

**REGULAR MEETING OF COUNCIL
AGENDA**

DATE: September 15, 2025
TIME: 4:30 p.m.
LOCATION: Council Chambers, Enderby City Hall

The public may attend this meeting in person or by means of electronic facilities.

The City of Enderby uses Zoom for its electronic facilities and encourages those who are unfamiliar with the application to test it in advance; for technical support, please contact Zoom.

The access codes for this meeting are:

*Meeting ID: 829 7573 2109
Passcode: 046601*

If you would like to attend this meeting by means of electronic facilities and do not have a computer or mobile phone capable of using Zoom, please let us know and we can provide you with a number that you can call in from a regular telephone.

When applicable, public hearing materials are available for inspection at www.cityofenderby.com/hearings/

1. LAND ACKNOWLEDGEMENT

We respectfully acknowledge that we are on the traditional and unceded territory of the Secwepemc.

2. APPROVAL OF AGENDA

THAT the September 15, 2025 Council Meeting agenda be approved as circulated.

3. ADOPTION OF MINUTES

3.1 Meeting Minutes of September 2, 2025 Page 5
THAT the September 2, 2025 Council Meeting minutes be adopted as circulated.

4. DELEGATIONS

4.1 Community Futures Page 10
Presentation by Leigha Horsfield, Executive Director

5. DEVELOPMENT MATTERS AND RELATED BYLAWS

5.1 Development Variance Permit #0083-25-DVP-END Page 11
Legal: LOT 1 SECTION 26 TOWNSHIP 18 RANGE 9 WEST OF THE
6TH MERIDIAN KAMLOOPS DIVISION YALE DISTRICT PLAN
KAP67097
Address: 116/118 Salmon Arm Drive, Enderby BC
Applicants: Prime Building Design
Owners: Andri and Diana Yuz'vak

5.1.1 Public Input – Development Variance Permit #0083-25-DVP-END

5.1.2 Permit Issuance – Development Variance Permit #0083-25-DVP-END
THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT 1 SECTION 26 TOWNSHIP 18 RANGE 9 WEST OF THE 6TH MERIDIAN KAMLOOPS DIVISION YALE DISTRICT PLAN KAP67097 and located at 116/118 Salmon Arm Drive, Enderby BC, to permit variances to the following sections of the City of Enderby Zoning Bylaw No. 1550, 2014:

- *Section 603.10.c. by reducing the minimum setback between buildings from 3 m (9.842 feet) to 2.11 m (6.92 feet), as shown on the attached Schedule ‘A’; and*
- *Section 603.10.d by reducing the rear yard setback for a detached secondary suite from 3.0 m (9.842 feet) to 2.94 m (9.65 feet), as shown on the attached Schedule ‘A’.*

5.2 Development Variance Permit #0082-25-DVP-END

Page 20

Legal: LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580
Address: 201 Old Vernon Rd, Enderby BC
Applicants: Jeffrey Czepil & Anthony Schartner
Owners: 621885 BC Ltd.

5.2.1 Public Input – Development Variance Permit #0082-25-DVP-END

5.2.2 Permit Issuance – Development Variance Permit #0082-25-DVP-END
THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580 and located at 201 Vernon Street, Enderby BC, to permit variances to the following Sections of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000, as part of the proposed subdivision shown on the attached Schedule ‘A’:

- *Section 6.0 of Schedule “A” by not requiring the provision of street lighting as part of the proposed subdivision; and*
- *Section 7.0 of Schedule “A” by not requiring the provision of underground wiring for power, telephone, and cablevision as part of the proposed subdivision.*

AND THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580 and located at 201 Vernon Street, Enderby BC, to permit variances to the following sections of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000 as part of the proposed subdivision shown on the attached Schedule ‘A’:

- *Section 2.0 of Schedule “A” by not requiring that portion of Vernon Street adjacent to the proposed lots to be constructed to the centreline of the road;*
- *Section 3.0 of Schedule “A” by not requiring the proposed*

northern lot to be connected to the City's community water supply system;

- *Section 4.0 of Schedule "A" by not requiring the proposed northern lot to be connected to the City's community sanitary sewer system;*
- *Section 5.0 of Schedule "A" by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision;*
- *Section 7.0 of Schedule "A" by not requiring the provision of electrical power services for the proposed northern lot; and*
- *Section 7.0 of Schedule "A" by not requiring the provision of telephone services for the proposed northern lot,*

subject to the property owner registering a restrictive covenant on the title of the proposed northern lot which:

- i. Prohibits any principal uses from occurring on the property, or any construction on the property, until such time as the property owner has provided the City of Enderby with a cash-in-lieu value for the construction of Vernon Street to the centreline of the road for that portion of Vernon Street adjacent to lot, with the cash-in-lieu value to be calculated in accordance with the bylaw standards in effect at that time;*
- ii. Prohibits any construction on the property until such time as the servicing requirements of Section 3.0, 4.0, and 7.0 of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000 (or equivalent bylaw standards in effect at the time) have been satisfied, unless otherwise varied; and*
- iii. Requires the existing lot grading and surface permeability of the property to be maintained, unless an alternate grading plan is accepted in writing by the City of Enderby.*

6. CONTINUING BUSINESS AND BUSINESS ARISING FROM COMMITTEES AND DELEGATIONS

7. BYLAWS

7.1 AAP Results – Water Treatment plant Upgrade Loan Authorization Bylaw No. 1818, 2025

Page 33

*Memo prepared by Chief Financial Officer dated September 9, 2025.
THAT Council receives the AAP Results – Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025 memo dated September 9, 2025 for information;*

AND THAT Council adopts the Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025.

8. REPORTS

8.1 Mayor and Council Reports

8.2 Area F Director Report

8.3 Chief Administrative Officer Report

8.3.1 Council Inquiries

8.4 RDNO Building Permit Report – August 2025 Page 37
THAT the RDNO Building Permit Report – August 2024 be received and filed.

8.5 Bylaw Enforcement Statistics for Second Period of 2025 (May-Aug) Page 38
Memo prepared by Manager of Planning, Community Safety and Bylaw Compliance dated September 9, 2025
THAT Council receives and files the memorandum titled “Bylaw Enforcement Statistics for Second Period of 2025 (May-Aug).

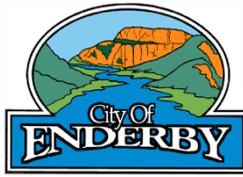
9. NEW BUSINESS

9.1 Update on Request for Installation of Crosswalk at the Intersection of Brickyard Road and Pleasant Avenue Page 41
Memo prepared by Manager of Planning, Community Safety and Bylaw Compliance dated September 10, 2025
THAT Council defers the consideration of the installation of a crosswalk at the intersection of Brickyard Road and Pleasant Avenue until Brickyard Road is due for renewal;

AND THAT Council directs Staff to install ‘School Area’ signs near the intersection of Brickyard Road and Pleasant Avenue.

10. PUBLIC QUESTION PERIOD

11. ADJOURNMENT



THE CORPORATION OF THE CITY OF ENDERBY

Minutes of a **Regular Meeting** of Council held on Tuesday, September 2, 2025 at 4:30 p.m. in Council Chambers.

Present: Mayor Huck Galbraith
Councillor Tundra Baird
Councillor Roxanne Davyduke
Councillor David Ramey
Councillor Brian Schreiner
Councillor Shawn Shishido

Staff: Chief Administrative Officer – Tate Bengtson
Chief Financial Officer – Jennifer Bellamy
Manager of Planning, Community Safety and Bylaw Compliance – Kurt Inglis
Manager of Strategic Priorities and Community Services – Kelsey Campbell

Other: Director Allysa Hopkins
Public

LAND ACKNOWLEDGEMENT

We respectfully acknowledge that we are on the traditional and unceded territory of the Secwepemc.

APPROVAL OF AGENDA

Moved by Councillor Ramey, seconded by Councillor Davyduke
THAT the September 2, 2025 Council Meeting agenda be approved as circulated.

CARRIED

ADOPTION OF MINUTES

Meeting Minutes of August 18, 2025

Moved by Councillor Schreiner, seconded by Councillor Ramey
THAT the August 18, 2025 Council Meeting minutes be adopted as circulated.

CARRIED

CONTINUING BUSINESS AND BUSINESS ARISING FROM COMMITTEES AND DELEGATIONS

BYLAWS

Permissive Tax Exemptions – 1110 Belvedere Street & 606 Regent Avenue

Moved by Councillor Schreiner, seconded by Councillor Baird
THAT Council gives first, second, and third readings of the bylaw cited as “City of Enderby 2024-2027 Tax Exemption Bylaw No. 1778, 2023 Amendment Bylaw No. 1822, 2025”.

CARRIED

REPORTS

Mayor and Council Reports

Councillor Baird

Attended the Foundry North Okanagan event at Predator Ridge. The youth centre will be available for Enderby youth.

Councillor Shishido

Attended the Super Roller Disco event. The event was great, with great attendance for a new event, which will grow each year as more people are aware of it.

Councillor Davyduke

Attended the Super Roller Disco event.

Reported that FED has been creating different handouts for different resources that are offered.

Reported that job seekers has increased. WorkBC has a two-week waiting period for processing people looking for work. As a comparison, at this time last year, there were approximately 10 people in their office looking for work compared to 35 people this year.

Councillor Schreiner

Will be attending the Regional Growth Strategy meeting tomorrow. Will be looking at the 2026 census data and infrastructure reports.

Reported that the Rail Trail on the south end of Enderby has been extended.

Attended the Super Roller Disco event. Would like to review whether the noise level could be lowered for the next event.

Councillor Ramey

Attended an Enderby & District Arts Council meeting. EDAC does a lot of fundraising. They have limited manpower to put on large events but are able to do smaller fundraising efforts to contribute to different community events. They are struggling to find volunteers.

Visited Cardiff Miller. They are interested in promoting tourism in the City and will have more discussion on this coming forward in the future. They also have permanent art pieces installed all over the world.

Spoke with some campers at the Riverside RV Park and received really good feedback. It would be nice to have a billboard set up so that campers know what events are taking place in the City while they are there.

Mayor Galbraith

Attended the Super Roller Disco. Thanked EDAC for their contribution to the event.

Received calls on the Alternative Approval Process for the water treatment plant. People were concerned about how those who did not have access to social media or the internet would have access to the information. The Chief Administrative Officer advised that the AAP was advertised in the local paper and publicized beyond the internet.

Area F Director

Reported on the Rail Trail progress. They are waiting on the Agricultural Land Commission to reconsider its decision on approving the use, but are at a crossroads for now. The RDNO tried to get a meeting with the Ministry of Transportation and Transit at UBCM but was unsuccessful. Discussed the upcoming ribbon cutting event for the new Mara Lake section of the Rail Trail.

The SDC annual golf tournament is taking place on September 19th. The RDNO is a sponsor for the event.

Will be attending the Regional Growth Strategy meeting tomorrow.

Looking forward to the Enderby & District Services Commission meeting on Friday and seeing the progress at the pool site.

Chief Administrative Officer

Enderby received honourable mention for its work in support of National Drowning Prevention Week, with thanks to Recreation Services for their community engagement and Council for their declaration.

The lower reservoir construction is continuing on schedule. Valve chamber and floor drains are being worked on now, and then strip shoring the roof slabs.

Granville construction has moved into road building. Service tie-ins are now complete. A small piece of old water pipe has been discovered immediately outside of the eastern extent of the project, which will be removed and replaced proactively on Thursday, which will involve construction work in the shoulder of the highway on that day.

Pool construction is continuing. The basin arrival date has been pushed to September 11th. The construction schedule has been rejigged to avoid any delay to the completion date.

