

Pages 1 through 6 redacted for the following reasons:

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To "Trevor Ward" s.22, "Irvine, Grant M TRAN:EX" <Grant.Irvine@>
cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Rob Niewenhuizen" <rniewenhuizen@salmonarm.ca>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes" <rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand" <nhildebrand@smartcentres.com>, "Dale McTaggart" <dmctaggart@salmonarm.ca>

Subject RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [<mailto:>] s.22

Sent: Wednesday, November 17, 2010 11:25 AM

To: Irvine, Grant M TRAN:EX

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'

Subject: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [<mailto:Grant.Irvine@gov.bc.ca>]

Sent: November-17-10 10:33 AM

To: Trevor Ward

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand

Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [<mailto:> s.22]

Sent: Wednesday, November 17, 2010 8:08 AM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLTL Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and “Left Turn Prohibited” signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward [<mailto:> s.22]

Sent: November-16-10 9:4

To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'

Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paiement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this

improvement anticipated fisheries problems because of the ditches – we will see what can be done.

2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.

3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!

4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).

5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point - is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLTl is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTl satisfactorily.

7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.

8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTl.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [<mailto:Shawn.Grant@gov.bc.ca>]

Sent: November-16-10 2:52 PM

To: Corey Paiement; Rob Niewenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
 - raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX

Sent: Wednesday, November 10, 2010 10:02 AM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX

Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are the proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [<mailto:ALee@smartcentres.com>]

Sent: Tuesday, November 9, 2010 9:53 AM

To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX

Cc: nhildebrand@smartcentres.com

Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward" <[s.22](#)>

11/08/2010 06:10 PM

To <ALee@smartcentres.com>
cc "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject Salmon Arm TCH 2WLTL Concept Sketch

Alan:

As requested, I have “sketched” up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance ‘A’ in the Ministry’s Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked ‘W’ on the protected ‘T’ is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree ‘U’ turn from the TCH eastbound into the Frontage Road westbound.

s.22 provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at if he has any questions.

Trevor Ward

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----- Forwarded by Alan Lee/SmartCentres on 10/08/2010 09:43 AM -----

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To <ALee@smartcentres.com>, "Corey Palement" <cpalement@salmonarm.ca>

cc

10/07/2010 11:57 AM

Subject RE: MoT file 2010-02532 (SmartCentres)

Hi Alan & Corey,

I just spoke with Shawn and she assures me this is at the top of her list and she's working on her response. Once I receive her comments I will send out our response letter.

Thank you for being patient.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]

Sent: Monday, October 4, 2010 2:08 PM

To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Subject: RE: MoT file 2010-02532 (SmartCentres)

Tara,

Per my phone message, we still haven't received a response.
Can you please let me know whether we will get a response in
the next few days? This is now 6+ weeks since the submission of
the technical memo and is taking too long.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/28/2010 01:03 PM

To <ALee@smartcentres.com>

cc

Subject RE: MoT file 2010-02532 (SmartCentres)

Hi Alan,

It's likely I'll send our response by the end of this week.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, September 28, 2010 10:39 AM
To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Subject: Re: MoT file 2010-02532 (SmartCentres)

Tara,

Further to my voicemail, I am inquiring as to the status of a response to Ward's Technical Memo. As indicated, we are anxious to get the MOT response so that we can move forward with design to complete the servicing agreement and 4th reading and move forward to construction.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/17/2010 02:59 PM

To <ALee@smartcentres.com>
cc "Corey Paiement" <cpiement@salmonarm.ca>
Subject MoT file 2010-02532 (SmartCentres)

Hi Alan,

Thank you for your email below.

The MoT/City meeting went well. MoT will be providing a condition letter and our response to the Tech Memo dated Aug 24. I can't provide a date as to when this will be completed but I will send our response to the City as soon as our review is completed.

If you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, September 17, 2010 11:53 AM
To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX
Cc: s.22 Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: SmartCentres at Salmon Arm

Hi Tara,

Further to my phone message today, I am following up to see how your meeting with the City went on Sep 15 and when we can expect to see a set of final comments to EBA/Ward Consulting's response to Shawn so that we can move forward with design. As indicated to you previously, given the long land use process, we are eager to get going to complete the design required as a part of the Servicing Agreement for 4th and final reading of our zoning bylaw. Our aim is to having MOT comments by mid Sep, design complete and approved by MOT by mid Oct, and 4th reading by end of Oct so that we can start construction and our investment into the community.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 09/17/2010 11:47 AM -----

"Grant, Shawn D TRAN:EX"
<Shawn.Grant@gov.bc.ca>

09/07/2010 10:46 AM

To s.22 Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc <ALee@smartcentres.com>, <mmerlo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX"
<Norm.Parkes@gov.bc.ca>
Subject Re: SmartCentres at Salmon Arm

Hi Trevor,
Got your messages. Part of our meeting with the City is to discuss any outstanding issues. I haven't looked at your memo in detail yet but I will fairly soon.

Shawn Grant

----- Original Message -----

From: s.22
To: Grant, Shawn D TRAN:EX
Cc: Alan Lee (19) <ALee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>
Sent: Tue Sep 07 10:39:42 2010
Subject: SmartCentres at Salmon Arm

Shawn:

I left messages on both your office and cell phones so this is just a follow-up to make sure you receive my message.

I understand from Tara via Alan that there is a meeting between the City and Ministry on September 15. Hopefully our August memo addressed all of the Ministry's concerns. If there are any issues that need to be clarified or discussed or additional work done on before you meet with the City, please contact either Mark or myself ASAP so we can provide the necessary response. If considered appropriate, we are very happy to come to a face-to-face meeting if that helps resolve any issues.

Please note

s.22

s.22 so we would like to resolve everything through phone calls, meetings, or however before I leave.

Thanks. Please respond via either email or phone call to s.22 to confirm you received this message and let me know the status of your deliberations.

Trevor Ward

Sent from my BlackBerry device on the Rogers Wireless Network

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Tekano, Murray M TRAN:EX

From: Grant, Shawn D TRAN:EX
Sent: Thursday, July 15, 2010 10:30 AM
To: 'ALee@smartcentres.com'; Turner, Dave TRAN:EX
Cc: 'nhildebrand@smartcentres.com'; Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; Knight, Tara TRAN:EX; Irvine, Grant M TRAN:EX; Shaw, Don TRAN:EX; 'Corey Paiement'; 'Rob Niewenhuizen'
Subject: RE: Salmon Arm Smart Centres Comments (June 2010)
Attachments: DTM Aerial 1522 - July 12 2010.jpg; Potential WB to SB Left Turn lane on TCH east of 30th Ave.pdf; Proposed Laning for Nov 2009 TIA Technical Memo Update.pdf

Hi Alan,

Thank you for sending the sketch as it helped me understand what you were trying to achieve. I forwarded the information to others in the Ministry and have combined our comments into this single email.

The proposal of building a left turn slot to access the east end of the frontage road does not solve the concerns in my original email of identifying the route motorists would use to access the various properties impacted by your development. This left turn slot facilitates properties already connected to the existing frontage road. In addition, I would not be supportive of this left slot for the following reasons:

- The raised channelization needed to construct this proposed left turn slots eliminates the option for temporarily maintaining full movements for those accesses not connected to the frontage road
- Presents staging problems when/if the mid-block left turn is required to the east access of your Development
- There are too many conflict points at this access to further enhance this intersection i.e. potentially too many turning conflicts within close proximity

I would suggest that since we are getting to some of the details necessary to move forward with a design that maybe we (the City, MoT, Developer) meet to review the following:

- Finalize the details of the option moving forward into functional design – identify what has been agreed to and identify outstanding issues/concerns
- Review design criteria
- Discuss timelines
- Discuss next steps (or other “development approval” stuff that I am unaware of) that are required to keep this development moving forward

On large developments like this (actually all developments) I find that even though it seems cumbersome, having a single contact point helps to keep everyone informed. So for future communications with the Ministry, please contact the following:

Dave Turner
Deputy Approving Officer
Phone: 250-503-3606
Email: Dave.Turner@gov.bc.ca

Thanks

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region

231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, July 12, 2010 5:22 PM
To: Grant, Shawn D TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Re: Salmon Arm Smart Centres Comments (June 2010)

Shawn,

As discussed today, we have been looking at options to accomodate left turns off TCH for the properties on the southside of the TCH it appears we are affecting. We have been discussing this specifically with Tarnow Homes, Alpin Motorsports, and the Boathouse who are all quite concerned that left in access be maintained from the highway as their businesses consist of predominantly larger traffic and deliveries coming from the east. They are not concerned about the left out as that can be accomodated by the existing frontage road to 30th Ave. To address this concern, one of the options we are proposing is whether an unsignalized WB to SB left turn be temporarily accomodated in the previous EB to NB left turn that we had proposed for our development. From a quick review, EBA/Ward had indicated technically this should fit.

