

LOCATION

Subject Property

21

22

15

16

LOCATION

21

Tp.29 Rge.23

NEP65102

Plan 5152

Part Rem.
CPR RESERVE

Plan 11465
Rem. 1

Rem.
A

Plan
EPP8538

Plan
NEP72162

Plan
NEP23756

NEP89097

Plan 11465
2

BIG BEND HIGHWAY

Rem. SW 1/4

Subject Property

Plan 11465
Rem. 1

Lot 2

Plan 18336

Pct A
15387

Rem. Lot 1

Plan 11442

NEP84454
1

Blk. D

Plan R-42

A

4229

1

NEP87959

DeJORDIE ROAD

Rem. Blk. B

Plan 1717

Plan R297

Plan

B

Lot 3

Plan 11465

Blk. C

Plan 1717

Plan 1717

EPP8750

EPP8749

NEP88486

ORTHOPHOTO



ORTHOPHOTO

To: 29 Pg: 23

Tp.29 Rge.23

NEP65102

Part Rent
CPR RESERVE

NEP23756

Plan 1465

SEP 7 21 62

100

Lot 2

Plan 136

Plan 1442

Plan 11465

Plan R-42

4229

Plan R297

NEP8735

NEP85486

EPP8750

EPP8749

2998749

Plan 1717

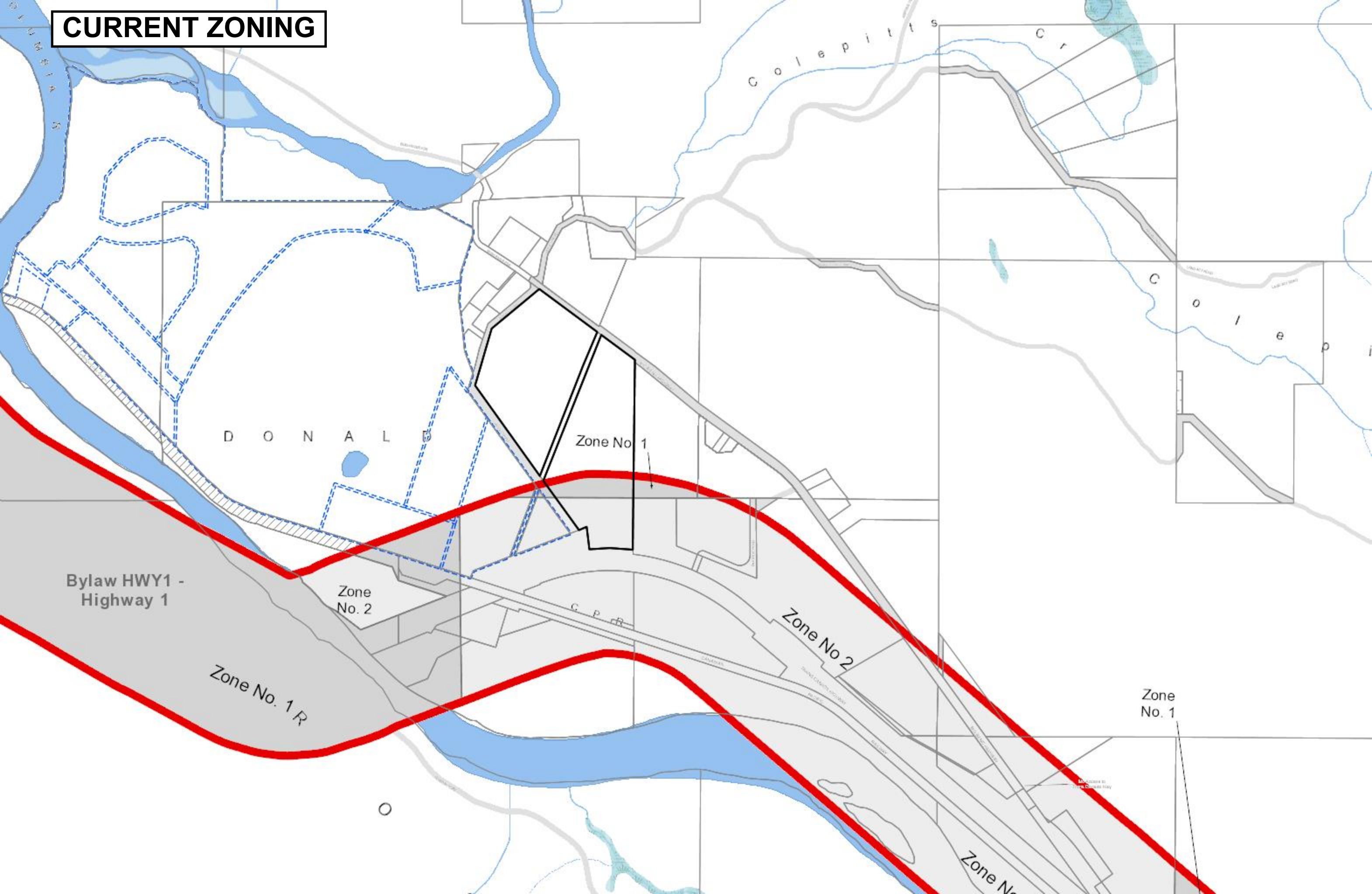
Plan 1717

Room 648 B

Plan 1717

P/N 11-452

CURRENT ZONING



PROPOSED REZONING

22

Tp.29 Rge.23

21

Tp.29 Rge.23

NEP65102

Part Rem.
CPR RESERVE

Plan 11465
Rem. 1

Plan EPP8538

Plan NEP72162

Plan NEP86987

Plan S152

Plan 11465
2

Plan NEP23756

ROAD (Plan 18358)