Thanks to those who came out to Super Roller Disco and had a hand in its organization, including our Manager of Strategic Priorities and Community Services, Events Coordinator, and Chief Financial Officer.

As a reminder, 70s Dance Party By The River, will be on September 5th.

The Manager of Strategic Priorities and Community Services has been coordinating with Fortune's Landing for a proposed next date for Coffee with Mayor and Council, which would be Wednesday, October 8th, from 9:30-11:00 if that works for Council.

The AAP deadline has concluded and the total signatures received in opposition were under the threshold, meaning that Council may proceed with borrowing. A certification of the result will follow.

Councillor Schreiner asked about the timing on the traffic lights through town.

Chief Administrative Officer responded that the lights at Mill and Hubert likely change based on the time of day and the season. Asked whether there was more information on this.

Councillor Schreiner did not have any other information to provide.

Councillor Ramey asked when the south area of Riverside Park will be seeded.

Chief Administrative Officer responded that aeration and then seeding will be done in the fall, once there is more wet weather to ensure that the seed takes root.

Councillor Shishido asked when the gates at Tuey Park are opened.

Chief Administrative Officer responded that this is normally done by the parks staff at around 6:00am. There was some miscoordination for the stat holiday this weekend and processes have been updated. The gate was opened by 10:30am on the day in question.

Riverside RV Park – July 31, 2025 Financial Update

Moved by Councillor Ramey, seconded by Councillor Shishido

THAT Council receives the Riverside RV Park – July 31, 2025 Financial Update for information.
CARRIED

PUBLIC QUESTION PERIOD

Steve Zeron of 2010 Heitman Street asked about the timing and information for the water treatment plant project. Although he is in favor of the project, he signed the AAP form due to lack of information at the time he signed. He stated that there should have been more information available on the project. He questioned why this was done so quickly as the grant has been available since April 1, 2024 with the Canada Community Building Fund, and asked how many estimates have been obtained and if we know who the lender will be, at what interest rate and whether the interest rate will be for the full 30-year term of the loan.

Chief Administrative Officer responded that the project has been in the works since 2018, and has been discussed at many meetings of Council. The water treatment plant has specialized components and the City has worked with suppliers to obtain accurate cost estimates, and then worked with a local contractor to develop a proof of concept on mechanical and electrical upgrades required. The estimated cost of the project includes a high contingency value, which will only be used if needed. Public was invited to contact the City for any questions or other

information. Only one person came into City Hall to inquire. An information sheet about the project and the borrowing has been available for the duration of the borrowing process.

Chief Financial Officer clarified that the April 1, 2024 date mentioned by Mr. Zeron was in fact the new agreement date for the Canada Community Building Fund, but this was not the grant opportunity itself, which was announced in the spring of 2025.

Chief Financial Officer responded that local governments are only able to borrow long-term through the Municipal Finance Authority. Although the estimated cost of borrowing was based on the interest available at the time, the actual cost of borrowing will be based on the interest rates set when the funds are actually borrowed. The rates do change during the term of the loan, which are reset after then first 10 years, then every five years thereafter.

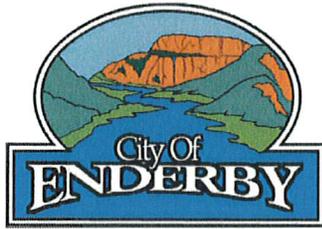
ADJOURNMENT

Moved by Councillor Shishido, seconded by Councillor Davyduke
THAT the regular meeting of September 2, 2025 adjourn at 5:47 p.m.

CARRIED

MAYOR

CORPORATE OFFICER



REQUEST TO APPEAR AS A DELEGATION

AGENDA

On 15 09 2025
Day Month Year

Date of Request August 19 2025

Name of Person Making Request Leigha Horsfield

Name and Title of Presenter(s) Executive Director

Contact Information leighah@futuresbc.com

Details of Presentation Regional program and project update

Desired Action from Council (check all that apply)

- Information Only
- Proclamation
- Funding Request
- Policy or Resolution

Please describe desired action in detail none

Please attach any supporting documentation or presentation materials related to your delegation request. Please provide to staff at least one day in advance a digital copy of any presentation materials that you wish to have projected onto the conference screen.

**CITY OF ENDERBY
DEVELOPMENT VARIANCE PERMIT APPLICATION**

AGENDA

File No.: 0083-25-DVP-END

September 4, 2025

APPLICANT: Prime Building Design

OWNER: Andri and Diana Yuz'vak

LEGAL DESCRIPTION: LOT 1 SECTION 26 TOWNSHIP 18 RANGE 9 WEST OF THE 6TH MERIDIAN
KAMLOOPS DIVISION YALE DISTRICT PLAN KAP67097

P.I.D #: 024-816-001

CIVIC ADDRESS: 116/118 Salmon Arm Drive, Enderby BC

PROPERTY SIZE: 939.6 m² (10,114 square feet)

ZONING: Residential Two Family (R.2)

O.C.P DESIGNATION: Residential Low Density

PROPOSAL: Convert an existing accessory residential building to a detached secondary suite

PROPOSED VARIANCES: Reduce the minimum setback between buildings; reduce the minimum rear yard setback

RECOMMENDATION:

THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT 1 SECTION 26 TOWNSHIP 18 RANGE 9 WEST OF THE 6TH MERIDIAN KAMLOOPS DIVISION YALE DISTRICT PLAN KAP67097 and located at 116/118 Salmon Arm Drive, Enderby BC, to permit variances to the following sections of the City of Enderby Zoning Bylaw No. 1550, 2014:

- Section 603.10.c. by reducing the minimum setback between buildings from 3 m (9.842 feet) to 2.11 m (6.92 feet), as shown on the attached Schedule 'A'; and
- Section 603.10.d by reducing the rear yard setback for a detached secondary suite from 3.0 m (9.842 feet) to 2.94 m (9.65 feet), as shown on the attached Schedule 'A'.

BACKGROUND:

This report relates to a Development Variance Permit application for the property located at 116/118 Salmon Arm Drive. The applicant is proposing to convert an existing accessory residential building on the property to a detached secondary suite. In order to accommodate the siting of the proposed detached secondary suite, the applicant is seeking variances to the following sections of the City of Enderby Zoning Bylaw No. 1550, 2014:

- Section 603.10.c. by reducing the minimum setback between buildings from 3 m (9.842 feet) to 2.11 m (6.92 feet); and
- Section 603.10.d by reducing the rear yard setback for a detached secondary suite from 3.0 m (9.842 feet) to 2.94 m (9.65 feet).

Site Context

The 939.6 m² (10,114 square foot) property is located on the west side of Salmon Arm Drive, which is identified in Schedule 'C' of the City's Official Community Plan (OCP) as a 'Municipal Minor Collector' road. A two family dwelling, constructed in 1949, is located in the central portion of the property. To the west of the two family dwelling is an accessory residential building. Access to the property is gained via two separate driveways off of Salmon Arm Drive, one which extends to the north side of the two family dwelling and one which extends to the south side. A site plan is attached to this memorandum as Schedule 'A'.

The subject property and property to the north are zoned Residential Two Family (R.2) and are designated in the OCP as Residential Low Density. The properties to the west and south are zoned Residential Single Family (R.1-A) and are designated in the OCP as Residential Low Density. The property to the east is zoned Assembly, Civic and Public Service (S.1) and is designated in the OCP as School. The following map shows the zoning designation of the subject and surrounding properties:

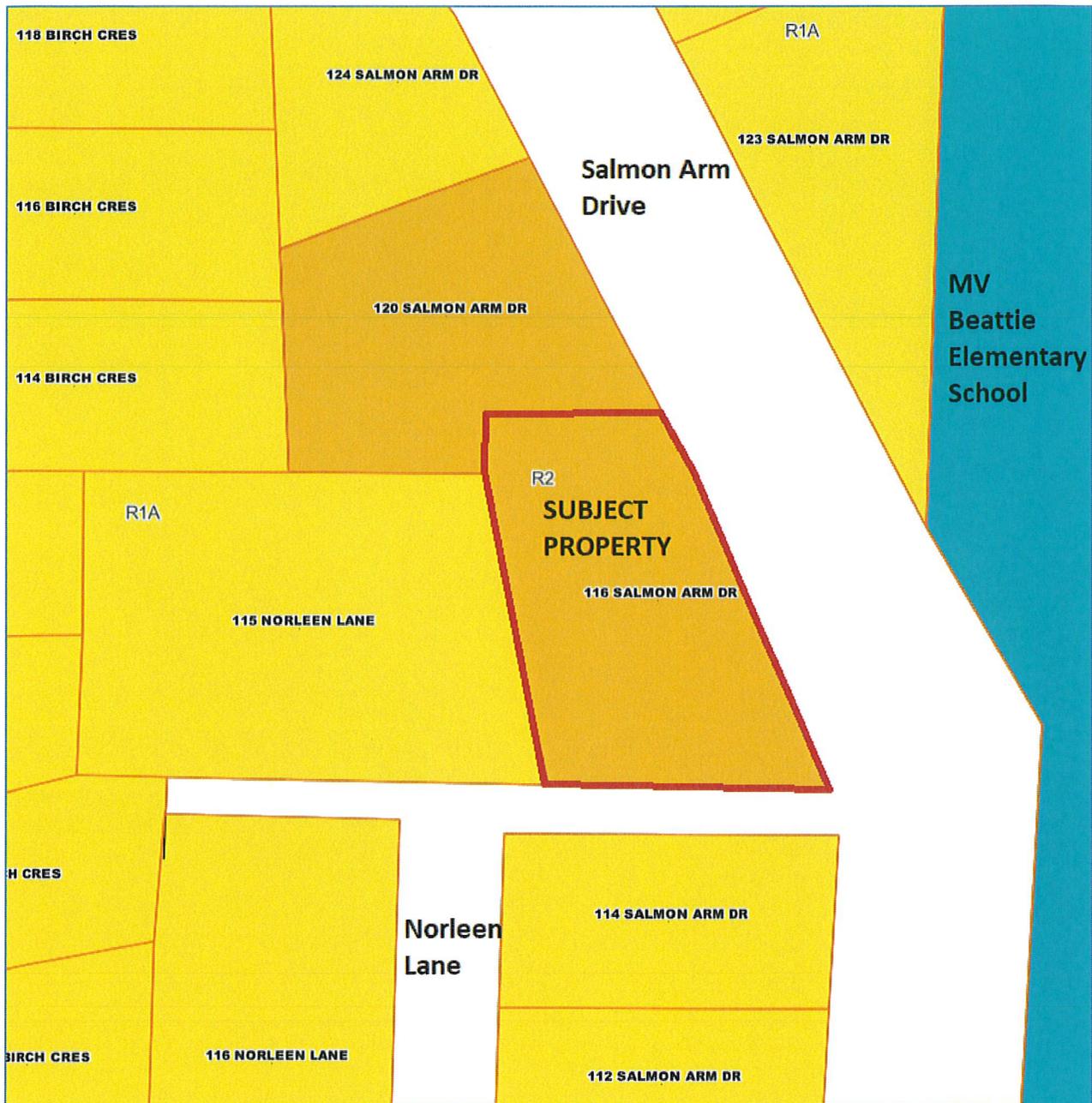


Figure 1: Zoning Map

Yellow – Residential Single Family (R.1-A)
 Orange – Residential Two Family (R.2)
 Teal – Assembly, Civic and Public Service (S.1)

The following orthophoto of the subject and surrounding properties was taken in 2024:



Figure 2: Orthophoto

Proposal

The applicant is proposing to convert an existing 37.4 m² (402.2 square foot) accessory residential building to a detached secondary suite, with the siting and sizing of the building shown on the attached Schedule 'A'. Access to the property would be gained via the existing driveway configuration. Two off-street parking spaces for one-half of the duplex are proposed to be located on the south side of the property, while two off-street parking spaces for the other half of the duplex are proposed to be located on the north side of the property (tandem parking); a single parking space for the detached secondary suite is also proposed to be located on the north

side of the property. The applicant has identified the potential for 3 additional off-street parking spaces on the property.