We have attached the following for your reference:

- 1) laning from Nov 2009 TIA technical memos which showed the previous EB to NB left turn into our development
- 2) proposed hand sketch of WB to SB left turn to frontage road south of TCH
- 3) aerial showing the current frontage road south of TCH.

Can you please comment on whether MOT would consider this?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

06/25/2010 02:56 PM

To <ALee@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Rob Niewenhuizen" <rniewenhuizen@salmonarm.ca>

cc "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Tekano, Murray M TRAN:EX"

<Murray.Tekano@gov.bc.ca>, "Parkes, Norm E TRAN:EX"

<Norm.Parkes@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>

Subject Salmon Arm Smart Centres Comments (June 2010)

I have reviewed the latest submission regarding the proposed development alongside the TCH at 30th Street in

Salmon Arm (please forward my comments to anyone I may have missed). I have based this review on the following information:

- Revised TIS dated June 24, 2010
- Conceptual drawings (4 sheets) dated June 14, 2010
- Synchro files sent June 24, 2010

My comments are as follows:

General

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- The Synchro files need to be reviewed as I found a few discrepancies with them and the report i.e.
 - Maybe the scale needs to be readjusted? The distance from 30th to 10th Ave is about 700m, in Synchro, the link lengths are totalling not quite double.
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30th Street

- Pg 9 – we will not allow split phasing
- I re-ran the Synchro with no left turn phases for any of the approaches and the LOS increased dramatically for all movements except the SB left (went from D to E). However, I would recommend at this time that no phases be installed but that I implement time-of-day signal patterns (off-peak) to give more priority to the sidestreet to bring it back to at least a LOS D (or better) in 2019.
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sure what it is) and there is no quadrant island SB – the SB would be a City decision as it will impact the queuing on their streets, not the Hwy.

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- Continuity/guide lines would not be required.
- The proposed storage lengths (70m EB and 60m appear sufficient)

East Access

- This proposal has eliminated the left turn into the development. At this time, due to the access concerns along this section I am “conditionally” ok with the concept – however, let me explain. Ideally, I would want to see this left turn movement be maintained as it would decrease the EB It volumes at the access signal. However, by not putting this movement in at this time, we can delay the requirement for raised channelization along this section. This will allow some of the accesses who are not yet connected onto the frontage road to maintain full movement (note, it is not illegal to turn left across a double yellow line). I don’t think all of them could be maintained because I would like to see left turn restriction at the EB merge point – too much friction with the merging traffic and left turning traffic.
- For any access where their turning movements are disrupted, the TIS must demonstrate alternate routing
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Hwy 1

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- I am holding off on stating the specific lengths until the consultant has had a chance to review/respond to my concerns above about the model.

- However, in general, it appears that the EB approach length of 200ish meters would be sufficient to maintain the queues etc.
- But what about the access on the southside of the TCH – it will be limited to right-in/out only. Any other accesses on the west side of the intersection of concern? How will they be treated?
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10th Ave (Protected T)

- True, as stated in the TIS, the number of left turn movements out of this intersection contributed to this development may be small; however, the number of trips generated by the development that are travelling along Hwy 1 are what is increasing the delay at this intersection.
- The model was not set-up to accurately show how the protected T would work – I realize this is very difficult to do in Synchro. So I also did a separate analysis (like the consultants did) and it appears that the protected T is better than the background conditions – my results are below:

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In previous discussions with the City of Salmon Arm, I was asked to answer 3 specific questions; questions and responses are below:

Q: Is MoT going to require a frontage road?

A: No – the protected T appears to operate sufficiently and if we can keep the median open until the frontage road is built (due to rezoning or whatever) then some of the accesses can maintain full-movement in the short-term.

Q: Is the protected T acceptable at the proposed location?

A: Yes – the protected T will work at the proposed location; assuming all the works can be contained in the existing right-of-way. It could be relocated to 20th in the future.

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In general, I am in agreement with the recommended proposal but for final sign-off, some design details will need to be clarified.

Please continue to keep Tara as MoT's point of contact for this development.

Thanks

Shawn Grant, P. Eng.

Regional Traffic Engineer

Ministry of Transportation

& Infrastructure

Southern Interior Region

231-447 Columbia Street

Kamloops BC V2C 2T3

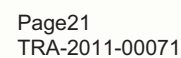
ph. (250) 828-4304

fax (250) 828-4083

Shawn.Grant@gov.bc.ca

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Not Responsive

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: October-27-10 10:46 AM
To: s.22; Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com; Tekano, Murray M TRAN:EX
Subject: Re: Salmon Arm Two-Way Left Turn Lane - URGENT

Trevor, we have your more recent emails; currently coordinating some internal discussion. Hope to have response back to you soon.
Grant

From: Trevor Ward
Sent: Wednesday, October 27, 2010 09:11 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com <ALee@smartcentres.com>; Tekano, Murray M TRAN:EX
Subject: FW: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:

Any results from your discussion over this issue. I trust you received yesterday's email with the sketch showing the two-way left turn lane effectively across the east half of the front of the SmartCentres' property and extending 10 metres or so further to the east?

Trevor

From: Trevor Ward
Sent: October-25-10 8:30 AM

To: 'Grant Irvine'; 'Grant, Shawn D TRAN:EX'

Cc: 'murray.tekano@gov.bc.ca'; 'ALee@smartcentres.com'; 'mmerlo@wardconsulting.ca'; 'Tara Knight'

Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:

Good morning.

We have been trying to conceptualize the two options we identified last Tuesday during our meeting in Salmon Arm and, in my opinion, have an issue that I need your response on. I am not sure which of you is the authority on the issue that I discuss below so am sending my thoughts to both of you. Please decide and have one of you call me on my cell at ^{s.22}

I have joined the appropriate drawings together – all taken from the drawings we were reviewing last Tuesday - and tried to mark up the issue that concerns me when trying to fit a two-way left turn lane in to this segment of the TransCanada Highway. The points are as follows:

1. The protected 'T' has been drawn with Dimension B deliberately less than that specified for an 80 km/h design speed – 100 m versus 150 m. This was done because the posted speed is not 80 at the present time and some of the vehicles that make the left turn exit out of 10 Avenue into the centre acceleration lane will wish to exit the highway into the east access of the SmartCentres' development. As drawn, they have 150 metres to make the "weave" across the uninterrupted through traffic and decelerate before turning into the access. If Dimension B is increased, this distance will decrease. I would assume that when the highway is upgraded to the desired 80 km/h speed, the protected 'T' will be replaced by the full signalized intersection and possibly moved further to the east as discussed. This weave will then no longer exist.
2. Some of the vehicles wishing to make the left turn into the properties on the south side of the highway between the two intersections at 30 Street and 10 Avenue will be arriving from the east and passing the 10 Avenue intersection in the outside through lane. Likewise, they will have to weave across the traffic entering the highway from the centre lane of the protected 'T' in order to get into the centre two-way left turn lane.
3. In deciding where the east end of this two way left turn lane should start, my thoughts are that the following allowances should be made:
 - A vehicle travelling westbound in the through lane of the protected 'T' and destined to make a left turn into one of the properties on the south side of the highway needs a minimum of 50 metres in order to "weave" across the traffic entering the highway in the centre lane of the protected 'T' before entering the two-way left turn lane;
 - This vehicle should ideally have 50 metres of taper to move its end out of the way of the through traffic;
 - This vehicle should also ideally have a further 50 metres for deceleration and storage before making the left turn lane;
 - The first driveway on the south side of the highway that should ideally be accessed from the two-way left turn lane by westbound traffic should therefore be located 150 metres west of the end of the merge point between the two lanes in the protected 'T' – based on the Dimension B used in the current drawing.
4. Based on the drawing reviewed last Tuesday – with the "substandard" Dimension B – this places the first driveway that could be safely accessed from the east just 10 metres short of the SmartCentres' east access! These lengths are shown in the drawing attached – this is based on the option with a left turn lane into the SmartCentres' east access solely because it shows a widened highway in this area.
5. I had tried to develop an alternative option where there were facing left turn lanes on the highway serving the properties on both sides of the highway immediately to the west of the Rona property as this would potentially provide access to four of the properties on the north side and the gas

property, the house, and presumably Rona on the south side. To achieve this would require that the three 50 metres lengths specified above somehow be reduced to 110 metres.