Plan 18358

Rem. SW 1/4

To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 3

To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 1

To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 2

Zone No. 1

From: Zone No. 1
To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 2

From: Zone No. 1
To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 1

Zone
No. 2

Plan 11465
Rem. 1

Rem. Lot 1

Plan 11442

2
16194 1

NEP84454

EPP 65879

Rem. C

Plan 1717

Plan 1717

Plan 1717

Plan 1717

EPP8750

EPP8749

Pct. A
137874-I

Plan R297

NEP88486

CANADIAN

Zone No. 2

TRANS CANADA HIGHWAY
PACIFIC

RAILWAY

16

Tp.29 Rge.23

From: Zone No. 2
To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 2

From: Zone No. 2
To: Zone No. 9
CD2A - Comprehensive Development 2 Zone
Development Area 1

15

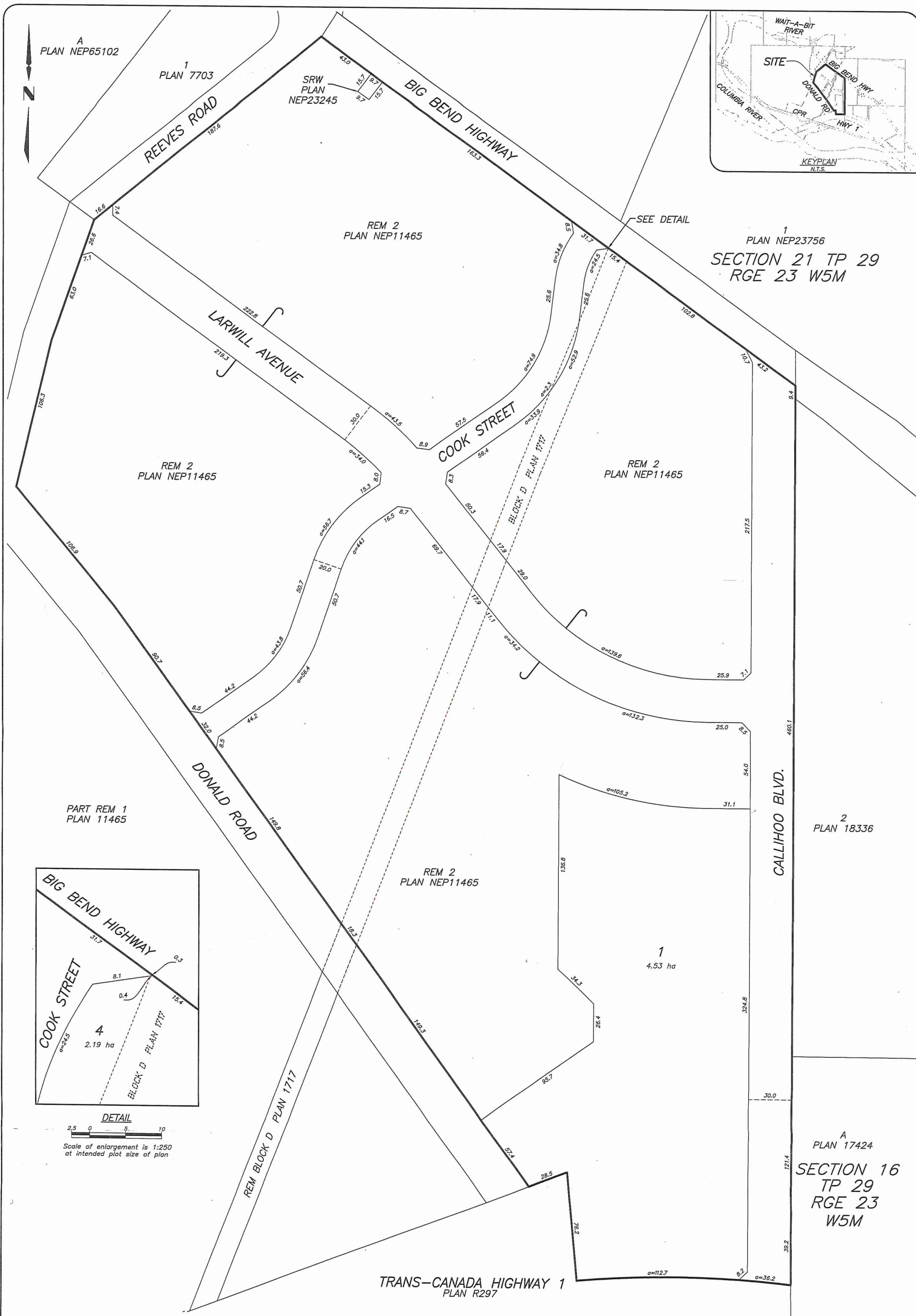
Tp.29 Rge.23

Rem.
Closed Road
Plan NEP884

Plan R314

Zone No. 1

PROPOSED SUBDIVISION PLAN



Donald Development Corporation

PROPOSED SUBDIVISION PLAN OF PART OF LOT 2, PLAN NEP11565
AND PART OF BLOCK D, SECTION 21, TOWNSHIP 28, RANGE 23,
W5M, KOOTENAY DISTRICT

* All lot areas and dimensions are preliminary and subject to change upon final approvals from the owner/developer and applicable government agencies.

