / Developer responsible for any upsizing requirements.

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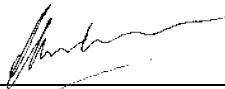
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2. There are no records of the existing property being connected to the existing storm sewer. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. The subject property is in an area with no current storm capacity concerns according to the Stormwater Master Plan (April 2020).
4. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4293, Schedule B, Part 1, Section 7 shall be provided.
5. Where onsite disposal of stormwater is recommended by the ISMP, an “Alternative Stormwater System” shall be provided in accordance with Section 7.2.
6. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer’s engineer will be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

**Geotechnical:**

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



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**Chris Moore**  
Engineering Assistant



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**Sandra Plank, P.Eng.**  
Manager of Engineering

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TO: Kevin Pearson, Director of Development Services  
DATE: 05 February 2021  
OWNER: **Edelweiss Properties Inc.** - 3648 Walnut Glen Road, West Kelowna, BC V4T 2R7  
APPLICANT: **TSL Developments** – 1441 – 10 Avenue SE, Salmon Arm, BC V1E 1T2  
CIVIC: **700 – 30 Street NE**  
SUBJECT: **ZONING AMENDMENT APPLICATION FILE NO. ZON-1183**  
**TRAFFIC AND DEVELOPMENT STUDY**

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The applicant instructed WSP to carry out a Traffic Impact Assessment on this proposed development, which was received by the City January 6, 2021.

The study confirmed that traffic generated by the northbound traffic from the proposed development would lead to a 1.1% increase in traffic volumes at the 9 Avenue / 30 Street NE intersection.

Preliminary estimates based on concept designs puts the cost of closing the west access onto 9 Ave and the realignment of 9 Ave at \$3.2M

Since 30 Street NE is a collector road, it is eligible for 25% DCC funding. The proportional cost therefore, based on a 1.1% share of the 75% remaining is:

$$\mathbf{\$3.2M \times 75\% \times 1.1\% = \$24,000}$$

The Engineering Department recommends that the developer pays \$24,000 towards future improvement work at the 9 Avenue NE / 30 Street NE intersection.

Concerns about the location of the access from the subject property in relation to 7 Avenue NE have now been addressed, as shown in the report. The proposed access is now opposite 7 Avenue NE that is considered a safer location than the previous offset location.

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**Chris Moore**  
Engineering Assistant

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