I would appreciate hearing your response to the concerns that I have discussed below ASAP. I am fine talking about it on the phone rather than wait for a written response as we are anxious to complete the drawings so as to keep to the schedule outlined at our meeting. I realize that we cut the meeting short because we ran out of time and we would have possibly looked at this issue at the meeting had we not been running out of time.

Trevor Ward

Pages 38 through 39 redacted for the following reasons:

Not Responsive

10/29/2010 04:04 PM

Hi Trevor & Alan,

Thank you for the below email.

Prior to us responding, we are going to meet with the City of Salmon Arm to discuss.

Our meeting with the City is scheduled for Wednesday Nov. 3 at 1:30pm. After our meeting I will advise you of the file status.

If you have any question, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

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----- Forwarded by Alan Lee/SmartCentres on 10/29/2010 04:15 PM -----

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To "Trevor Ward"

"Alan Lee" <ALee@smartcentres.com>

cc "Corey Palement" <cpalement@salmonarm.ca>

10/29/2010 04:04 PM

Subject City File Zon 928; MoT file 2010-02532 (Smart Centres)

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2. Some of the vehicles wishing to make the left turn into the properties on the south side of the highway between the two intersections at 30 Street and 10 Avenue will be arriving from the east and passing the 10 Avenue intersection in the outside through lane. Likewise, they will have to weave across the traffic entering the highway from the centre lane of the protected 'T' in order to get into the centre two-way left turn lane.

3. In deciding where the east end of this two way left turn lane should start, my thoughts are that the following allowances should be made:

- A vehicle travelling westbound in the through lane of the protected 'T' and destined to make a left turn into one of the properties on the south side of the highway needs a minimum of 50 metres in order to "weave" across the traffic entering the highway in the centre lane of the protected 'T' before entering the two-way left turn lane;
- This vehicle should ideally have 50 metres of taper to move its end out of the way of the through traffic;
- This vehicle should also ideally have a further 50 metres for deceleration and storage before making the left turn lane;
- The first driveway on the south side of the highway that should ideally be accessed from the two-way left turn lane by westbound traffic should therefore be located 150 metres west of the end of the merge point between the two lanes in the protected 'T' – based on the Dimension B used in the current drawing.

4. Based on the drawing reviewed last Tuesday – with the "substandard" Dimension B – this places the first driveway that could be safely accessed from the east just 10 metres short of the SmartCentres' east access! These lengths are shown in the drawing attached – this is based on the option with a left turn lane into the SmartCentres' east access solely because it shows a widened highway in this area.

5. I had tried to develop an alternative option where there were facing left turn lanes on the highway serving the properties on both sides of the highway immediately to the west of the Rona property as this would potentially provide access to four of the properties on the north side and the gas property, the house, and presumably Rona on the south side. To achieve this would require that the three 50 metres lengths specified above somehow be reduced to 110 metres.

I would appreciate hearing your response to the concerns that I have discussed below ASAP. I am fine talking about it on the phone rather than wait for a written response as we are anxious to complete the drawings so as to keep to the schedule outlined at our meeting. I realize that we cut the meeting short because we ran out of time and we would have possibly looked at this issue at the meeting had we not been running out of time.

Trevor Ward

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Pages 46 through 47 redacted for the following reasons:

Not Responsive

----- Forwarded by Alan Lee/SmartCentres on 10/29/2010 04:15 PM -----

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To "Trevor Ward" ·

s.22

"Alan Lee" <ALee@smartcentres.com>

cc "Corey Palement" <cpalement@salmonarm.ca>

10/29/2010 04:04 PM

Subject: City File Zon 928; MoT file 2010-02532 (Smart Centres)

Hi Trevor & Alan,

Thank you for the below email.

Prior to us responding, we are going to meet with the City of Salmon Arm to discuss.

Our meeting with the City is scheduled for Wednesday Nov. 3 at 1:30pm. After our meeting I will advise you of the file status.

If you have any question, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Trevor Ward [mailto:

s.22

Sent: Monday, October 25, 2010 8:30 AM

To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX

Cc: Tekano, Murray M TRAN:EX; ALee@smartcentres.com; mmerlo@wardconsulting.ca; Knight, Tara TRAN:EX

Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:

Good morning.

We have been trying to conceptualize the two options we identified last Tuesday during our meeting in Salmon Arm and, in my opinion, have an issue that I need your response on. I am not sure which of you is the authority on the issue that I discuss below so am sending my thoughts to both of you. Please decide and have one of you call me on my cell at

s.22

I have joined the appropriate drawings together – all taken from the drawings we were reviewing last Tuesday - and tried to mark up the issue that concerns me when trying to fit a two-way left turn lane in to this segment of the TransCanada Highway. The points are as follows:

1. The protected 'T' has been drawn with Dimension B deliberately less than that specified for an 80 km/h design speed – 100 m versus 150 m. This was done because the posted speed is not 80 at the present time and some of the vehicles that make the left turn exit out of 10 Avenue into the centre acceleration lane will wish to exit the highway into the east access of the SmartCentres' development. As drawn, they have 150 metres to make the "weave" across the uninterrupted through traffic and decelerate before turning into the access. If Dimension B is increased, this distance will decrease. I would assume that when the highway is upgraded to the desired 80 km/h speed, the protected 'T' will be replaced by the full signalized intersection and possibly moved further to the east as discussed. This weave will then no longer exist.

2. Some of the vehicles wishing to make the left turn into the properties on the south side of the highway between the two intersections at 30 Street and 10 Avenue will be arriving from the east and passing the 10 Avenue intersection in the outside through lane. Likewise, they will have to weave across the traffic entering the highway from the centre lane of the protected 'T' in order to get into the centre two-way left turn lane.

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- A vehicle travelling westbound in the through lane of the protected 'T' and destined to make a left turn into one of the properties on the south side of the highway needs a minimum of 50 metres in order to "weave" across the traffic entering the highway in the centre lane of the protected 'T' before entering the two-way left turn lane;
- This vehicle should ideally have 50 metres of taper to move its end out of the way of the through traffic;
- This vehicle should also ideally have a further 50 metres for deceleration and storage before making the left turn lane;
- The first driveway on the south side of the highway that should ideally be accessed from the two-way left turn lane by westbound traffic should therefore be located 150 metres west of the end of the merge point between the two lanes in the protected 'T' – based on the Dimension B used in the current drawing.

4. Based on the drawing reviewed last Tuesday – with the "substandard" Dimension B – this places the first driveway that could be safely accessed from the east just 10 metres short of the SmartCentres' east access! These lengths are shown in the drawing attached – this is based on the option with a left turn lane into the SmartCentres' east access solely because it shows a widened highway in this area.

5. I had tried to develop an alternative option where there were facing left turn lanes on the highway serving the properties on both sides of the highway immediately to the west of the Rona property as this would potentially provide access to four of the properties on the north side and the gas property, the house, and presumably Rona on the south side. To achieve this would require that the three 50 metres lengths specified above somehow be reduced to 110 metres.

I would appreciate hearing your response to the concerns that I have discussed below ASAP. I am fine talking about it on the phone rather than wait for a written response as we are anxious to complete the drawings so as to keep to the schedule outlined at our meeting. I realize that we cut the meeting short because we ran out of time and we would have possibly looked at this issue at the meeting had we not been running out of time.

Trevor Ward

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Page 50 redacted for the following reason:

Not Responsive

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward" <

s.22

Irvin, Grant M TRAN:EX

<Grant.Irvin@gov.bc.ca>

cc: "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M

TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX"

<Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>.

"Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN:EX"

<Tara.Knight@gov.bc.ca>, "ALee@smartcentres.com", "Ryan Stokes"

<rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand"

<nghildebrand@smartcentres.com>, "Dale McTaggart"

<maitto.dmcgart@salmonarm.ca>

Subject: RE: Salmon Arm TCH ZWTL Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward s.22
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH 2WLTL Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'x' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

From: Trevor Ward | s.22 }

Sent: Wednesday, November 17, 2010 8:08 AM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey

Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH ZWLT Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward | s.22

Sent: November-16-10 9:44 PM

To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'

Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey

Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH ZWLT Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan

3992).