The intended plot size of this plan is 560mm in width by 864mm in height (D size) when plotted at a scale of 1:1250.

All distances are in metres and decimals thereof.

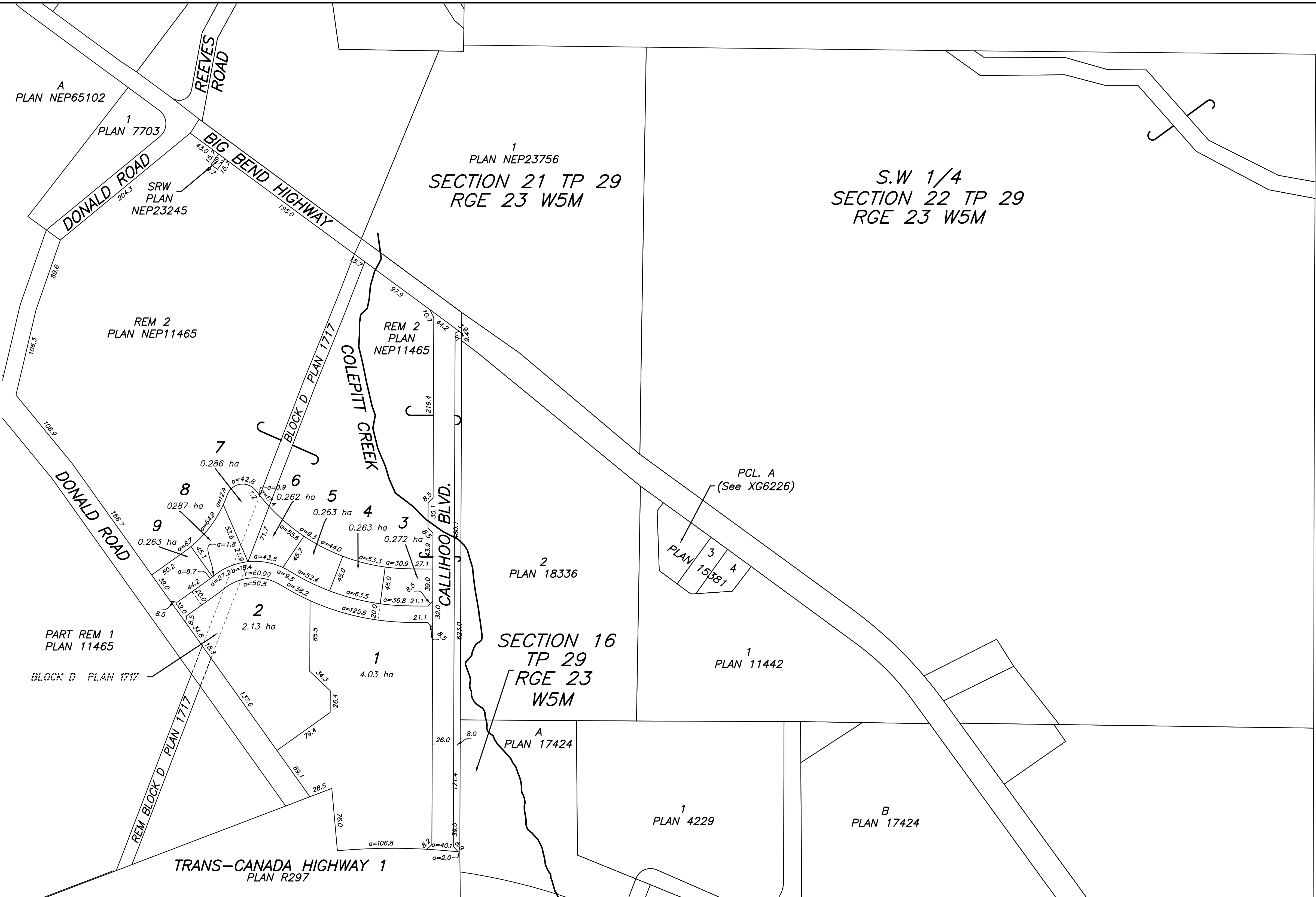
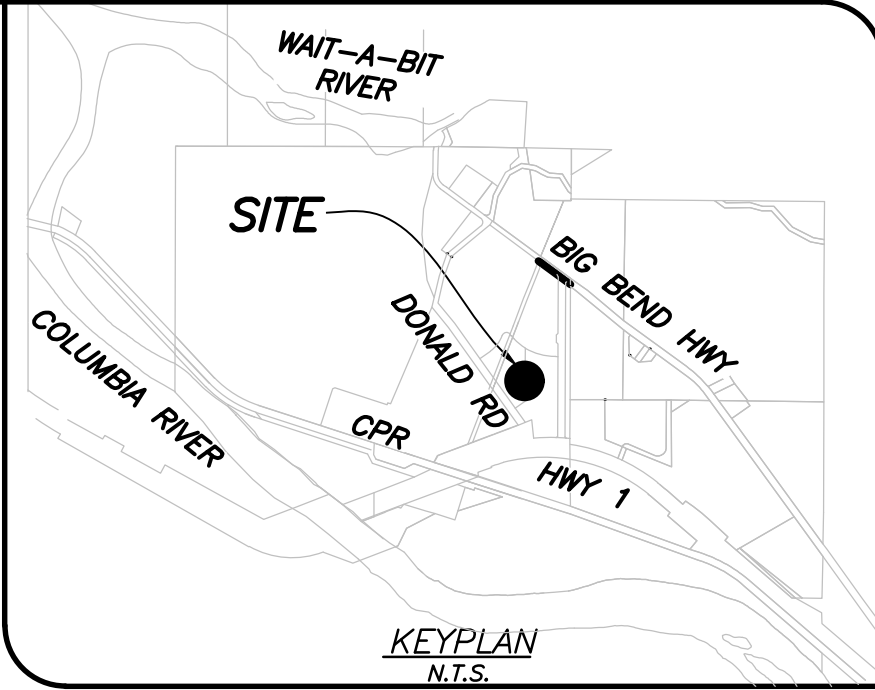
Proposed Subdivision Plan