History

The accessory residential building which is proposed for conversion to a detached secondary suite has had a history of being unlawfully occupied as a dwelling unit. The City has enforced this unlawful residential use on several occasions dating back to 2001, with the most recent occurrence being in 2015. It should be noted that the City has not received any evidence of the accessory residential building being used unlawfully for residential purposes since the current property owner took possession.

Earlier in 2025, the applicant submitted a Zoning Text Amendment application seeking to amend the Zoning Bylaw to permit a detached secondary suite to accompany a two-family dwelling on the property, which was the first step in enabling the conversion of the accessory residential building to a detached secondary suite; this application was approved by Council. It should be noted that the text within the associated Zoning Bylaw Amendment Bylaw was worded such that should Council support the application, any detached secondary suite on the subject property would need to be sited and sized relative to a two family dwelling in the same manner that it would a single family dwelling.

ZONING BYLAW:

The subject property is zoned Residential Two Family (R.2) and uses within this zone include:

- Accessory residential
- Boarding, lodging, or rooming houses
- Convalescent, nursing, and personal care homes
- Restricted agricultural use
- Single family dwellings
- Two family dwellings
- Three family dwellings
- Four family dwellings
- Attached Secondary Suites
- Detached Secondary Suites
- Bed and breakfasts
- Civic and public service use
- The keeping of backyard hens
- The keeping of backyard bees

The proposal as compared to the Zoning Bylaw requirements for detached secondary suites is as follows (highlighted items require a variance):

CRITERIA	ZONING REQUIREMENTS	PROPOSAL
Permitted Use	Detached secondary suites are only permitted to accompany a single family dwelling	Detached secondary suite to accompany a two family dwelling **Zoning Text Amendment application has been approved to allow this***
Maximum Floor Area	90 m ² (968.8 square feet) < 75% of the floor area of the principal dwelling	37.4 m ² (402.2 square feet) < 75% of the floor area of the principal dwelling
Required Siting	Entirely to the rear of the principal dwelling Equal to or farther from the side lot line than the principal dwelling	Entirely to the rear of the principal dwelling Farther from the side lot line than the principal dwelling
Number of Off-Street Parking Spaces (min.)	1	1
Height (max.)	4.5 m (14.76 feet)	< 4.32 m (14.17 feet)
Lot Area (min.)	650 m ² (6,996.5 square feet)	939.6 m ² (10,114 square feet)
Setbacks (min.)		
Front Yard	6 m (19.68 feet)	> 6 m (19.68 feet)
Rear Yard	3 m (9.84 feet)	2.94 m (9.65 feet)
Side Yard	2 m (6.56 feet)	> 2 m (6.56 feet)
Other Buildings	3 m (9.842 feet)	2.11 m (6.92 feet)

OFFICIAL COMMUNITY PLAN:

The following policies from the City of Enderby Official Community Plan relate to this development:

Policy 2.2.b - To maintain and enhance the City of Enderby as a sustainable, diverse, vibrant, unique and attractive community.

Policy 2.2.c - To maintain and enhance the social well-being, development, and the quality of life for all citizens of Enderby.

Policy 2.2.f - To respect and preserve a process of open, flexible and participatory decision making in the ongoing planning and day-to-day decisions of the City.

Policy 3.3.c - Council recognizes that development of land has social impacts and will act through the approval process to minimize negative and maximize positive impacts.

REFERRAL COMMENTS:

The subject application was referred for comment to the City of Enderby Public Works Manager, Building Inspector, and Fire Chief. No comments of concern were received.

PLANNING ANALYSIS:

Setback Between Buildings

The City of Enderby Planner raises no objections to the applicant’s request to vary Section 603.10.c. of the Zoning Bylaw by reducing the minimum setback between buildings from 3 m (9.842 feet) to 2.11 m (6.92 feet), as shown on the attached Schedule ‘A’. The variance request would not result in any change to the current siting of the building that is proposed to be converted to a detached secondary suite, which has existed in its current location for decades. Furthermore, the City’s Fire Chief has not identified any concerns regarding a reduced setback between the buildings causing challenges from a firefighting perspective. For those reasons, it is recommended that Council support the variance request.

Rear Yard Setback

The City of Enderby Planner raises no objections to the applicant’s request to vary Section 603.10.d of the Zoning Bylaw by reducing the rear yard setback for a detached secondary suite from 3.0 m (9.842 feet) to 2.94 m (9.65 feet), as shown on the attached Schedule ‘A’. It is recommended that Council support the variance request for the following reasons:

- The requested variance only represents a 2% reduction of the rear yard setback and is very minor in nature;
- The variance request would not result in any change to the current siting of the building that is proposed to be converted to a detached secondary suite, which has existed in its current location for decades; and
- Given the vertical separation between the proposed detached secondary suite and the neighbouring properties to the west, it is not anticipated that the variance would negatively impact the views of the neighbouring properties.

SUMMARY

This report relates to a Development Variance Permit application for the property located at 116/118 Salmon Arm Drive. The applicant is proposing to convert an existing accessory residential building on the property to a detached secondary suite. In order to accommodate the siting of the proposed detached secondary suite, the applicant is seeking variances to the following sections of the City of Enderby Zoning Bylaw No. 1550, 2014:

- Section 603.10.c. by reducing the minimum setback between buildings from 3 m (9.842 feet) to 2.11 m (6.92 feet); and
- Section 603.10.d by reducing the rear yard setback for a detached secondary suite from 3.0 m (9.842 feet) to 2.94 m (9.65 feet).

The City of Enderby Planner is recommending that Council support the variance requests.

Prepared By:



Kurt Inglis, MCIP, RPP
Manager of Planning, Community Safety and Bylaw Compliance

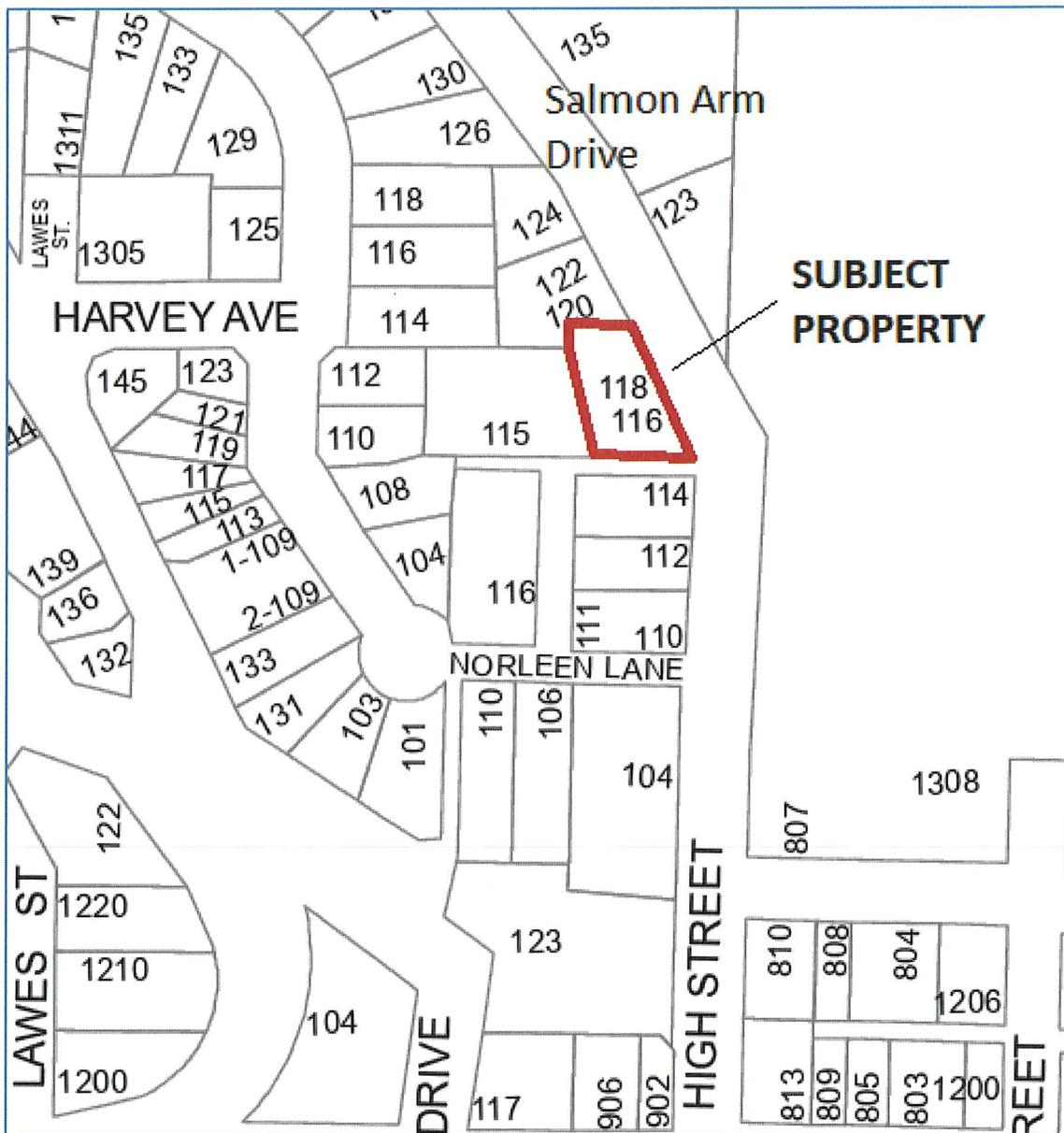
Reviewed By:



Tate Bengtson
Chief Administrative Officer

THE CORPORATION OF THE CITY OF ENDERBY
DEVELOPMENT VARIANCE PERMIT APPLICATION
SUBJECT PROPERTY MAP

File: 0083-25-DVP-END
Applicant: Prime Building Design
Owners: Andri and Diana Yuz'vak
Location: 116/118 Salmon Arm Drive , Enderby BC



Schedule 'A'

No.	Description	Date
01	Issued for BP	2024-05-21

116/118 SALMON ARM DRIVE, ENDERBY, B.C.