5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the ZWLTL is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the ZWLTL satisfactorily.

7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.

8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the ZWLTL.

As mentioned, we have prepared a design for the protected "T" that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]

Sent: November-16-10 2:52 PM

To: Corey Palement; Rob Niewenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner,

Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH ZWLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,

- close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's).
- raised median in the hatched area from point 'Z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano
District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee@SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward" s.22

11/09/2010 06:10 PM

To: «ALee@smartcentres.com»
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave –

7

90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at s.22 if he has any questions.

Trevor Ward

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Pages 58 through 59 redacted for the following reasons:

Not Responsive



"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To "Trevor Ward"

s.22

; "Irvine, Grant M TRAN:EX"

<Grant.Irvine@gov.bc.ca>

cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M

TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX"

<Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <mieuwenhuizen@salmonarm.ca>

"Corey Paiement" <cpaiement@salmonarm.ca>, "Knight, Tara TRAN:EX"

<Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes"

<rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand"

<nhildebrand@smartcentres.com>, "Dale McTaggart"

<mailto:dmctaggart@salmonarm.ca>

Subject RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:s.22]

Sent: Wednesday, November 17, 2010 11:25 AM

To: Irvine, Grant M TRAN:EX

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Nieuwenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'

Subject: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

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From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

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Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
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Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paiement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
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Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward
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Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

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We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3029

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks,

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM —

"Trevor Ward" s.22

11/08/2010 08:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at s.22 if he has any questions.

Trevor Ward

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Pages 66 through 67 redacted for the following reasons:

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward"

s.22

"Irvine, Grant M TRAN:EX"

<Grant.Irvine@gov.bc.ca>

cc: "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M

TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX"

<Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <mnieuwenhuizen@salmonarm.ca>

"Corey Palement" <cpalment@salmonarm.ca>, "Knight, Tara TRAN:EX"

<Tara.Knight@gov.bc.ca>, "ALee@smartcentres.com", "Ryan Stokes"

<rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand"

<nhiidebrand@smartcentres.com>, "Dale McTaggart"

<malttdmstaggart@salmonarm.ca>

Subject: RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward

s.22

Sent: Wednesday, November 17, 2010 11:25 AM

To: Irvine, Grant M TRAN:EX

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Nieuwenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'

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British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks,

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM —

"Trevor Ward" s.22

11/08/2010 08:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at s.22 if he has any questions.