Febraury 15, 2017



File: 161-DONALD_MS6

PROPOSED REVISED SUBDIVISION PLAN



Donald Development Corporation

**PROPOSED SUBDIVISION PLAN OF PART OF LOT 2, PLAN NEP11565
AND PART OF BLOCK D, SECTION 21, TOWNSHIP 28, RANGE 23,
W5M, KOOTENAY DISTRICT**

Proposed Development Plan

July 24, 2017



The intended plot size of this plan is 864mm in width by 560mm in height (D size) when plotted at a scale of 1:2500.

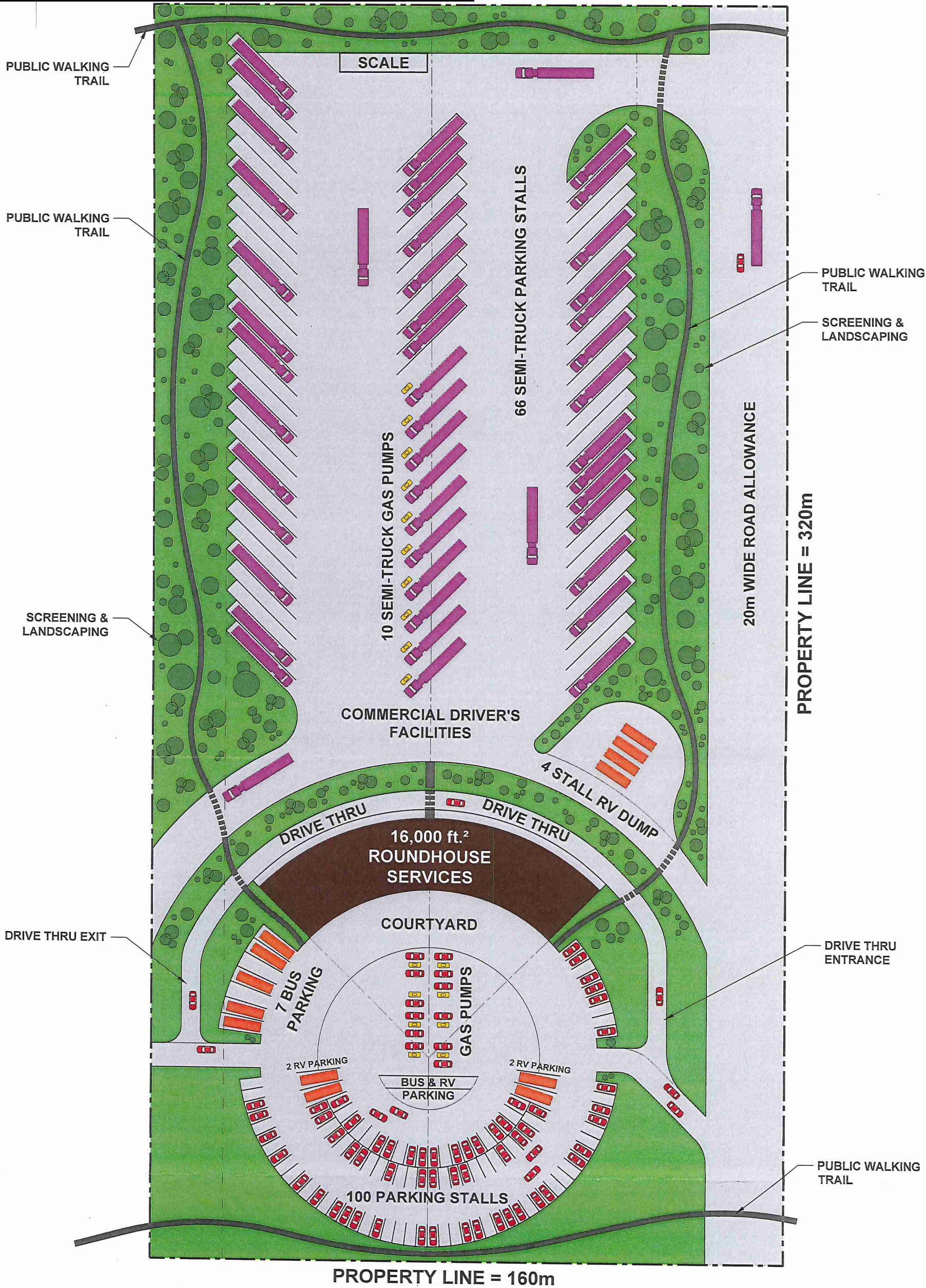
All distances are in metres and decimals thereof.