YUZVAK RESIDENCE

SITE PLAN
GROSS AREA

Project Number: 24-069
 Date: 2024-12-14
 Designed By: PW

A02
 Scale: As indicated

CONSTRUCTION NOTES

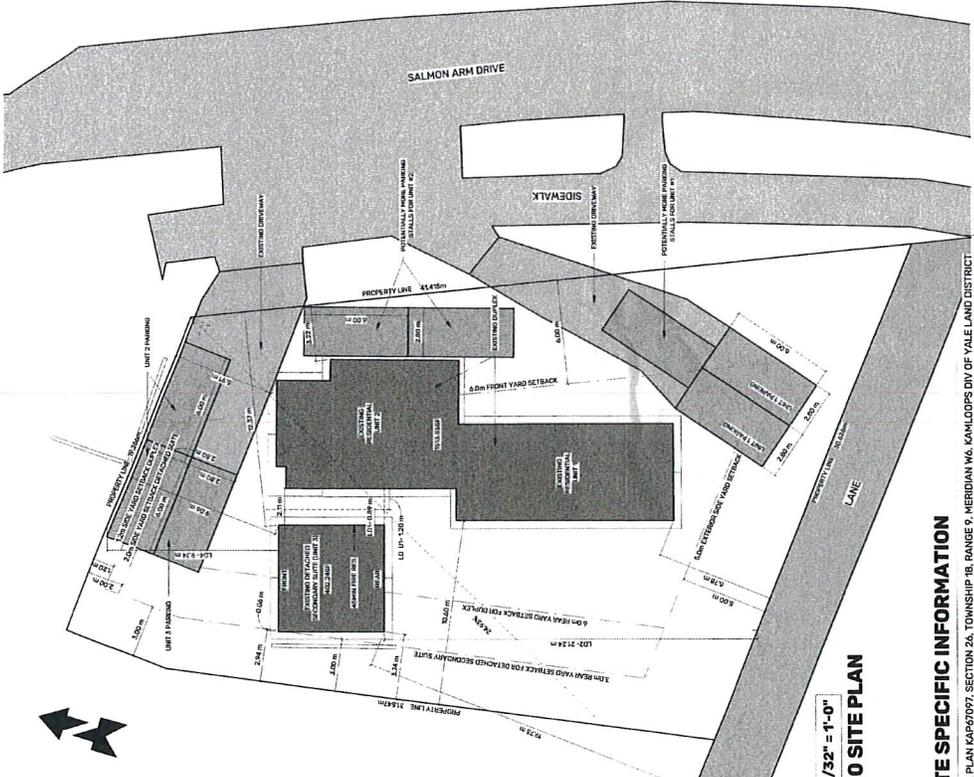
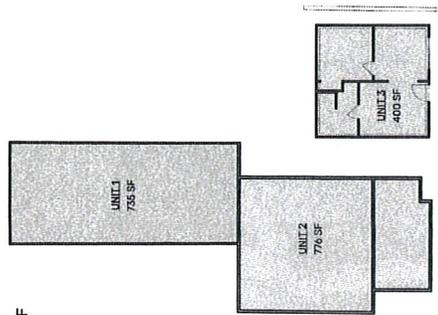
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE B.C. BUILDING CODE, PLUMBING CODE, ELECTRICAL CODE, FIRE CODE, AND LOCAL BYLAWS WHICH MAY TAKE PRECEDENCE.
2. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. THE BUILDER SHALL BE RESPONSIBLE FOR THE CORRECT SURVEYING AND SETTING OF PROPOSED BUILDING ON THE PROPERTY.
4. THE BUILDER SHALL BE RESPONSIBLE FOR THE CORRECT SURVEYING AND SETTING OF PROPOSED BUILDING ON THE PROPERTY.
5. GRADE LEVELS SHOWN ON THESE DRAWINGS ARE ESTIMATES ONLY. ADJUSTMENTS AS REQUIRED ARE TO BE MADE ON SITE.
6. ALL FOUNDATION WALLS SHALL BE CONSTRUCTED WITH 200mm MINIMUM THICKNESS AND SHALL BE FINISHED WITH A MINIMUM 10mm THICKNESS OF FINISH PLASTER OR OTHER FINISHING MATERIAL.
7. ALL FOUNDATION WALLS SHALL BE CONSTRUCTED WITH 200mm MINIMUM THICKNESS AND SHALL BE FINISHED WITH A MINIMUM 10mm THICKNESS OF FINISH PLASTER OR OTHER FINISHING MATERIAL.
8. ALL FRAMING MATERIAL TO BE S.D.S. OR BETTER.
9. ALL FRAMING HAS TO BE MIN 5% FROM GRADE AS PER B.C. BUILDING CODE 2018.
10. CONCRETE FOOTINGS AND WALLS TO BE MINIMUM 325MPa & 28 DAYS.
11. ALL CONCRETE FOOTINGS TO BE PLACED ON ORIGINAL UNDISTURBED GROUND. FREE OF ALL ORGANIC, FROZEN OR PREVIOUS MATERIAL.
12. CONCRETE FOUNDATION WALLS BELOW GRADE WITH 200mm MINIMUM THICKNESS AND SHALL BE FINISHED WITH A MINIMUM 10mm THICKNESS OF FINISH PLASTER OR OTHER FINISHING MATERIAL.
13. ALL US WALLS BE FINISHED WITH 1/2" (12.5mm) OR GREATER ON(A) 4" OF ORGANIC COMPATIBLE FILL UNDER EXTERIOR OR GARAGE SLABS OR 1" OF 3/4" GRAIN POLYETHYLENE MEMBRANE WITH A MINIMUM 10mm THICKNESS OF RADIUM GAS UNDER INTERIOR SLABS.
14. ALL FOUNDATION WALLS TO BE 4" PERFORATED P.V.C. WITH FILTER CLOTH AND MINIMUM 6" DRAIN ROCK, LOCAL STANDARDS.
15. GRADE TO BE SLOPED AWAY FROM BUILDING AT ALL LOCATIONS ADJACENT TO BUILDING.
16. ALL TRUSSES, JOISTS, BEAMS OR OTHER STRUCTURAL MEMBERS NOT COVERED BY B.C. BUILDING CODE SHALL BE MANUFACTURED BY TRUSS MANUFACTURER OR STRUCTURAL ENGINEER PRIOR TO JOINT FABRICATION.
17. CONTRACTOR TO VERIFY ALL PROPERTY & EASEMENT RECORDS PRIOR TO PLACING FOOTINGS OR RUNNING SERVICES WITHIN BUILDING ENVELOPE.
18. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
19. ALL ROOF SPACES AT ENTRANCES AND EXTERIOR SPACES BETWEEN DOOR FRAME AND STUDS AT THE HEIGHT OF THE ROOF TO BE VENTILATED.
20. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
21. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
22. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
23. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
24. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
25. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
26. ALL ROOF SPACES TO BE VENTILATED WITH SHORT AIR SPACES TO BE MAINTAINED AT ALL TIMES. AREA OF 1/200. A MINIMUM OF 25% OF VENTS TO BE LOCATED AT ROOF. AND MINIMUM 25% TO BE LOCATED AT GABLE.
27. APPROVED CHANGE ORDERS TO BE ISSUED WITH LOCATION APPROVED BY APPROPRIATE LOCAL MUNICIPALITY.
28. REFER TO LAYOUTS AND SPECIFICATIONS FROM SUPPLIER FOR ALL MATERIALS AND FINISHES AND ROOF TRUSS MANUFACTURER FOR TRUSS, JOIST AND PITCHING LOCATIONS AND SIZES AND FINISHES. ANY STRUCTURAL SPECIFICATIONS SHOWN ON THESE DRAWINGS ARE ESTIMATES ONLY AND MAY BE SUBJECT TO CHANGE. ALL DIMENSIONS OR MAY NOT INCLUDE POINT LOADS OR STRUCTURAL MEMBERS DESIGNED BY OTHERS.
29. OWNER/ARCHITECT ACCEPTS NO LIABILITY AND RESPONSIBILITY FOR ANY DAMAGE TO PROPERTY OR PERSONS WITH THIS SET OF DRAWINGS THAT MAY BE CAUSED BY ANY CONSTRUCTION WORK THAT IS NOT IN ACCORDANCE WITH THESE DRAWINGS. PLEASE CONTACT ARCHITECT IMMEDIATELY.

GENERAL NOTES

1. ALL WORK IS TO CONFORM TO THE LATEST EDITIONS OF THE B.C. BUILDING CODE, PLUMBING CODE, ELECTRICAL CODE, FIRE CODE, AND LOCAL BYLAWS WHICH MAY TAKE PRECEDENCE.
2. ALL DIMENSIONS TAKE PRECEDENCE OVER SCALED MEASUREMENTS.
3. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. THE BUILDER SHALL BE RESPONSIBLE FOR THE CORRECT SURVEYING AND SETTING OF PROPOSED BUILDING ON THE PROPERTY.
5. GRADE LEVELS SHOWN ON THESE DRAWINGS ARE ESTIMATES ONLY. ADJUSTMENTS AS REQUIRED ARE TO BE MADE ON SITE.

GROSS AREA

- 400 SF
- 735 SF
- 776 SF



3/32" = 1'-0"

1.0 SITE PLAN

SITE SPECIFIC INFORMATION

LOT 1, PLAN KAP57077, SECTION 24, TOWNSHIP 18, RANGE 9, MERIDIAN 10, KAMLOOPS DIV OF YALE LAND DISTRICT
 ZONE: R2
 DISTRICT: ENDERBY
 NOT IN ALR

ZONING BYLAW

PROPERTY SETBACKS:
 PROVIDED = 4.0m
 REAR YARD REQUIRED = 3.22m FOR EXISTING DUPLEX, 12.37m FOR EXISTING DETACHED SECONDARY SUITE
 PROVIDED = 4.0m FOR EXISTING DUPLEX, 3.0m FOR EXISTING DETACHED SECONDARY SUITE
 EXTERIOR SIDE YARD REQUIRED = 10.00m FOR EXISTING DUPLEX, 2.97m FOR EXISTING DETACHED SECONDARY SUITE
 PROVIDED = 4.28m FOR EXISTING DUPLEX, 19.73m FOR EXISTING DETACHED SECONDARY SUITE
 SIDE YARD REQUIRED = 1.2m FOR EXISTING DUPLEX, 3.0m FOR EXISTING DETACHED SECONDARY SUITE
 PROVIDED = 5.91m FOR EXISTING DUPLEX, 9.00m FOR EXISTING DETACHED SECONDARY SUITE

HEIGHT OF THE BUILDING:
 MAXIMUM HEIGHT = 9.0m OR TWO STOREYS FOR EXISTING DUPLEX, 4.5m FOR EXISTING DETACHED SECONDARY SUITE
 PROVIDED = 4.32m FOR EXISTING DETACHED SECONDARY SUITE

LOT COVERAGE:
 MAX 50.0%
 LOT AREA: 10,114.27sf (0.0329ha)
 LOT COVERAGE - BUILDINGS: 1,916.09sf (18.94%) (MAX 50%)
 LOT COVERAGE - BUILDINGS AND DRIVEWAYS: 3,658sf (36.16%) (MAX 60%)

CITY OF ENDERBY
DEVELOPMENT VARIANCE PERMIT APPLICATION

AGENDA

File No.: 0082-25-DVP-END

September 10, 2025

APPLICANT: Jeffrey Czepil and Anthony Schartner

OWNER: 621885 B.C. LTD

LEGAL DESCRIPTION: LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580

P.I.D #: 026-383-772

CIVIC ADDRESS: 201 Vernon Street, Enderby BC

PROPERTY SIZE: 1.66 hectares (4.1 acres)

ZONING: General Industrial (I.2)

O.C.P DESIGNATION: General Industrial

PROPOSAL: Subdivide the property into two lots

PROPOSED VARIANCES: Not require the construction of Vernon Street to centreline; not require connection to the City's community water and sanitary sewer systems; not require the design and construction of a storm drainage system; not require the provision of street lighting or underground wiring, not require the connection to electrical power or telephone services

RECOMMENDATION:

THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580 and located at 201 Vernon Street, Enderby BC, to permit variances to the following Sections of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000, as part of the proposed subdivision shown on the attached Schedule 'A':

- Section 6.0 of Schedule "A" by not requiring the provision of street lighting as part of the proposed subdivision; and
- Section 7.0 of Schedule "A" by not requiring the provision of underground wiring for power, telephone, and cablevision as part of the proposed subdivision.