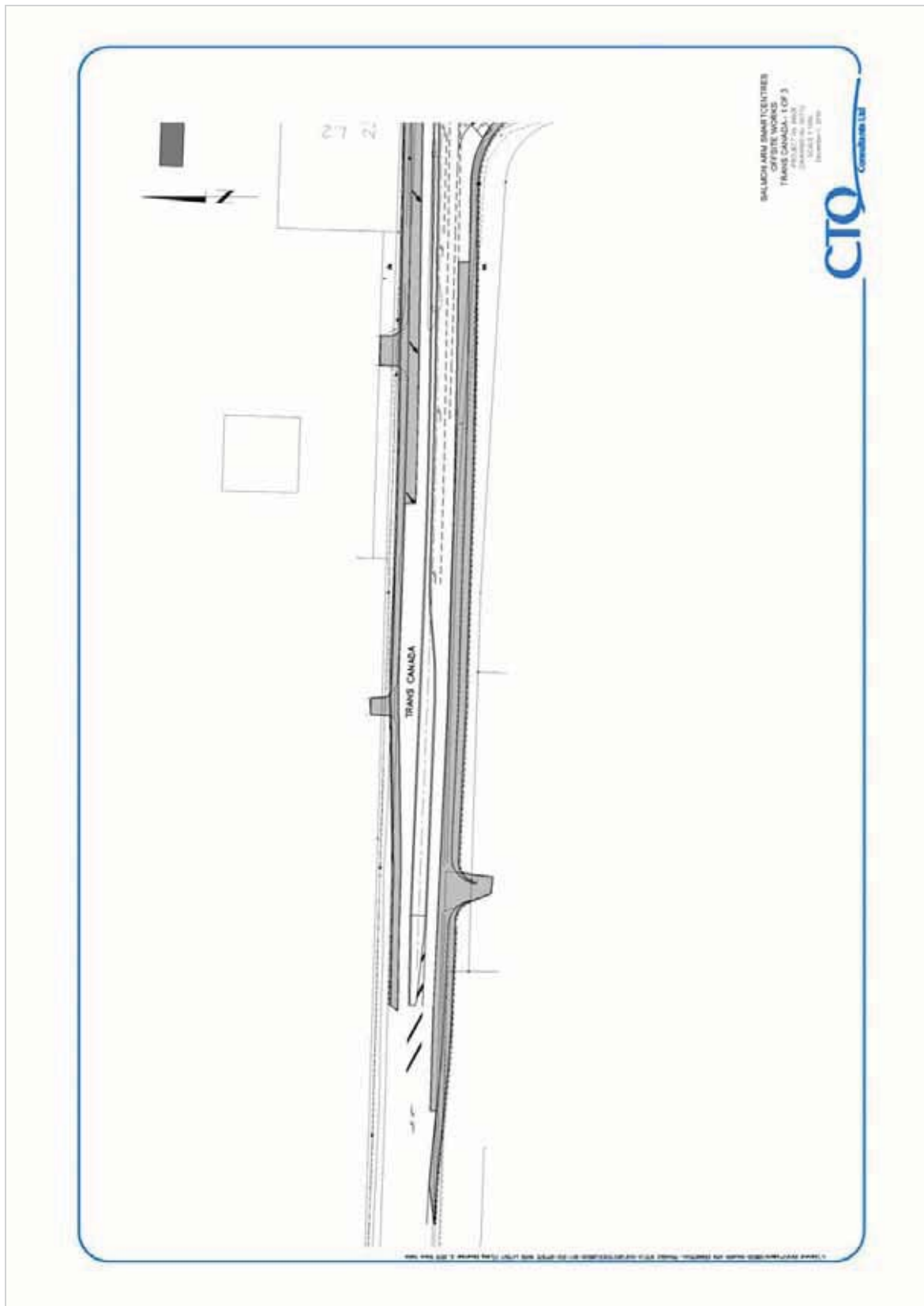
Trevor Ward

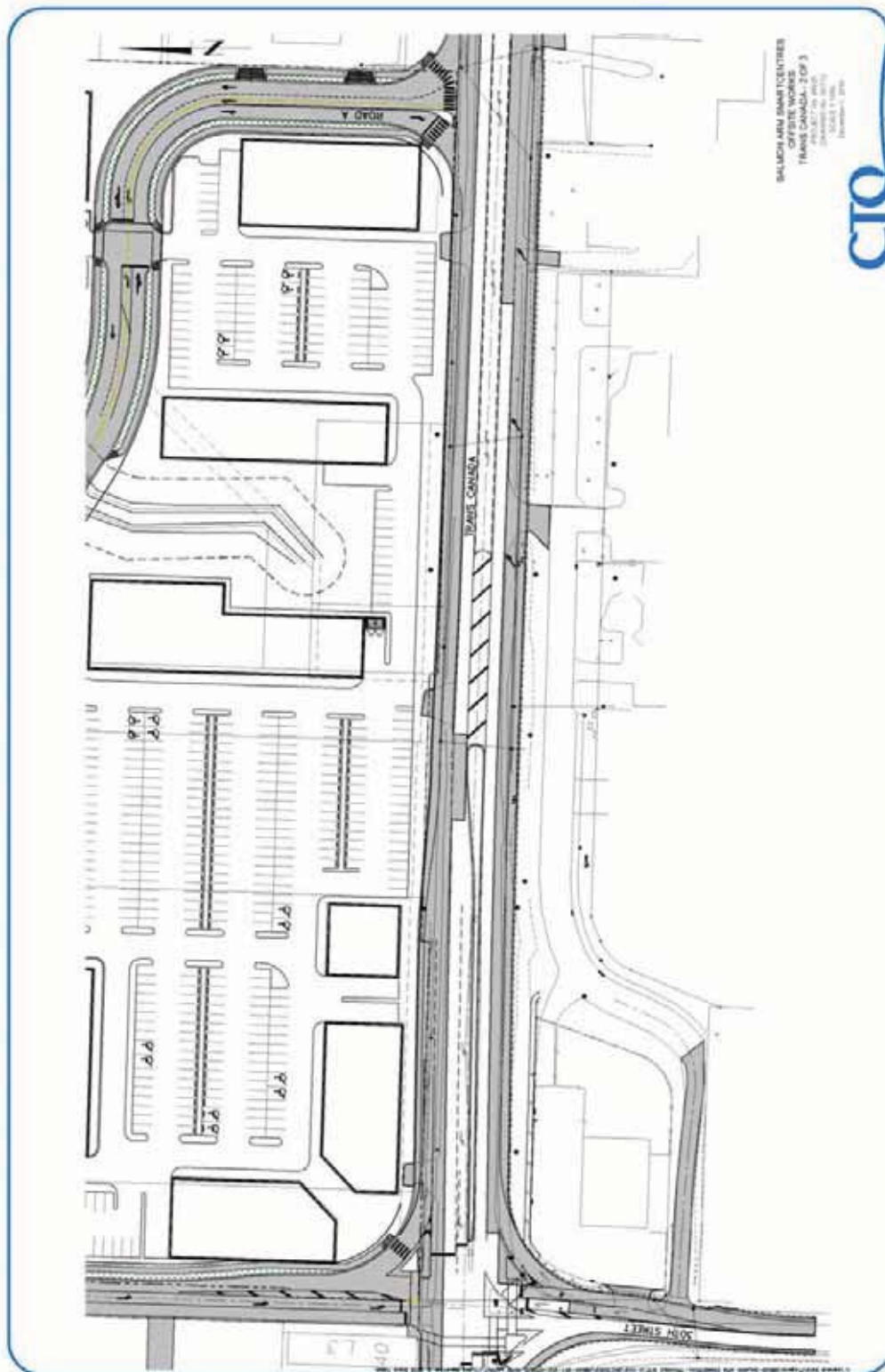
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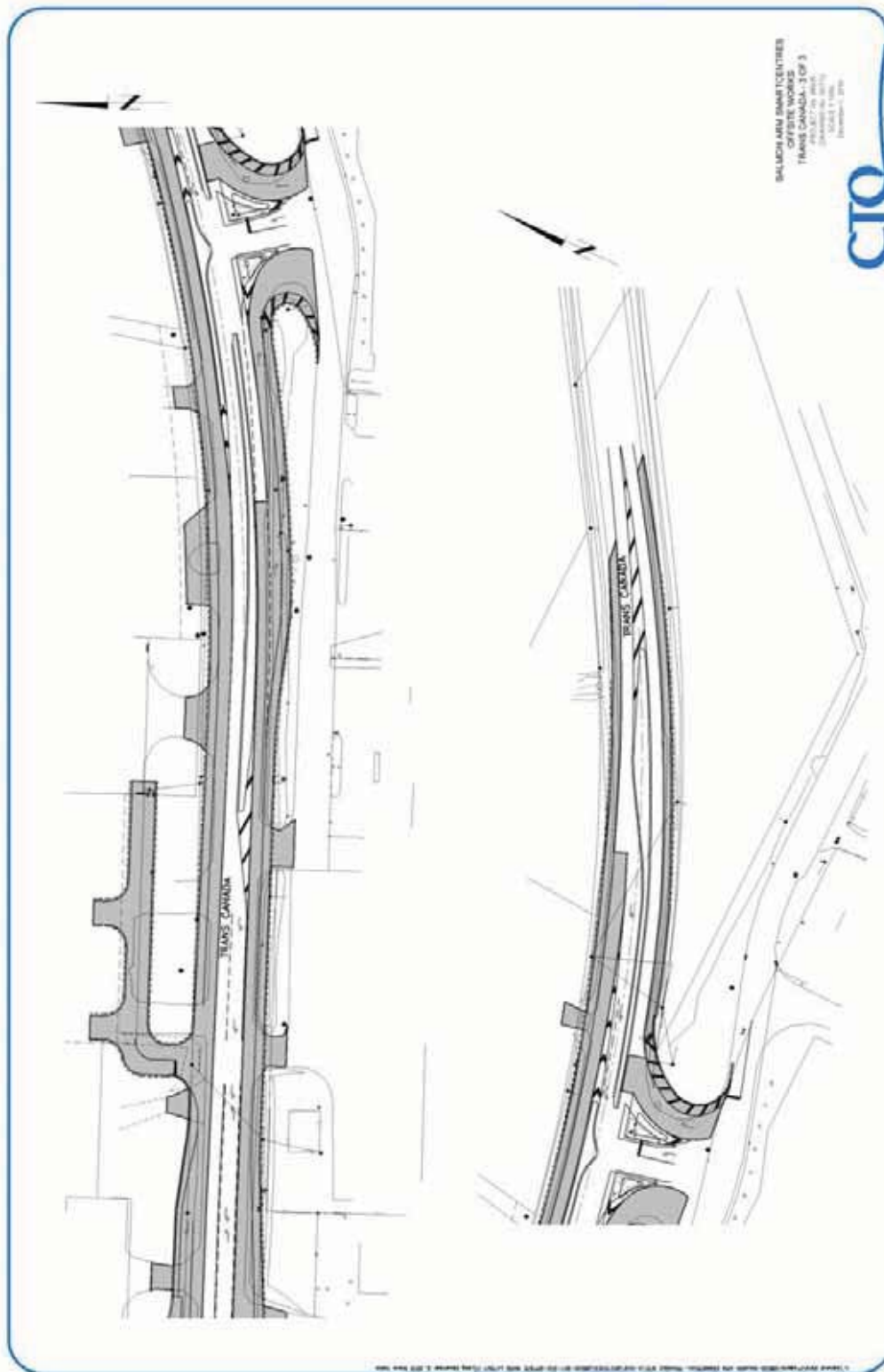
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BRIDGE AND INFRASTRUCTURE
DESIGN AND CONSTRUCTION
TRANS CANADA - 3 OF 3
PROJECT NO. 1000
DESIGNED BY
CTO CONSULTING LTD.
REVISION 1.00

CTO CONSULTING LTD.



SmartCentres - Trans Canada Highway

Project No. 08035-6

Preliminary Offsite Cost Estimate

Date: 2010-12-02

Item	Description	Units	Quantity	Unit Price	Amount
1.0	Site Preparation				
1.1	Clearing and Grubbing	sqm	22600		
1.2	Strip and Stockpile Topsoil	sqm	0		
1.3	Saw cut Asphalt	lm	2795		
1.4	Asphalt Removal	sqm	8800		
1.5	Earth Excavation and Embankment Placement	ls	1		
1.6	Earth Excavation and Removal from Site	ls	1		
1.7	Topsoil Fill	ls	1		
1.8	Hydraulic Seeding of Fill Slopes	ls	1		
1.9	Remove Existing Islands	ea	7		
	Sub Total				
2.0	Roads				
2.1	Subgrade Preparation	sqm	13800		
2.2	Sub Base Gravel - 75mm minus Pit Run (300mm thick)	sqm	13050		
2.3	Sub Base Gravel - 75mm minus crushed gravel (150mm thick)	sqm	11350		
2.4	Base Gravel - 25mm minus crushed gravel (150mm thick)	sqm	20150		
2.5	Asphalt Base Course(50mm thick)	sqm	18475		
2.6	Asphalt Surface Course(50mm thick)	sqm	18475		
2.7	Shoulder Gravel (50mm)	sqm	1240		
2.8	MDT Curb and Gutter (60mm wide)	lm	500		
2.9	Complete Island	ea	9		
2.10	Traffic Control (Traffic Plan & administration only)	ls	1		
2.11	Signage	ls	1		
2.12	Line Painting	ls	1		
2.13	Drainage Allowance	ls	1		
	Sub Total				
3.0	Electrical (Scope to be confirmed)				
3.1	Signal and Controller Modifications	ls	1		
3.2	Lamp Standard Bases, Ducting, Lamps & Wiring	ea	20		
	Sub Total				
	TOTAL				

s.21

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#500-1708 Dolphin Avenue, Kelowna, BC V1Y 9S4 - Phone: (250) 979-1221 - Fax: (250) 979-1232

SmartCentres - Onsite Road Improvements
Commercial Development
Preliminary Cost Estimate