* All lot areas and dimensions are preliminary and subject to change upon final approvals from the owner/developer and applicable government agencies.

File: 161-DONALD_MS8_GRND

(\\engineering\Projects-Municipal\161 - WSP Project Numbers\Donald\161-Donald ms8 GRND.dwg [PS1]B, July 24, 2017 - 3:28pm) Beniba

PROPOSED SITE PLAN - DA1



truck stop conceptual site plan

not to scale

STANDARD PARKING
66 semi-trucks
100 light vehicles

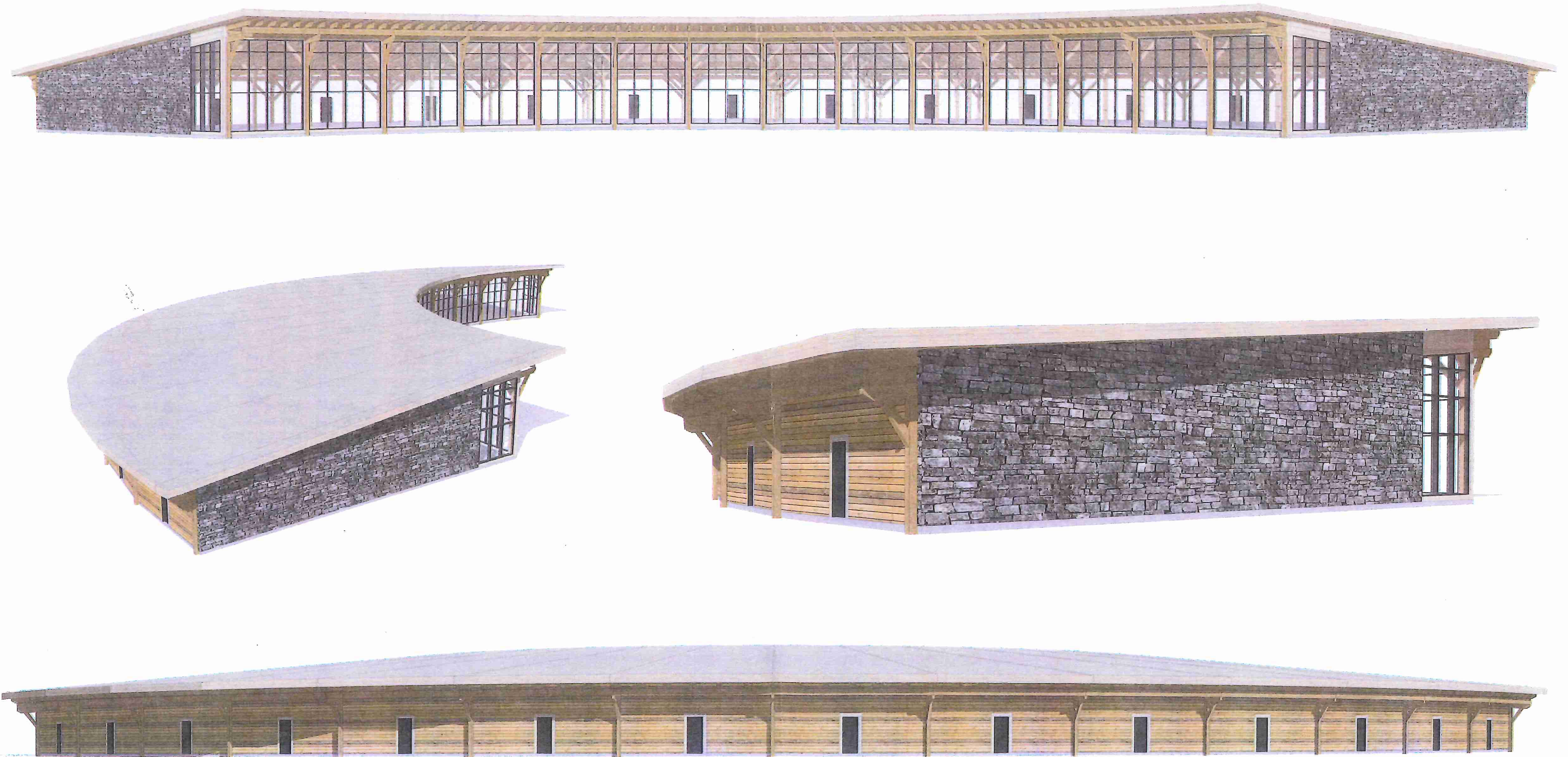
donald development corporation

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PROPOSED TRAVEL CENTRE BUILDING