AND THAT Council authorizes the issuance of a Development Variance Permit for the property legally described as LOT A DISTRICT LOT 150 KAMLOOPS (FORMERLY OSOYOOS) DIVISION YALE DISTRICT PLAN KAP78580 and located at 201 Vernon Street, Enderby BC, to permit variances to the following sections of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000 as part of the proposed subdivision shown on the attached Schedule 'A':

- Section 2.0 of Schedule "A" by not requiring that portion of Vernon Street adjacent to the proposed lots to be constructed to the centreline of the road;
- Section 3.0 of Schedule "A" by not requiring the proposed northern lot to be connected to the City's community water supply system;
- Section 4.0 of Schedule "A" by not requiring the proposed northern lot to be connected to the City's community sanitary sewer system;
- Section 5.0 of Schedule "A" by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision;
- Section 7.0 of Schedule "A" by not requiring the provision of electrical power services for the proposed northern lot; and
- Section 7.0 of Schedule "A" by not requiring the provision of telephone services for the proposed northern lot,

subject to the property owner registering a restrictive covenant on the title of the proposed northern lot which:

- i. Prohibits any principal uses from occurring on the property, or any construction on the property, until such time as the property owner has provided the City of Enderby with a cash-in-lieu value for the construction of Vernon Street to the centreline of the road for that portion of Vernon Street adjacent to lot, with the cash-in-lieu value to be calculated in accordance with the bylaw standards in effect at that time;
- ii. Prohibits any construction on the property until such time as the servicing requirements of Section 3.0, 4.0, and 7.0 of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000 (or equivalent bylaw standards in effect at the time) have been satisfied, unless otherwise varied; and
- iii. Requires the existing lot grading and surface permeability of the property to be maintained, unless an alternate grading plan is accepted in writing by the City of Enderby.

BACKGROUND:

This report relates to a Development Variance Permit application for the property located at 201 Vernon Street, Enderby BC. The applicant is proposing to subdivide the property into two lots as shown on the attached Schedule 'A'. The proposed southern lot is intended to contain the existing Vedder Transport development while the proposed northern lot is intended to be used for the outdoor storage and parking of trucks and heavy equipment. As part of the proposed subdivision, the applicant is requesting the following variances to the City of Enderby Zoning Bylaw No. 1550, 2014:

- Section 2.0 of Schedule “A” by not requiring that portion of Vernon Street adjacent to the proposed lots to be constructed to the centreline of the road;
- Section 3.0 of Schedule “A” by not requiring the proposed northern lot to be connected to the City’s community water supply system;
- Section 4.0 of Schedule “A” by not requiring the proposed northern lot to be connected to the City’s community sanitary sewer system;
- Section 5.0 of Schedule “A” by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision;
- Section 6.0 of Schedule “A” by not requiring the provision of street lighting as part of the proposed subdivision;
- Section 7.0 of Schedule “A” by not requiring the provision of underground wiring for power, telephone, and cablevision as part of the proposed subdivision;
- Section 7.0 of Schedule “A” by not requiring the provision of electrical power services for the proposed northern lot; and
- Section 7.0 of Schedule “A” by not requiring the provision of telephone services for the proposed northern lot.

Site Context

The 1.659 hectare property is flat and is located along the east side of Vernon Street, which is identified as a Municipal Major Collector in the Official Community Plan (OCP), and west of the Canadian Pacific Railway corridor and the Shuswap River. A 14,355 square foot (1,334 m²) industrial building is located in the southern portion of the property and is used as a truck terminal with wash and service bays (Vedder Transport); the surrounding parking areas and maneuvering aisles are paved. The central portion of the lot is used for overnight parking of large trucks and trailers and remains at a gravel standard. The northern portion of the property remains undeveloped and is not currently being used for any activity. The property is currently serviced via connections to the City’s community water and sanitary sewer systems.

The following figure shows the zoning designations of the subject and surrounding properties:



Figure 1: Zoning Map

- Blue – General Industrial (I.2)
- Purple – Transportation Corridor (S.2)
- Green – Highway and Tourist Commercial (C.2)
- Teal – Assembly, Civic and Public Service Use (S.1)
- Red – Service Commercial (C.4)

The following orthophoto of the subject and surrounding properties was taken in 2024:

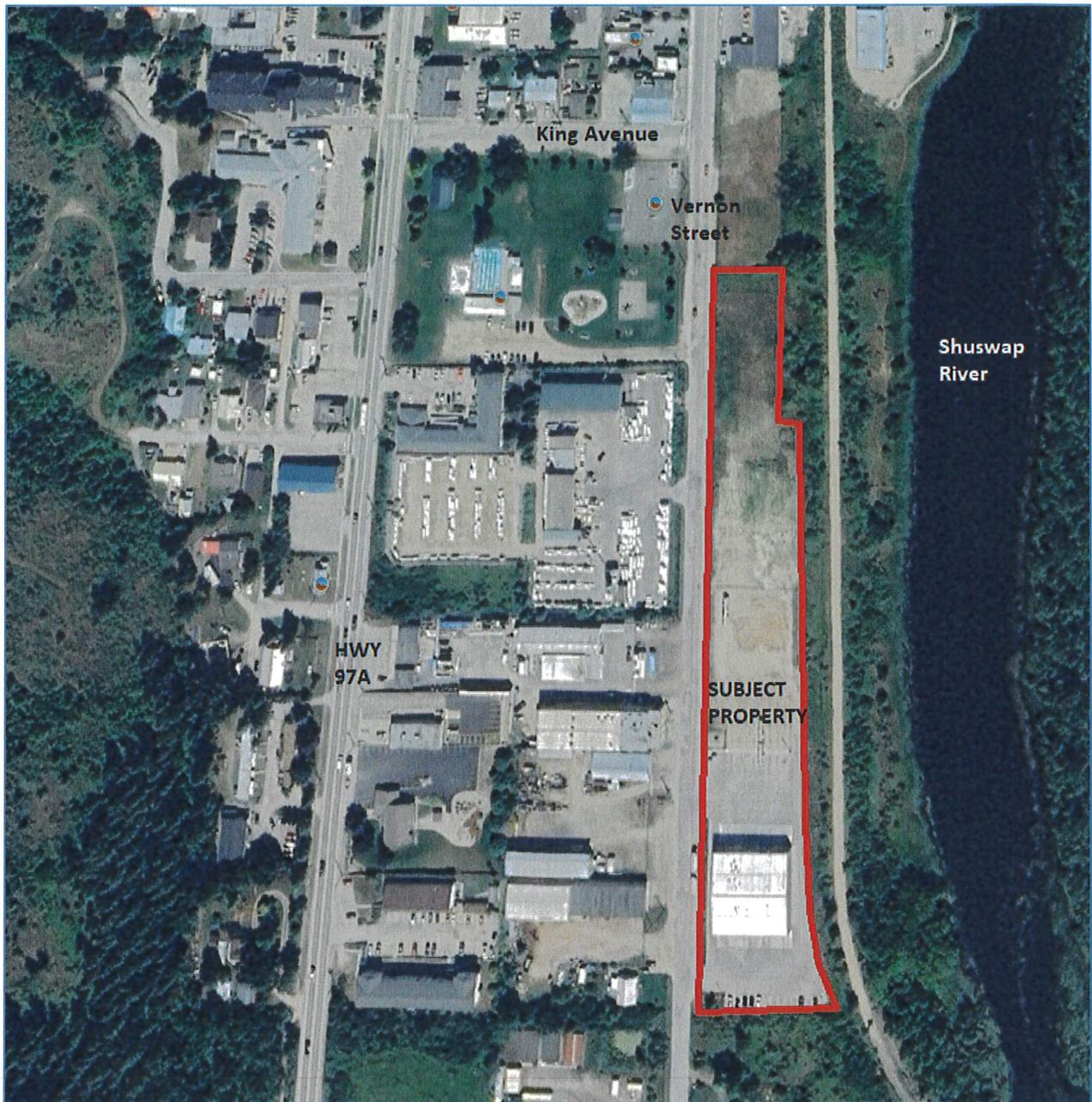


Figure 2: Orthophoto

****NOTE:** The property lines shown above are not an accurate representation of their true locations and are intended for display purposes only.

Proposal

The applicant is proposing to subdivide the subject property into two lots, as shown on the attached Schedule 'A'. The proposed southern lot, measuring approximately 2.5 acres (1.01 hectares), would encompass the existing Vedder Transport development. The proposed northern lot, measuring

approximately 1.6 acres (0.65 hectares), is proposed to be used for the outdoor storage and parking of trucks and heavy equipment. No new construction or improvements are proposed for this lot.

With respect to servicing, the proposed southern lot would continue to utilize its existing connections to community water, community sanitary sewer, electrical power, and telephone services in order to accommodate the Vedder Transport operations. Given that the applicant is not proposing any construction or improvements on the proposed northern lot, the applicant is requesting to defer the servicing requirements for the lot until such time as future development necessitates them. The applicant is also requesting the short-term deferral of the requirement to provide cash-in-lieu equal to the costs of constructing the adjacent portion of Vernon Street to the road's centreline.

It should be noted that Council previously approved a Development Variance Permit to waive the requirements for the proposed northern lot (outdoor storage and parking of trucks and heavy equipment) with respect to screening, landscaping, and the paving of off-street parking areas and maneuvering aisles. The approval of these variances was conditional upon the property owner either paving the first 15 metres (49.2 feet) of any driveway or access from Vernon Street or posting security with the City equivalent to the cost of the works; this requirement has not yet been satisfied, therefore the Development Variance Permit has not been issued.

ZONING BYLAW:

The subject property is zoned General Industrial (I.2) and the permitted uses within this zone include:

- Accessory buildings and structures;
- Accommodation including one (1) dwelling unit for the owner, operator, or employee of the principal and permitted use;
- Civic use;
- Food service including bakeries and coffee shops;
- Limited agricultural use subject to the regulations of Section 501.10.e. of the Zoning Bylaw;
- Public service use;
- Retail sales (including parts and accessories) of automobiles, building supplies, chemicals, farm equipment (including service), gasoline and motor oil, heavy equipment and machinery, irrigation equipment (including service), lumber, mobile homes (including service), tools and small equipment, trucks, and other products manufactured or processed on site;
- Service and repair including automobile body and paint shops, automobile service and repair, battery shops, boat service and repair, bottling plants, car wash, crematoriums, cold storage plants, frozen food lockers, greenhouses, heavy equipment and machinery, laboratories, machine shops, mini storage facilities, nurseries, petroleum distribution installations, printing shops, recreation vehicle servicing and rental, service stations, sign shops, taxidermists, tire shops, tools and small equipment servicing and rental, trade contractors offices including storage, truck service and repair, truck wash, trucking yards and terminals including cartage and freighting, upholstery shops, warehousing (wholesale and distribution), weigh scales, and welding shops;
- Transportation facilities including passenger transportation depots and taxi dispatch offices;

- Retail sales (including parts and accessories) of heavy equipment and machinery;
- Service and repair including automobile wrecking and junk yards, bulk storage plants, contractors for general and heavy construction, machinery and heavy equipment repair;
- Manufacturing, processing, and storage.

SUBDIVISION SERVICING AND DEVELOPMENT BYLAW:

Sections 2.0, 3.0, 4.0, 5.0, 6.0 and 7.0 of Schedule "A" of Subdivision Servicing and Development Bylaw No. 1278, 2000 require that as a condition of subdivision approval, applicants must construct the adjacent roads to centreline, connect the proposed lots to the City's community water and sanitary sewer systems, design and construct a storm drainage system, provide street lighting, provide underground wiring for power, telephone and cablevision, and connect the proposed lots to electrical power and telephone services, respectively.

OFFICIAL COMMUNITY PLAN:

Policies contained within the Official Community Plan which apply to this development include:

- Policy 2.2.b - To maintain and enhance the City of Enderby as a sustainable, diverse, vibrant, unique and attractive community.
- Policy 3.3.c - Council recognizes that development of land has social impacts and will act through the approval process to minimize negative and maximize positive impacts.
- Policy 8.3.1 - Council will support alternative infrastructure standards and urban design principles which promote environmental, economic, and social sustainability.