Project No. 08035-6

Date: 2010-12-02

Item	Description	Units	Quantity	Unit Price	Amount
1.0	Site Preparation				
1.1	Cleaning and Grubbing	sqm	12500		
1.2	Strip and Stockpile Topsoil	sqm	12500		
1.3	Earth Works	ls	1		
	Sub Total				
2.0	Roads				
2.1	Subgrade Preparation	sqm	8260		
2.2	Structural Fill (500mm thick)	sqm	8260		
2.3	Sub Base Gravel - 75mm minus crushed gravel (150mm thick)	sqm	8260		
2.4	Base Gravel - 19mm minus crushed gravel (100mm thick)	sqm	8260		
2.5	Asphalt Base (45mm Thick)	sqm	7260		
2.6	Asphalt Surface (40mm Thick)	sqm	7260		
2.7	Barrier Curb	m	1140		
2.8	Sidewalk - 1.85m Wide	m	780		
2.9	Sidewalk Lutoff	ss	31		
2.10	Driveway Crossing	m	18		
2.11	200mm Concrete Median	m	66		
2.12	Concrete Island	ls	1		
2.13	Rain Garden / Boulevard	sqm	1225		
2.14	Signage	ls	1		
2.15	Line Painting	ls	1		
	Sub Total				
3.0	Water				
3.1	200mm Watermain	m	385		
3.2	200mm Watermain	m	40		
3.3	200 Gate Valve	ss	7		
3.4	200 Gate Valve	ss	4		
3.5	Hobbs Creek Crossing	m	15		
3.6	Hydrant Assembly	ss	8		
3.7	Highway Crossing	m	80		
3.8	Connect to Existing	ss	2		
	Sub Total				
4.0	Sanitary Sewer				
4.1	200mm Sanitary Sewer	m	450		
4.2	150mm Sanitary Sewer	m	40		
4.3	Manholes	ss	10		
4.4	Hobbs Creek Crossing	m	15		
4.5	Connect to Existing	ss	1		
	Sub Total				
5.0	Storm Sewer				
5.1	250mm Storm Sewer	m	578		
5.2	250mm Services	m	40		
5.3	Manholes	ss	9		
5.4	Outlet Structure c/w Rip Rap	ss	1		
5.5	Storm Treatment	ss	1		
5.6	Catch Basin c/w Leads	ss	19		
	Sub Total				
6.0	Shallow Utilities				
6.1	Hydro, Tel, Cable TV Ducting	lm	600		
6.2	Lamp Standard Bases, Ducting, Lamps & Wiring	ss	12		
6.3	Carrier Pipe for Gas Main	lm	120		
	Sub Total				
7.0	Bridge Crossing				
7.1	Bridge	ls	1		
	Sub Total				
	TOTAL				

s.21

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4500-1708 Dolphin Avenue, Kelowna, BC V1Y 9S4 - Phone: (250) 979-1221 - Fax: (250) 979-1232



Pages 82 through 85 redacted for the following reasons:

Not Responsive

Not Responsive

"Grant, Shawn D TRAN EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward";

s.22

"Irvine, Grant M TRAN EX"

<Grant.Irvine@gov.bc.ca>

cc: "Parkes, Norm E TRAN EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN EX"

<Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>

"Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN EX"

<Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes"

<rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand"

<nvhildebrand@smartcentres.com>, "Dale McTaggart"

<maitto.dmctaggart@salmonarm.ca>

Subject: RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second E8 through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access

5

- Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
- How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward | s.22
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH 2WLTL Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX (mailto:Grant.Irvine@gov.bc.ca)
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.
Senior Highway Design Engineer
 Ministry of Transportation, Southern Interior Region
 231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward s.22
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward s.22
Sent: November-16-10 9:44 PM
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paiement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLT is extended any further east as you have

contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTL satisfactorily.

7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.

8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]

Sent: November-16-10 2:52 PM

To: Corey Palement; Rob Niewenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner,

Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's).
 - raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this

end of the TWLTL

- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM —

"Trevor Ward"

s.22

11/08/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked "W" on the protected "T" is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at s.22 if he has any questions.

Trevor Ward

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Pages 93 through 94 redacted for the following reasons:

Not Responsive

Not Responsive

"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>

cc: "Corey Palement" <cpalement@salmonarm.ca>

Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

3

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight
District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
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 - 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
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 - No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
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- Profile and Typical and Template Cross Section Drawings – not provided.
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 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
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- Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.

- Proposed ROW Requirements

- The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.

- The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.

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- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

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- Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm

s.21

- There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed;

s.21

s.21

- Road base

- Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined;

s.21

s.21

- Pavement

- Cost amount for bottom lift asphalt looks okay.

- Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift.

s.21

- Drainage

○ Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times s.21

s.21

○ Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher s.21

- Signage and Traffic

○ Signage and line painting appears inadequate – s.21

s.21

○ Traffic control – see below.

- Utility relocations

○ Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect

s.21

- s.21

- General cost items missing s.21 includes the following.

○ Mobilization s.21

○ Quality management | s.21

○ Traffic management s.21

○ Construction supervision | s.21

○ Contingency s.21

- s.21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

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Pages 101 through 102 redacted for the following reasons:

Not Responsive

Not Responsive

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To: <ALee@smartcentres.com>

cc:

12/14/2010 08:59 AM

Subject: FW: Smart Centres: comments on revised no build covenant

Hi Alan,

The following recommendations I made yesterday didn't make it into the attached document:
(note: I am referring to document no. "DOCS-9904856-v4-<OTI_No_Build.DOC")

- Page 1, item 6: include civic address 850c 16th Street NE and the postal code needs corrected to V1E 4S4
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: MOTI shall be replaced with 'Transferee' and use throughout the document
- Page 4: add as an item (E) 'The owner proposes to develop the Lands.'
- Page 5, item 1 (a): MoT has not given final approval for the Schedule A plan, therefore, delete 'all as shown on the sketch plan attached hereto as Schedule A'
- Page 5, item 1 (a): add as an additional item 'The Transferor has completed the road dedication required to complete the Works to the satisfaction of the Transferee.'
- Page 5, item 1 (a): add as an additional item 'the intersection improvements to the TCH and municipal road 10th Street SW',
- Page 5, item 1 (a) (vi): delete this condition as the detailed plan has not been approved by this Ministry
- Page 6, item 2 (a): delete
- Page 6, item c: include 'Provincial Public Highway Permit Application'
- Page 7, item d: include in the address, 850c 16th Street NE and the postal code needs corrected to V1E 4S4

3

- Schedule A: delete
- Schedule B: delete

Please make the required changes and send back to me.

Thank you

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.html

From: Yip, Elizabeth [mailto:eyip@mccarthy.ca]
Sent: Monday, December 13, 2010 9:10 PM
To: Knight, Tara TRAN:EX
Cc: ALee@smartcentres.com; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: RE: Smart Centres: comments on revised no build covenant

Tara,

I am the external counsel for SmartCentres. I have incorporated your comments in the attached draft. Your only comment that I've trouble is that you ask that add section 1(d) all Works to be completed to the satisfaction of the Ministry. I can't agree to this comment since if this is the case, my client can't start building until the highway works are constructed. I've changed this so our client can start building after entering into a servicing agreement with you.

If in order, please execute the clean copy and return a copy to me by email and mail. If you have further comments, please advise. We are aiming to file the package tomorrow morning.

**mccarthy
tétrault**

Regards,

Elizabeth H. Yip
Partner
T: 604-643-7198
F: 604-622-5698
Email: eyip@mccarthy.ca
McCarthy Tétrault LLP
Suite 1500, 777 Dunsmuir Street
P.O. Box 10424, Pacific Centre
Vancouver BC V7Y 1K2
www.mccarthy.ca

PLEASE, think of the environment before printing this message.

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December, 13, 2010 2:34 PM
To: Yip, Elizabeth; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centres: comments on revised no build covenant

FYI, some further MOTI comments

SmartCentres

4

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----- Forwarded by Alan Lee/SmartCentres on 12/13/2010 02:32 PM -----

"Knight, Tara TRAN.EX" <Tara.Knight@gov.bc.ca>

12/13/2010 02:34 PM

To: <ALee@smartcentres.com>

cc

Subject: Smart Centres: comments on revised no build covenant

Hi Alan,

Thank you for your below email. We spoke briefly on Friday and I had indicated I had a quick look at the proposed covenant and identified a few items (we need (1) road improvements to be dedicated, designed & constructed and (2) we have no authority over building occupancy), however, I would send my complete review on Monday.