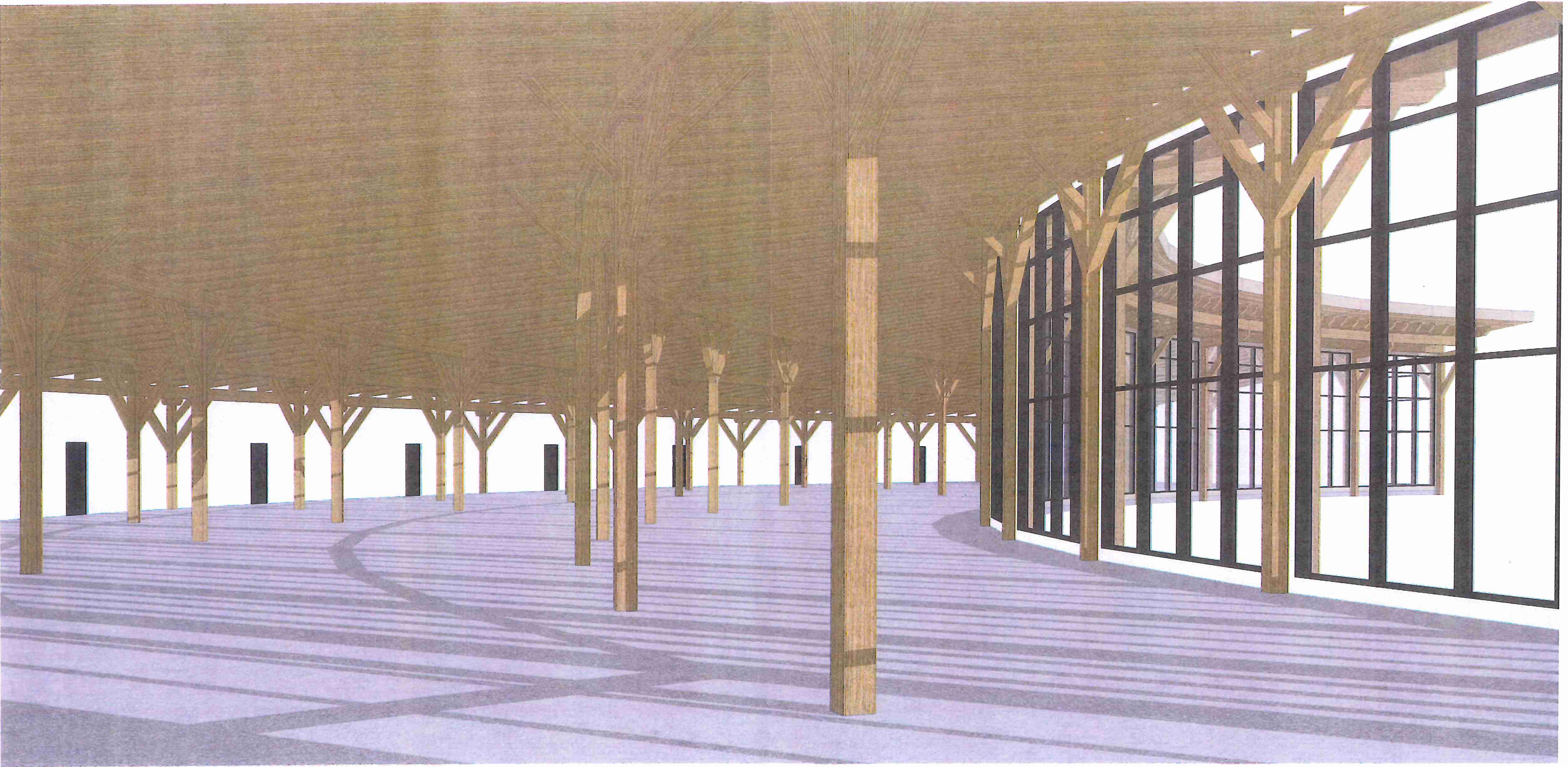


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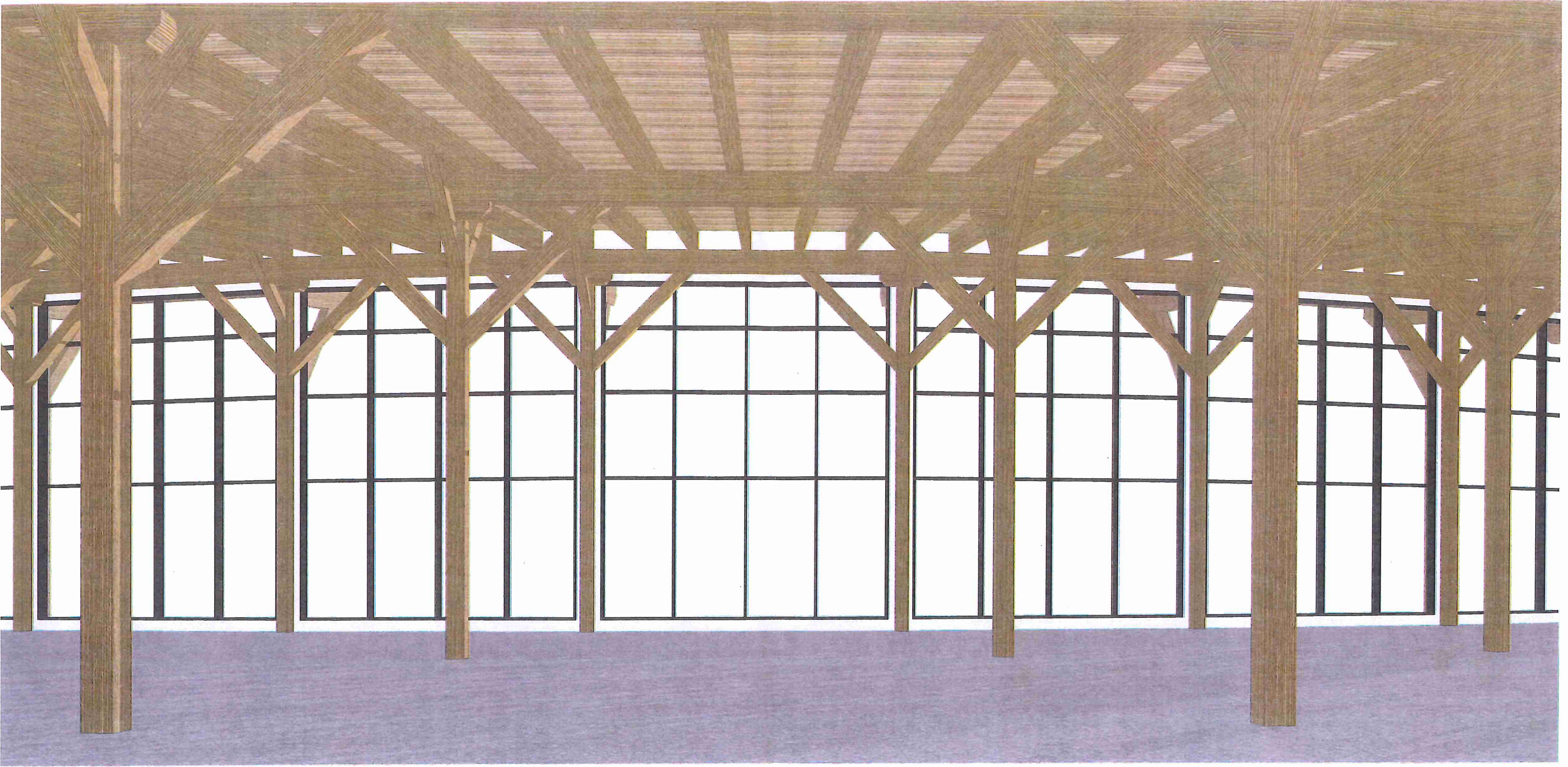