REFERRAL COMMENTS:

The subject application was referred for comment to the City of Enderby Public Works Manager, Building Inspector, and Fire Chief.

The City's Public Works Manager provided the following comments:

It is my understanding that the applicant does not intend to develop the proposed new lot and wishes to defer some of the subdivision conditions until such time as a development occurs. My responses below are based on this understanding.

With respect to the following variances:

- *Section 3.0 of Schedule "A" by not requiring the proposed new lot to be connected to the City's community water supply system;*
- *Section 4.0 of Schedule "A" by not requiring the proposed new lot to be connected to the City's community sanitary sewer system;*
- *Section 6.0 of Schedule "A" by not requiring the provision of street lighting as part of the proposed subdivision;*

- Section 7.0 of Schedule “A” by not requiring the provision of underground wiring for power, telephone, and cablevision as part of the proposed subdivision;
- Section 7.0 of Schedule “A” by not requiring the provision of electrical power services as part of the proposed subdivision; and
- Section 7.0 of Schedule “A” by not requiring the provision of telephone services as part of the proposed subdivision.

Provided the above variances are granted subject to the registration of a restrictive covenant, this is reasonable. As the City’s subdivision servicing bylaw is currently being reviewed with an amendment expected in late 2025 or early 2026, it should be made clear that it must meet the standard in effect at the time that the development occurs. The City has the ability to require this at a later date through the development approval process notwithstanding the subdivision conditions, but it is important that a prospective purchaser understands that the restrictive covenant doesn’t freeze the development standard to a particular moment in time.

With respect to the following variance:

- Section 5.0 of Schedule “A” by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision;

As lot grading may occur without a building permit, and the City does not possess a bylaw regulating soil, a covenant should be registered that requires the existing lot grading and surface permeability to be maintained, which is known not to cause an issue to adjacent property or the road, unless an alternate grading plan is accepted in writing by the City of Enderby.

No other comments of concern were received in response to the referral.

PLANNING ANALYSIS:

Street Lighting and Underground Wiring

The City of Enderby Planner has no concerns with the applicant’s request to vary Sections 6.0 and 7.0 of Schedule “A” of the Subdivision Servicing and Development Bylaw by not requiring the provision of street lighting or underground wiring for power, telephone, and cablevision, as part of the proposed subdivision. The current standard along Vernon Street is overhead electrical wiring and street lights affixed to hydro poles (“lease lights”). Providing ornamental street lighting and underground wiring as part of the proposed subdivision would represent an excessive cost to the applicant which would have a limited impact on the broader neighbourhood. For those reasons, it is recommended that Council support the variance request.

Construction to Centreline

Section 2.0 of Schedule “A” of the Subdivision Servicing and Development Bylaw requires that as part of the proposed subdivision, that portion of Vernon Street adjacent to the proposed lots must be constructed to the centreline of the road. The applicant is seeking to defer the provision of cash-in-lieu

for the construction of Vernon Street to centreline until such time as they intend to use or develop the property.

The proposed outdoor storage and parking of trucks and heavy equipment use on the proposed northern lot will have an impact on the Vernon Street road corridor, for which the provision of cash-in-lieu for the construction of Vernon Street to centreline is warranted; however, until those uses occur, the property would have a limited impact on Vernon Street and there would not be an immediate need for the provision of cash-in-lieu for the construction of Vernon Street to centreline. Given this, Staff are recommending that Council support the variance request subject to the applicant registering a restrictive covenant on the title of the proposed northern lot which prohibits any principal uses from occurring on the property, or any construction on the property, until such time as the property owner has provided the City of Enderby with a cash-in-lieu value for the construction of Vernon Street to the centreline of the road for that portion of Vernon Street adjacent to the lot, with the cash-in-lieu value to be calculated in accordance with the bylaw standards in effect at that time. This approach will allow the property owner to defer the cash-in-lieu requirement until the property is proposed for development, at which point use of the property would begin to have an impact on Vernon Street and the provision of cash-in-lieu would be necessary. It should be noted that under this arrangement, the required cash-in-lieu value would be based on the estimated construction costs at the time when the cash-in-lieu payment is being made and not based on current (2025) construction costs. The cash-in-lieu value to be received by the City will be applied to the eventual renewal of Vernon Street, which includes underground infrastructure and sidewalks.

Lot Servicing

The City of Enderby Planner has no concerns with the applicant's request to vary Sections 3.0, 4.0, 6.0 and 7.0 of Schedule "A" of the Subdivision Servicing and Development Bylaw by not requiring the proposed northern lot to be connected to the City's community water and sanitary sewer systems and not requiring the lot to be connected to electric power and telephone services. Given that the applicant is not proposing any construction or improvements on the proposed northern lot, there would be no servicing needs for the proposed development and Staff are supportive of deferring these requirements to a future development stage. However, in order to ensure that these servicing requirements are triggered as part of any future development on the property, and to ensure that any future potential purchasers of the property are aware of these requirements, it is recommended that Council support the variance requests subject to the property owner registering a restrictive covenant on the title of the proposed northern lot which prohibits any construction on the property until such time as the aforementioned requirements of the City of Enderby Subdivision Servicing and Development Bylaw No. 1278, 2000 (or equivalent bylaw standards in effect at the time) have been satisfied, unless otherwise varied

Design and Construction of Storm Drainage System

The City of Enderby Planner has no concerns with the applicant's request to vary Section 5.0 of Schedule "A" of the Subdivision Servicing and Development Bylaw by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision. As described by the City's Public Works

Manager in his referral comments, there is currently no need to design and construct a storm drainage given that the existing lot grading and surfacing is known to not cause any issues to adjacent properties or Vernon Street. However, given that lot grading may occur without a building permit, and the City does not possess a bylaw regulating soil, it is recommended that Council supports the variance request subject to the property owner registering a restrictive covenant on the title of the proposed northern lot that requires the existing lot grading and surface permeability to be maintained, unless an alternate grading plan is accepted in writing by the City of Enderby.

Community Benefits

Although the proposed variances to defer requirements related to site servicing and cash-in-lieu for construction to centreline will not result in the creation of an unencumbered, development-ready lot, it will effectively facilitate the creation of a new industrial lot that can be developed in a short period of time, given that the restrictive covenant provides certainty with respect to cost and regulatory requirements. This approach promotes strategic infrastructure phasing, allowing the community to benefit from the immediate creation of an industrial parcel while deferring costly servicing until demand justifies it.

SUMMARY

This report relates to a Development Variance Permit application for the property located at 201 Vernon Street, Enderby BC. The applicant is proposing to subdivide the property into two lots as shown on the attached Schedule 'A'. The proposed southern lot is intended to contain the existing Vedder Transport development while the proposed northern lot is intended to be used for the outdoor storage and parking of trucks and heavy equipment. As part of the proposed subdivision, the applicant is requesting the following variances to the City of Enderby Zoning Bylaw No. 1550, 2014:

- Section 2.0 of Schedule "A" by not requiring that portion of Vernon Street adjacent to the proposed lots to be constructed to the centreline of the road;
- Section 3.0 of Schedule "A" by not requiring the proposed northern lot to be connected to the City's community water supply system;
- Section 4.0 of Schedule "A" by not requiring the proposed northern lot to be connected to the City's community sanitary sewer system;
- Section 5.0 of Schedule "A" by not requiring the design and construction of a storm drainage system, as part of the proposed subdivision;
- Section 6.0 of Schedule "A" by not requiring the provision of street lighting as part of the proposed subdivision;
- Section 7.0 of Schedule "A" by not requiring the provision of underground wiring for power, telephone, and cablevision as part of the proposed subdivision;
- Section 7.0 of Schedule "A" by not requiring the provision of electrical power services for the proposed northern lot; and
- Section 7.0 of Schedule "A" by not requiring the provision of telephone services for the proposed northern lot.

The City of Enderby Planner is recommending that Council support the variance requests, some of which are conditional upon the registration of a restrictive covenant.

Prepared By:



Kurt Inglis, MCIP, RPP
Manager of Planning, Community Safety and Bylaw Compliance

Reviewed By:



Tate Bengtson
Chief Administrative Officer

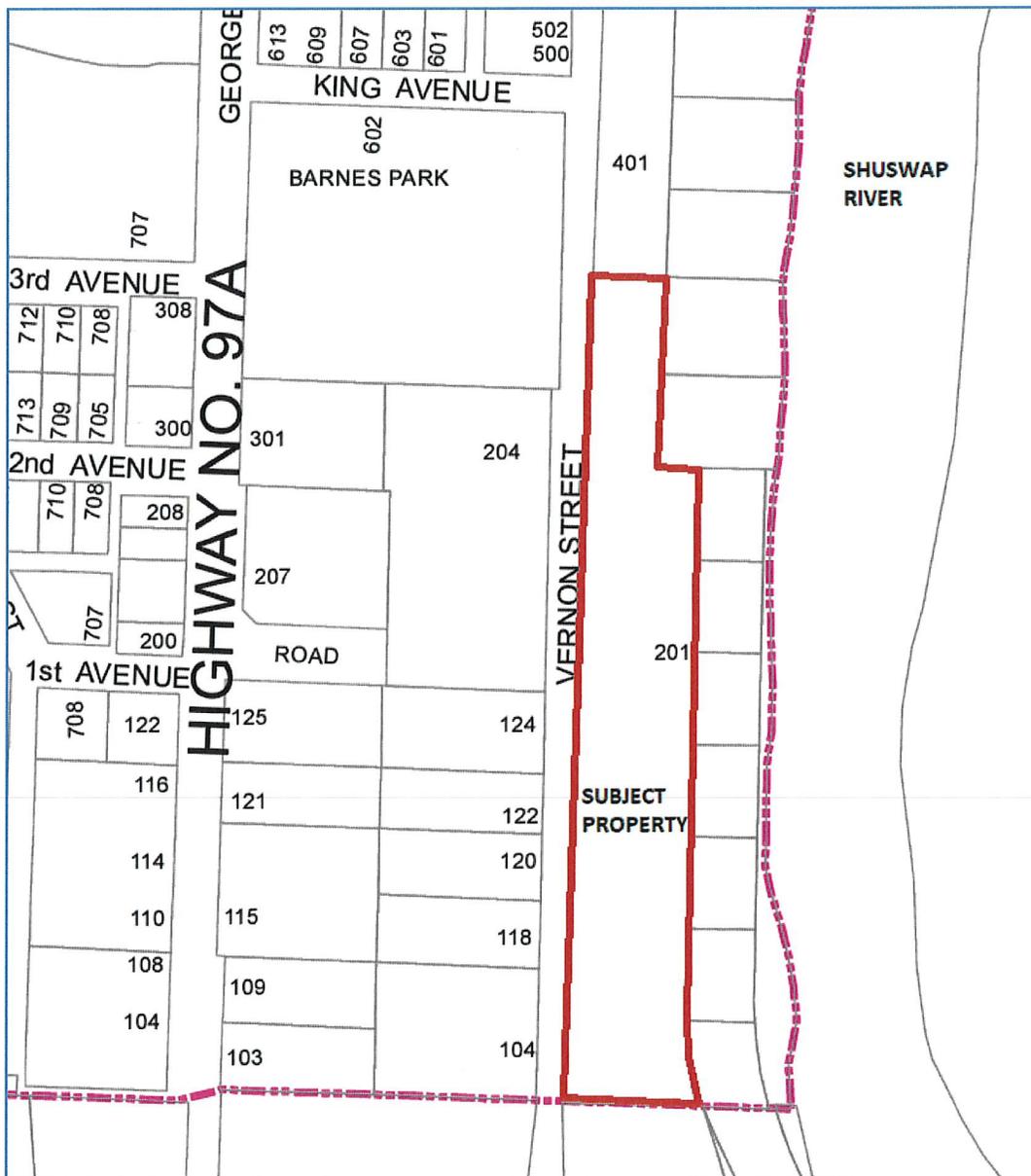
THE CORPORATION OF THE CITY OF ENDERBY
DEVELOPMENT VARIANCE PERMIT APPLICATION
SUBJECT PROPERTY MAP