I have reviewed the attached no build covenant and further to my email sent today at 11:33am (attached) all those comments remain valid including the following corrections:

- Page 2: signature block for the Ministry – not required although it can be there
- Page 4 when naming the parties it usually more clearly shows who are the Transferors and Transferees or Covenantors and Covenantees
- Page 4 first line in bold – this can remain if you want
- Page 5 & 6: titles/headings – these can remain if you want
- Page 5, item 1 (a): as per my previous email, plus add (vii) the internal municipal road through the Lands
- Page 5, item 1 (c): as per my previous email instead of bonding replace with "Irrevocable Letter of Credit"
- Page 5: add section 1(d) all Works to be completed to the satisfaction of the Ministry
- Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry – not required

If you have any questions, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

5

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December 13, 2010 9:35 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centers requirements prior to 4th reading - No Build Covenant rev1

Tara,

As requested I have asked our lawyer to revise Clause 1 and 2 under the Grant section to incorporate the items you wanted addressed. Specifically, the no build is in effect until there is an accepted design, dedication, and Letter of Credit posted for Hwy 1 between 30th St and 10th Ave. For the internal frontage road, the no build is in effect until there is an accepted design as it relates to its functionality with Hwy 1.

Please let me know if you have any further comments.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 12/13/2010 09:30 AM —

Alan Lee/SmartCentres

12/10/2010 09:20 AM

To "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, Murray Tekano
cc: nhildebrand@smartcentres.com, Jennie Yap, EYIP@mccarthy.ca
Subject: RE: Smart Centers requirements prior to 4th reading - No Build Covenant [Link](#)

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers.

6

As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

[attachment "MOTI NO Build .DOC" deleted by Alan Lee/SmartCentres] [attachment "Schedule A - V31201071-LN-12_Concept Plan.pdf" deleted by Alan Lee/SmartCentres]

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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"Knight, Tara TRAN-EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>

cc: "Trevor Ward" ^{s.22} <tward@smartcentres.com>, "Rhildebrand@smartcentres.com", "Corey Paiement" <cpaiement@salmonarm.ca>, "Turner, Dave" <dturner@gov.bc.ca>, "Morris, Danny D TRAN-EX" <Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN-EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN-EX" <Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN-EX" <Shawn.Grant@gov.bc.ca>

Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property

- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: s.22 hildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

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s.21
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- General cost items missing s.21 – includes the following.
 - Mobilization s.21
 - Quality management s.21
 - Traffic management s.21
 - Construction supervision s.21
 - Contingency s.21
- s.21

Grant Irvine, P.Eng.
 Senior Highway Design Engineer
 Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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----- Message from "Knight, Tara TRAN.EX" <Tara.Knight@gov.bc.ca> on Mon, 13 Dec 2010 11:32:38 -0800 -----

To: <ALee@smartcentres.com>

Subject: Comments on proposed no build covenant

Hi Alan,

I have reviewed the attached no build covenant and recommend the following amendments:

- Page 1, item 2: We'll need to see a copy of this title & plan. If plan EPP10328 is not registered we'll need a copy of Plan EPP10328 and a letter of undertaking that Plan EPP10328 will be registered concurrently with the subject no build covenant.
- Page 1, item 6: Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4 – PLEASE NOTE REVISED POSTAL CODE
- Page 2: signature block for the Ministry
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: delete first line in bold,
 - at the end of the sentence "This agreement"....add (is made)
 - when naming the Transferee use (Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4) with the abbreviation of (the "Ministry") and throughout the document

- add as an item: The owner proposes to develop the Lands.
- Page 5 & 6: delete titles/headings, Grant, Reservations etc.
- Page 5, item 1: the owner covenants and agrees with the Ministry that the owner shall not, and shall not permit anyone else to, subdivide the lands...across the Lands until the following works ("Works") have been dedicated, designed and constructed to the satisfaction of the Ministry:
 - (a) The owner has received approval from the Ministry of the Works for that portion of the Trans Canada Highway no. 1 ("TCH") west of the municipal road 30th Street SW to the municipal road 10th Street SW inclusive and any controlled access points onto a Controlled Access Highway as defined in the BC Transportation Act, such as:
 - i. The improvements to the Trans Canada Highway no. 1 ("TCH"),
 - ii. the intersection improvements to the TCH and municipal road 30th Street SW,
 - iii. the intersection improvements from the Lands to the TCH,
 - iv. the intersection improvements to the TCH and municipal road 10th Avenue SW,
 - v. the intersection improvements to the TCH and municipal road 10th Street SW,
 - vi. any controlled access points to the TCH affected by the Works; and,
 - (b) a plan for storm water management within the Lands, to the Ministry's standards and requirements, and approved by the Ministry; and,
 - (c) The owner delivers to the Ministry the required bonding to construct the ("Works") to the satisfaction of the Ministry.
- Page 5, item 3 (a): delete
- Page 6, item c: include Provincial Public Highway Permit Application
- Page 6, item 5: ...not apply, the Ministry must execute and deliver to the Owner a discharge, in registrable form, at the owners expense, of:...
- Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry
- Page 7, item (c) I don't believe is needed as we've deleted Page 5, item 3 (a)
- Page 7, item d: include in the address, 850c 16th Street NE
- Page 8, item K: not sure how to comment, please see the note below regarding pending litigation
- Page 8: include signature block
- Page 9: there is only one covenant
- Schedule A: delete

Furthermore, we note that there is a pending litigation on title and we have been advised it is not feasible to register any further covenants on title while this document is on title. We have concerns with how this document affects the proposed no build covenant. This Ministry will not be signing the 4th reading of the bylaw until we've received receipt that the subject no build covenant is registered on title.

As we have recently received a revised covenant this morning, these comments may be subject to change. I will review the new revised covenant and provide comments as soon as possible.

Please feel free to contact me to discuss the above recommendations.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, December 10, 2010 9:20 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com; JYap@smartcentres.com; EYIP@mccarthy.ca
Subject: RE: Smart Centers requirements prior to 4th reading - No Build Covenant

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers.

As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>

cc: "Trevor Ward" <tward@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Turner, Dave" <dave.turner@gov.bc.ca>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.html

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: s.22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <c.paiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- **Plan Drawings**
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
 - The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
 - 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).

- No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
- Re-grading requirements at accesses/driveway to remain; not shown.
- Curb and gutter to be 0.6m (Ministry Standard Specification).
- Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.
- East RONA Access – To be closed; access via 10th to be resolved.
- Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
 - The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
- Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.
 - The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
 - Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
 - Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.

- Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.

- Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?

- Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.

- Proposed ROW Requirements

- The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.

- The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.

- Concept Drawings

- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)

- Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; s.21

- There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; ; s.21
s.21

- Road base

- Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined; s.21
s.21

- Pavement

- Cost amount for bottom lift asphalt looks okay.

- Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift.

s.21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times;

s.21

s.21

- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher;

s.21

- Signage and Traffic

- Signage and line painting appears inadequate –

s.21

s.21

- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect

s.21

- s.21

- General cost items missing s.21 - includes the following.

- Mobilization

s.21

- Quality management

s.21

- Traffic management

s.21

- Construction supervision

s.21

- Contingency

s.21

- s.21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

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[attachment "DOCS-
#9904856-vdoc-MOTI_No_Build.DOC" deleted by Alan Lee/SmartCentres] [attachment "DOCS-#9904856-
v4-MOTI_No_Build.DOC" deleted by Alan Lee/SmartCentres]

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Keefe, Gayle B TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Wednesday, December 15, 2010 9:26 AM
To: 'ALee@smartcentres.com'
Cc: 'Corey Paiement'
Subject: Smart Centres: Require Permit Application for road works

Hi Alan,

Please fill out and submit a *Provincial Public Highway Permit Application* with design plans attached (weblink found in the signature block below) for the road works on the TCH and the Controlled Accesses for the municipal road through the subject property.

Please be advised that this Ministry has a Duty to Consult with the First Nations prior to approving the permit and works commencing. This Ministry requires a certain amount of time to initiate consultation for these highway works.