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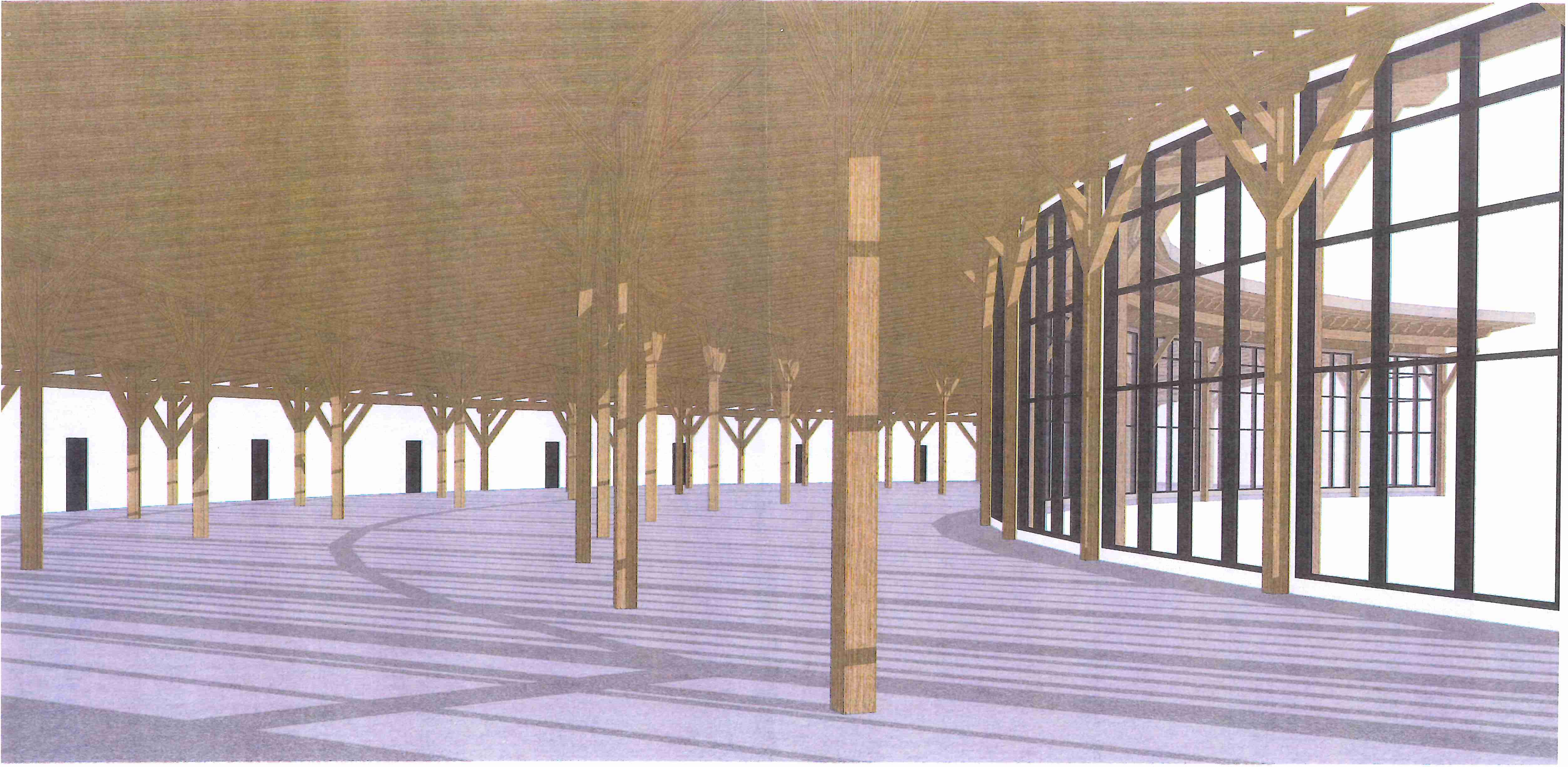