File: 0082-25-DVP-END

Applicant: Jeffrey Czepil and Anthony Schartner

Owner: 621885 B.C. LTD

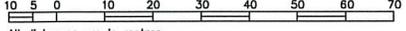
Location: 201 Vernon Street, Enderby BC



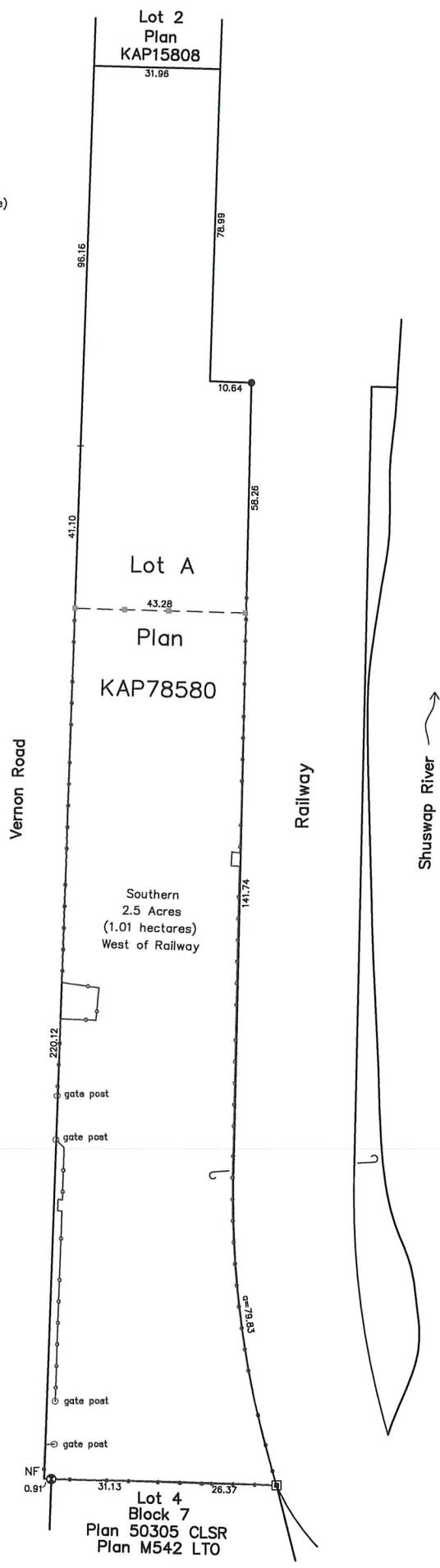
Schedule 'A'

Sketch Plan of Survey of Part of Lot A, DL 150, KDYD, Plan KAP78580

BCGS 82L.055



All distances are in metres.
The intended plot size of this plan is 432mm in width by 560mm in height (C size) when plotted at a scale of 1:750



LEGEND

- ⊙ Standard Capped Post Found
- ⊠ Old Pattern Dominion Iron Post Found
- Standard Iron Post Found
- NF Denotes nothing found
- Stake placed
- chain/link fence
- Date of Survey: June 3, 2024
- Dimensions derived from Plan EPP107041 & KAP78580
- Civic Address: 201 Vernon Street, Enderby
- Parcel Identifier(PID): 026-383-772
- List of documents registered on title which may affect the location of improvements:
Permit CA4794321
Statutory Right Of Way CA5575238, CA5575239
Lease CB869304

This plan was prepared for construction planning purposes and is for the exclusive use of our client, BROWNE JOHNSON LAND SURVEYORS accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of BROWNE JOHNSON LAND SURVEYORS.

July 16, 2024

BROWNE JOHNSON LAND SURVEYORS
B.C. AND CANADA LANDS
SALMON ARM, B.C. 250-832-9701
File: 128-24 128-24.raw

THE CORPORATION OF THE CITY OF ENDERBY

AGENDA

MEMO

To: Tate Bengtson, CAO
From: Jennifer Bellamy, CFO
Date: September 9, 2025
Subject: AAP Results – Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025

RECOMMENDATION

THAT Council receives the AAP Results – Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025 memo dated September 9, 2025 for information;

AND THAT Council adopts *Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025*.

BACKGROUND

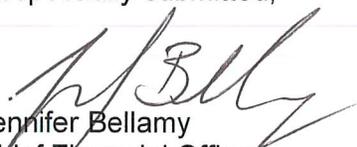
At the June 23, 2025 meeting of Council, three readings were provided to the above noted loan authorization bylaw. Statutory approval was received by the Inspector of Municipalities on July 17, 2025.

At the July 21, 2025 meeting of Council, Council resolved to proceed with the alternative approval process (AAP) to obtain elector approval for the loan authorization bylaw.

The deadline established for receiving elector responses was 4:30pm, Tuesday September 2, 2025 and notice of the AAP was provided in accordance with the *Community Charter* and the City's public notice bylaw.

In accordance with section 86(8) of the *Community Charter*, the Corporate Officer has determined and certified that elector approval to proceed with the adoption of the bylaw has been obtained, as attached. As the number of elector response forms received did not exceed 248 (10% of eligible electors) Council may proceed with the adoption of the bylaw.

Respectfully submitted,


Jennifer Bellamy
Chief Financial Officer

CORPORATE OFFICER'S CERTIFICATION OF ALTERNATIVE APPROVAL PROCESS RESULTS

THE CORPORATION OF THE CITY OF ENDERBY

CORPORATE OFFICER'S CERTIFICATE

I, the undersigned Corporate Officer, as the person assigned responsibility for corporate administration under section 148 of the *Community Charter*, have determined and certified, on the basis of the elector response forms received, that elector approval has been obtained in accordance with Section 86 of the *Community Charter* for the WATER TREATMENT PLANT UPGRADE LOAN AUTHORIZATION BYLAW NO. 1818, 2025. The number of elector response forms submitted by the deadline was 158 (One Hundred Fifty Eight).

DATED this 9th day of September, 2025.



Tate Bengtson
Corporate Officer

THE CORPORATION OF THE CITY OF ENDERBY

BYLAW NO. 1818

A BYLAW TO AUTHORIZE THE BORROWING TO FINANCE A PORTION OF THE WATER
TREATMENT PLANT UPGRADE PROJECT

WHEREAS it is deemed desirable and expedient to upgrade the water treatment plant;

AND WHEREAS the estimated cost to upgrade the water treatment plant including expenses incidental thereto is the sum of Eleven Million One Hundred Thousand Dollars (\$11,100,000), of which the sum of Four Million One Hundred Thousand Dollars (\$4,100,000) is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE the Council of the City of Enderby, in open meeting assembled, enacts as follows:

- 1) Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the upgrade of the water treatment plant generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a) to borrow upon the credit of the Municipality a sum not exceeding Four Million One Hundred Thousand Dollars (\$4,100,000).
 - b) to acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the upgrade of the water treatment plant.
- 2) The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty (30) years.
- 3) This bylaw may be cited as "Water Treatment Plant Upgrade Loan Authorization Bylaw No. 1818, 2025".

READ a FIRST time this 23rd day of June, 2025.

READ a SECOND time this 23rd day of June, 2025.

READ a THIRD time this 23rd day of June, 2025.

RECEIVED the approval of the Inspector of Municipalities this 17th day of July, 2025.

RECEIVED the approval of the electors this 2nd day of September, 2025.

ADOPTED this _____ day of _____, 2025.

MAYOR

CORPORATE OFFICER

Certified a true copy of Bylaw No. 1818 as at third reading.

CORPORATE OFFICER

RDNO Building Permits Issued Comparison for Year/Month - Summary

Area: **CITY OF ENDERBY**

Category: **BUILDING PERMITS**

Year: **2025** Month: **08**

Folder Type	2025 / 08		2024 / 08		2025 to 08		2024 to 08	
	Permits Issued	Res. Units Created	Building Value	Permits Issued	Res. Units Created	Building Value	Permits Issued	Res. Units Created
ACCESSORY BUILDING	0	0	0	0	0	0	1	0
AGRICULTURAL BUILDING	0	0	0	0	0	0	0	0
COMMERCIAL BUILDING	0	0	0	0	0	0	0	0
DEMOLITION	0	0	0	0	0	0	0	0
END - ACCESSORY BUILDING	0	0	0	0	4	201,632	1	0
END - COMMERCIAL BUILDING	0	0	0	3	3	1,310,000	4	5
END - DEMOLITION	0	0	0	0	1	0	2	0
END - INDUSTRIAL BUILDING	0	0	0	0	1	700	0	0
END - INSTITUTIONAL	0	0	0	0	0	0	1	0
END - MANUFACTURED HOME	0	0	0	0	0	0	1	1
END - MODULAR HOME	0	0	0	0	0	0	0	0
END - MULTI FAMILY DWELLING	0	0	0	0	3	372,000	3	8
END - PLUMBING	0	0	0	0	0	0	0	0
END - POOL	0	0	0	0	1	4,000,000	0	0
END - RETAINING WALL	0	0	0	0	0	0	0	0
END - SFD W/SUITE	0	0	0	0	1	540,000	2	3
END - SIGN	0	0	0	0	0	0	1	0
END - SINGLE FAMILY DWELLING	1	0	80,996	0	5	771,596	5	3
INDUSTRIAL BUILDING	0	0	0	0	0	0	0	0
INSTITUTIONAL	0	0	0	0	0	0	0	0
MANUFACTURED HOME	0	0	0	0	0	0	0	0
MODULAR HOME	0	0	0	0	0	0	0	0
MULTI FAMILY DWELLING	0	0	0	0	0	0	0	0
OLD PIMS PERMITS	0	0	0	0	0	0	0	0
PLUMBING	0	0	0	0	0	0	0	0
POOL	0	0	0	0	0	0	0	0
RETAINING WALL	0	0	0	0	0	0	0	0
SIGN	0	0	0	0	0	0	0	0
SINGLE FAMILY DWELLING	0	0	0	1	0	29,731	2	0
SOLID FUEL BURNING APPLIANCE	0	0	0	0	0	0	0	0
Report Totals	1	0	80,996	1	19	7,195,928	23	20
								4,999,276

THE CORPORATION OF THE CITY OF ENDERBY

MEMO

To: Tate Bengtson, Chief Administrative Officer
From: Kurt Inglis, Manager of Planning, Community Safety and Bylaw Compliance
Date: September 9, 2025
Subject: Bylaw Enforcement Statistics for Second Period of 2025 (May-Aug)

RECOMMENDATION

THAT Council receives and files the memorandum titled "Bylaw Enforcement Statistics for Second Period of 2025 (May-Aug)".

BACKGROUND

The bylaw enforcement statistics for the second period of 2025 (May-Aug) are attached to this memorandum as Appendix "A"; the highlights of these statistics are as follows:

- A total of 197 complaints were received from May to August of 2025, which is significantly more than the second period of 2024 (115 complaints);
- The most common complaints were related to unsightly properties/overgrown vegetation, vegetation overhanging on to sidewalks, and excessive noise (combined 78.2% of complaints);
- Of the 197 complaints, 94 (75.1%) were resolved through voluntary compliance or were already compliant upon investigation;
- Of the 197 complaints, 150 (76.1%) were identified by the Bylaw Enforcement Officer or Staff;
- The following enforcement measures were undertaken:
 - 43 Orders to Comply issued (27 to vacant lots in an undeveloped subdivision);
 - 31 Bylaw Notices issued (15 issued to the owner and occupant of a single property)
 - 26 Warnings issued;
 - 9 Nuisance Abatement Charges issued.

Respectfully Submitted,



Kurt Inglis
Manager of Planning, Community Safety and Bylaw Compliance

APPENDIX "A" - BYLAW COMPLAINT STATISTICS FOR SECOND PERIOD OF 2025 (MAY-AUG)

BREAKDOWN OF COMPLAINTS		
Category	No. of Complaints	Percentage of Complaints
Property	151	76.6%
Dogs	20	10.2%
Nuisance	16	8.1%
Parking/traffic	8	4.1%
Public spaces	2	1.0%
TOTAL	197	
Identified By	Bylaw Enforcement / Staff	Public
	150 (76.1%)	47 (23.9%)

PROPERTY COMPLAINTS		
Type	No. of Complaints	Percentage of Property Complaints
Unsightly property/overgrown vegetation	113	74.8%
Vegetation overhanging on to sidewalk	25	16.6%
Vegetation overhanging on to roadway	7	4.6%
Derelict vehicle	2	1.3%
Sprinkling outside of permitted days/times	2	1.3%
Failure to remove wildlife attractant	1	0.7%
Garbage overflowing from container	1	0.7%
TOTAL	151	

DOG COMPLAINTS		
Type	No. of Complaints	Percentage of Dog Complaints
Dog at large	10	50%
Excessive barking	6	30%
Dog on dog attack	2	10%
Dog approaching in menacing fashion	1	5%
Failure to remove feces from public space	1	5%
TOTAL	20	
Complaints Per Jurisdiction	Enderby	Area 'F'
	11 (55%)	9 (45%)

NUISANCE COMPLAINTS		
Type	No. of Complaints	Percentage of Nuisance Complaints
Excessive noise	16	100%
TOTAL	16	

PARKING/TRAFFIC COMPLAINTS		
Type	No. of Complaints	Percentage of Parking/Traffic Complaints
Unlawful parking	5	62.5%
Detached trailer on roadway	2	25%
Signage obstructing traffic	1	12.5%
TOTAL	8	

PUBLIC SPACES COMPLAINTS		
Type	No. of Complaints	Percentage of Public Spaces Complaints
Taking abode in a public space	1	50%
Plantings on public property	1	50%
TOTAL	2	

AGENDA

THE CORPORATION OF THE CITY OF ENDERBY

MEMO

To: Tate Bengtson, Chief Administrative Officer
From: Kurt Inglis, Manager of Planning, Community Safety and Bylaw Compliance
Date: September 10, 2025
Subject: Update on Request for Installation of Crosswalk at the Intersection of Brickyard Road and Pleasant Avenue

RECOMMENDATION

THAT Council defers the consideration of the installation of a crosswalk at the intersection of Brickyard Road and Pleasant Avenue until Brickyard Road is due for renewal;

AND THAT Council directs Staff to install 'School Area' signs near the intersection of Brickyard Road and Pleasant Avenue.

ALTERNATE RECOMMENDATION A

THAT Council directs Staff to install a crosswalk at the intersection of Brickyard Road and Pleasant Avenue, limited to a painted crosswalk with advance signage, subject to the City receiving a sealed report from a traffic engineer confirming that the installation of a crosswalk at this location would be safe.

ALTERNATE RECOMMENDATION B

THAT subject to the City receiving a sealed report from a traffic engineer confirming that the installation of a crosswalk at this location would be safe, Council directs Staff to engage with a traffic engineer to design a comprehensive crosswalk solution at the intersection of Brickyard Road and Pleasant Avenue which would include the necessary broader improvements to the Brickyard Road corridor needed to reduce vehicle speeds and improve pedestrian safety;

AND THAT Council directs Staff to report back with the proposed design and estimated construction costs for Council's consideration.

BACKGROUND

At its regular meeting on June 2, 2025, Council received a delegation consisting of two AL Fortune Secondary School students. The students outlined a primary travel route used by their peers to and from the school, which involves traveling along Pete Street, Kildonan Drive, and Pleasant Avenue. At the intersection of Pleasant Avenue and Brickyard Road, students cross Brickyard Road to reach either the Rail Trail or a nearby eatery. Noting the absence of a crosswalk at this intersection, the students requested that the City consider installing a crosswalk to enhance safety.

Brickyard Road is identified in the City's Official Community Plan as a Municipal Minor Collector Road and is a key collector corridor for the northeast sector. Brickyard Road does not have sidewalks but the Rail Trail is located directly to the west. The road corridor is wide, flat, and straight, which can result in higher vehicle speeds despite the 50 km/hr speed limit. This portion of Brickyard Road is approaching end of life and is due for renewal in the medium term.

Crosswalks tend to create a false sense of security, leading pedestrians to assume drivers will stop. Moreover, crosswalks that are not placed at intersections requiring a full stop by drivers have a higher rate of vehicle-pedestrian conflict due to misperceptions and assumed rights-of-way. Given that the Brickyard Road corridor is wide, flat, and straight, and tends to see vehicles with higher speeds, drivers are less likely to anticipate a crosswalk. The combination of a false sense of security for pedestrians, road geometry that tends to give drivers a sense of overconfidence in safe travelling speeds, and a location that does not prompt drivers to expect crosswalks, could make a new crosswalk at this location *less safe* than the current situation; currently, pedestrians are more likely to check for hazards before crossing, whereas a crosswalk tends to reduce caution and could increase the potential for vehicle-pedestrian conflicts.

At its Regular Meeting of June 16, 2025, Council directed Staff to engage with the Road Safety Engineer Consultant associated with the Vision Zero Grant Program in order to discuss the viability of installing a crosswalk at the intersection Brickyard Road and Pleasant Avenue and explore alternative traffic management strategies that may be more appropriate for that particular intersection. Staff have engaged with the Road Safety Engineer Consultant associated with the Vision Zero Grant Program and they provided the following feedback with respect to the installation of a crosswalk at the subject intersection:

- Brickyard Road's straight orientation and significant width has created an environment where vehicles feel safer driving at higher speeds;
- The highest priority item for improving pedestrian safety along Brickyard Road would be to slow vehicle speeds;
- The installation of a pedestrian crosswalk would help to reduce vehicle speeds in and of itself but would be most effective when accompanied by other measures such as narrowing the travelled portions of Brickyard Road by adding fog lines on both sides of the road and installing bollards to better define the intersection and highlight the presence of pedestrians intending to cross.

With respect to Staff's engagement with the Road Safety Engineer Consultant, it is important to note that the consultant did not conduct an in-depth analysis of the intersection, and the comments offered were preliminary and general in nature. The engineer emphasized that should the City proceed with the crosswalk installation, it would be necessary to engage a professional engineer to conduct a detailed analysis to ensure safety and regulatory standards are achieved without creating new risks for pedestrians.

Staff have identified three potential options for Council's consideration, which are outlined in the table below:

<p align="center">OPTION A DEFER UNTIL BRICKYARD ROAD IS DUE FOR RENEWAL</p>	<p align="center">PROS</p>	<p align="center">CONS</p>
<p>Defer consideration of the installation of a crosswalk at the intersection of Brickyard Road and Pleasant Avenue until Brickyard Road is due for renewal.</p> <p>Install 'School Area' signs near intersection to warn motorists that they are in the vicinity of a school and children may be walking along or crossing the roadway.</p>	<ul style="list-style-type: none"> • Avoids investing in improvements that may need to be thrown away when Brickyard Road is renewed • Allows for integrated planning that incorporates traffic calming and pedestrian safety features during the design stage when Brickyard Road is due for renewal • Avoids expenditures on engineering analysis in the short-term (i.e. traffic engineer to confirm crosswalk is safe at this location), with these costs to be integrated into the broader engineering costs at the time of Brickyard Road's renewal • Signage allows for enhanced motorist education and promotes speed reduction 	<ul style="list-style-type: none"> • Does not allow for broader traffic calming or pedestrian safety improvements to the Brickyard Road corridor in the short term
<p align="center">OPTION B INSTALL LIMITED CROSSWALK</p>	<p align="center">PROS</p>	<p align="center">CONS</p>
<p>Install a crosswalk at the intersection of Brickyard Road and Pleasant Avenue, limited to a painted crosswalk with advance signage, subject to the City receiving a sealed report from a traffic engineer confirming that the installation of a crosswalk at this location would be safe.</p>	<ul style="list-style-type: none"> • Provides a short-term solution to reducing vehicle speeds and improving pedestrian safety, until such time as Brickyard Road is renewed and broader measures can be implemented • Limits the capital expenditure and avoids a situation where significant infrastructure is required to be thrown away when Brickyard Road is renewed 	<ul style="list-style-type: none"> • The installation of a crosswalk without the broader changes to the Brickyard Road corridor (example: narrowing road, installing bollards) will have more limited impacts on reducing vehicles speeds and may decrease pedestrian safety • Although the capital expenditure will be more limited, it will still result in costs being expended on improvements that will need to be removed in the medium term • Requires costs on engineering analysis in the both the short-term (i.e. confirming safety of crosswalk) and long-term (i.e. considering traffic calming and pedestrian safety during design stage of Brickyard Road renewal), which is a duplication of costs

<p align="center">OPTION C DESIGN COMPREHENSIVE CROSSWALK SOLUTION</p>	<p align="center">PROS</p>	<p align="center">CONS</p>
<p>Subject to the City receiving a sealed report from a traffic engineer confirming that the installation of a crosswalk at this location would be safe, engage with a traffic engineer to design a comprehensive crosswalk solution at the intersection of Brickyard Road and Pleasant Avenue which would include the necessary broader improvements to the Brickyard Road corridor needed to reduce vehicle speeds and improve pedestrian safety.</p> <p>Staff to report back to Council with the proposed design and estimated construction costs for Council's consideration.</p>	<ul style="list-style-type: none"> • Would enable a robust, short-term solution to reduce vehicle speeds and improve pedestrian safety, which is not dependent on broader improvements to the Brickyard Road corridor as part of a future renewal of the road 	<ul style="list-style-type: none"> • Should Council choose to proceed with the proposed crosswalk design, it will require a significant financial investment in broader improvements that will likely need to be removed in the medium term • Requires costs on engineering analysis in the both the short-term (i.e. confirming safety of crosswalk, broader road improvements) and long-term (i.e. considering traffic calming and pedestrian safety during design stage of Brickyard Road renewal), which is a duplication of costs

Staff are recommending that Council supports Option A described above. The installation of 'School Area' signs will provide an improvement to pedestrian safety without increasing the risk of a pedestrian-vehicle conflict, while deferring the consideration of the installation of a crosswalk until Brickyard Road is renewed will avoid a situation where the City makes a significant investment in robust improvements that may need to be thrown away when Brickyard Road is renewed. Under this option, an integrated planning process could be undertaken whereby broader traffic calming and pedestrian safety features could be considered holistically during the design stage for Brickyard Road. Furthermore, this option provides flexibility and allows the City to explore other traffic calming and pedestrian safety options that are unavailable as short-term measures within the existing Brickyard Road corridor.

Alternatively, Council may elect to endorse either Option B or Option C described above, which entail the installation of a crosswalk at the intersection of Brickyard Road and Pleasant Avenue—either at a limited or full scale. Given Staff's concerns that a crosswalk may provide a false sense of security for pedestrians and have limited impacts on reducing vehicle speeds, it is recommended that any installation of a crosswalk at this intersection be subject to the City receiving a sealed report from a traffic engineer confirming that the installation of a crosswalk at this location would be safe.

Respectfully Submitted,



Kurt Inglis
 Manager of Planning, Community Safety and Bylaw Compliance