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PROJECT OVERVIEW

The proposed project includes the creation of the parent parcel for the development of a truck stop, fueling station, food courts and highway commercial parking for emergency events. The proposed Lot 1 of the subdivision plan will be developed to include the following, as approximated by the developer at this time:

1. A 30,400 square foot building footprint with a maximum height of 40 feet;
2. The commercial building will likely be stratified to include the following uses:
 - a. Approximately 10 restaurants forming a food court,
 - b. Retail Store/outlet, and
 - c. Seating for up to 200 people.
3. Fueling station for domestic vehicles;
4. Fueling station for commercial vehicles;
5. Commercial vehicle scale;
6. Courtyard and pathways;
7. Domestic parking in the front of the building; and
8. Commercial vehicle parking in the rear of the building.

The development of this parcel will be serviced with a standalone water supply and sewage disposal system, with the intent to expand the water and sewer for future development in the area. It is likely the sewage disposal rate for the site will be greater than 5,000 gallons per day, requiring approval from the Ministry of Environment for discharge of sewage effluent.

The subject property is located within the Columbia Shuswap Regional District (CSRD), Area A. The existing zoning for the subject property is split as follows:

- a. North half of the site – no zone
- b. Southeast corner of the site is Zone 2, permitting all land uses
- c. Small band to the north of b. is Zone 1, permitting residential, farming, extraction and public utilities land uses only.

The developer met with the CSRD planning staff on February 16, 2017. The general consensus was that the truck stop land use makes sense for the location and the CSRD will develop a zone definition for proposed Lot 1, pending Board support.

Two community open houses have been conducted at the Waitabit Creek Inn on Donald Road on February 18 and March 11, 2017. The open houses were well attended by local residents. Advertisements welcoming residents to the open houses were posted in the Golden Star on February 8 and 15 and March 1, 2017. Verbal and written comments were received. The following is a list of questions received:

- 1) Will there be a strict no idling zone to ensure that the air quality is not affected?
- 2) What are the plans for water and sewer so as not to affect surrounding wells and land?
- 3) What emergency procedures will be in place in the event of spills and leaks of hazardous materials?
- 4) What steps will you take to ensure that your customers do not trespass onto bordering property?
- 5) Will you be fencing the perimeter of your property?
- 6) What emergency and evacuation procedures will be in place in the event of a fire?
- 7) What are the plans to maintain Callihoo Boulevard for dust control and snow removal as this road runs right beside my fence line?
- 8) In the plans that were delivered to the homeowners, Colepitts Creek was not indicated on the map, how will you guarantee that the creek will not be compromised?
- 9) What will you do to maintain the natural wildlife corridor?
- 10) What are the results from the geological, archaeological, environmental, hydro-logical, and soil studies?
- 11) Did WSP do a site visit and survey of the land?
- 12) Which permits have you applied for and the time frame for this project?

All of these questions will be answered overtime as the developer works through the development approval process.

In addition to the above, the neighbour to the east (north property) requested a buffer along the east property line. The owner of the neighbouring property is concerned with protecting her livelihood, in the form of farming and livestock, and requested a 180 metre green belt between the properties. Following this request, it was determined through research that most buffers of this sort range in width between 6 and 10 metres,

which seems more reasonable. As such, a 10 metre buffer is currently presented. Some tree plantings in this buffer may also be required and the buffer may also contain a walking pathway.

Colepitts Creek runs through the northeast corner of the subject parcel, before diverging east across the neighbouring lands. The truck stop is located to the south of the creek. A WSP survey crew has surveyed the creek location on the property, which is now presented on the proposed subdivision plan for reference.

The developer is consulting with the First Nations, specifically the Shuswap Indian Reserve, regarding any archaeological interest or concern.

A road network is proposed for the subject property as shown in the proposed subdivision plan. The timing of the dedication of these roads (Calihoo Blvd, Larwill Avenue and Cook Street) is to be determined. LiDAR data for the site and neighbouring lands was obtained by the developer for use related to road design and site grading.

A geotechnical engineer has recently completed test pits in the vicinity of the truck stop building. Initial reports indicate a gravel substrate. A dry well drainage system is therefore anticipated, complete with oil/gas separators.

The subject property is not within the floodplain, but some geotechnical review of the Colepitts Creek and its remnant formations must be reviewed. No other geohazards are expected for the site.

Further to discussions with MoTI staff regarding the above mentioned development, it is understood a traffic impact study will be required. Please forward your terms of reference for this study.

The developer will contact BC Hydro and communication companies regarding providing power to the site and the water and sanitary facilities.