The sooner you submit the application, the sooner we can initiate our process.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Pages 123 through 127 redacted for the following reasons:

Not Responsive

Not Responsive

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"Grant, Shawn D TRAN EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward" <s.21@grantirvine.com>

"Irvine, Grant M TRAN EX"

cc: "Parkes, Norm E TRAN EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN EX" <Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <mnieuwenhuizen@salmonarm.ca>, "Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN EX" <Tara.Knight@gov.bc.ca>, "Alee" <smartercentres.com>, "Ryan Stokes" <rstokes@sba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hidebrand" <nhidebrand@smartercentres.com>, "Dale McTaggart" <maito.dmcgart@salmonarm.ca>

Subject: RE: Salmon Arm TCH 2WTL Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:

s.21

Sent: Wednesday, November 17, 2010 11:25 AM

6

To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Grant:
Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLT Concept Sketch

Hello Trevor,
Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [mailto:[s.22](#)]
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Good morning Shawn/Grant:
I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the

end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.
Trevor

From: Trevor Ward [mailto:tward@smartcentres.com] s.22
Sent: November-16-10 9:44 PM
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paiement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLT is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.
6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLT satisfactorily.
7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.
8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the

storage/deceleration length available. It has no practical impact on the 2WLTl.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]
Sent: November-16-10 2:52 PM
To: Corey Palement; Rob Niewenhuizen
Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward
Subject: FW: Salmon Arm TCH 2WLTl Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTl zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
 - raised median in the hatched area from point '2' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTl will look different than shown,
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTl far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTl width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTl.
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns.

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer

Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward" <s.22>

11/09/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2W/TL Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at s.22 if he has any questions.

Trevor Ward

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Keefe, Gayle B TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Friday, December 17, 2010 9:31 AM
To: 'ALee@smartcentres.com'
Subject: RE: Smart Centres: no build covenant - proof of registration

Alan,

The signed bylaw will be delivered to the City today.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3580
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 16, 2010 4:46 PM
To: Turner, Dave TRAN:EX
Cc: Knight, Tara TRAN:EX; Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com; JYap@smartcentres.com; EYIP@mccarthy.ca
Subject: Fw: Smart Centres: no build covenant - proof of registration

Dave,

Further to our conversation, I understand that the no build covenant registration looks in order and that you have approved the 4th reading bylaw. I understand the next steps are that you will be providing the document to Danny Morris who will deliver that to Tara Knight who will in turn makes copies for us and deliver the original to the City.

Thank you for the quick turnaround.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 12/16/2010 04:43 PM —

Alan Lee/SmartCentres

12/16/2010 04:32 PM

To: Dave Turner, Tara Knight
cc: Norm.Parkes@gov.bc.ca, nhildebrand@smartcentres.com
Subject: Fw: Smart Centres: no build covenant - proof of registration

Dave, Tara,

Further to my phone message and our conversation,
please see attached title confirming the no-build is registered.
If everything looks in order, we look forward to seeing MOT approval
of the 4th reading bylaw referral.

Please let me know if you have any questions. Thanks.

[attachment "SALMON ARM TITLE.pdf" deleted by Alan Lee/SmartCentres] [attachment "12 FILED
S219_Covenant_(MOT)_No_Build).PDF" deleted by Alan Lee/SmartCentres]

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 12/16/2010 04:27 PM -----

Alan Lee/SmartCentres

12/16/2010 11:56 AM

To: Dave Turner, Tara Knight

cc: Norm.Parkes@gov.bc.ca, nhildebrand@smartcentres.com

Subject: Fw: Smart Centres: no build covenant status

Dave, Tara,

I wanted to update you as to the registration status of the no-build.
Per our lawyer's email below, the no-build was submitted to LTO for registration yesterday.
From our discussions with LTO staff this morning, they have indicated that the registration will
happen late Friday but haven't been able to confirm a time.

I understand that Dave is off on Friday but will come into the office to approve the 4th reading bylaw
once we provide Tara with confirmation of registration of the no-build. As we are not certain as to how
late registration may happen on Friday, given all the work that everyone has put into this, and since
the Special City Council Meeting is scheduled for early Monday morning Dec 20, we wanted to
ensure logistically that there will be a signatory available for the 4th reading bylaw once we do provide
confirmation of registration as well as someone available late in the day to send out that signed 4th reading
bylaw.

To help streamline this process, is it possible for Dave to sign the 4th reading bylaw this afternoon and
provide it to Tara or someone else within MOT internally to hold onto? As the document would be in MOT
possession until our confirmation, we believe this wouldn't pose any risk to MOT. Once we provide
no-build registration confirmation tomorrow, then the 4th reading bylaw can then be forwarded to
ourselves and the City.

Please advise if this sounds workable?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee SmartCentres on 12/16/2010 10:47 AM -----

"Yip, Elizabeth" <eyip@mccarthy.ca>

12/15/2010 05:40 PM

To: "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

cc: "ALee@smartcentres.com" <ALee@smartcentres.com>, "JYap@smartcentres.com" <JYap@smartcentres.com>, "NHidebrand@smartcentres.com" <NHidebrand@smartcentres.com>

Subject: RE: Smart Centres: comments on revised no build covenant

Dave and Tara,

A copy of the covenant with registration particulars is attached for your reference.

Regards,

Elizabeth

From: Turner, Dave TRAN:EX [mailto:Dave.Turner@gov.bc.ca]
Sent: Wednesday, December 15, 2010 9:53 AM
To: Yip, Elizabeth
Cc: Knight, Tara TRAN:EX
Subject: RE: Smart Centres: comments on revised no build covenant

With attachment this time.

From: Yip, Elizabeth [mailto:eyip@mccarthy.ca]
Sent: Wednesday, December 15, 2010 9:36 AM
To: Turner, Dave TRAN:EX
Cc: 'ALee@smartcentres.com'; 'JYap@smartcentres.com'
Subject: RE: Smart Centres: comments on revised no build covenant

Dave,

As discussed, I attach the MOTI covenant in electronic form. The only difference from the document you signed previously is that the 1st 3 pages are different. The rest of the document is identical. You and your commissioner sign on pg. 2 just like you'd normally do. When you've signed, please return to me by PDF or fax, and mail me the original. If you have any questions, please call.

**mccarthy
tetrault**

Regards,

Elizabeth H. Yip

Partner

T: 604-643-7190

F: 604-622-5690

Email: eyip@mccarthy.ca

McCarthy Tetrault LLP

Suite 1300, 777 Dunsmuir Street

P.O. Box 10424, Pacific Centre

Vancouver BC V7Y 1K3

www.mccarthy.ca

PLEASE, think of the environment before printing this message.

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Wednesday, December 15, 2010 8:07 AM
To: Yip, Elizabeth
Subject: Fw: Smart Centres: comments on revised no build covenant

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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----- Forwarded by Alan Lee/SmartCentres on 12/15/2010 08:07 AM -----

"Turner, Dave TRAN:EX"
<Dave.Turner@gov.bc.ca>

12/15/2010 07:46 AM

To "ALee@smartcentres.com" <ALee@smartcentres.com>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "nhildebrand@smartcentres.com"
<nhildebrand@smartcentres.com>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Wiseman, Jeff TRAN:EX"
<Jeff.Wiseman@gov.bc.ca>

Subject RE: Smart Centres: comments on revised no build covenant

Hi Alan:

Here is a copy of the Covenant endorsed this morning. It has also be faxed to your office. Tara will be in touch with you regarding next steps. Thank you.

Regards,
Dave Turner

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, December 14, 2010 3:58 PM
To: Knight, Tara TRAN:EX; Turner, Dave TRAN:EX
Cc: Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: Smart Centres: comments on revised no build covenant
Importance: High

Tara, Dave,

Can you please advise regarding status of execution of the no-build covenant?
As we have discussed over the past many days, and per my messages this afternoon the no-build has to be submitted to LTO today in order to have any chance at registration by Friday to maintain the special Salmon Arm Council Meeting which has been scheduled for 4th reading of our rezoning bylaw on Monday Dec 20.

We have been desperately trying to contact you to see if there is anything we can do to help ensure execution of this document today!

SmartCentres

Alan Lee P. Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 12/14/2010 03:56 PM -----

"Yip, Elizabeth"
<eyip@mccarthy.ca>

12/14/2010 01:07 PM

To: "ALee@smartcentres.com" <ALee@smartcentres.com>, "Knight, Tara TRAN EX" <Tara.Knight@gov.bc.ca>, "Murray.Tekano@gov.bc.ca" <Murray.Tekano@gov.bc.ca>
cc: "JYap@smartcentres.com" <JYap@smartcentres.com>
Subject: RE: FW: Smart Centres: comments on revised no build covenant

Tara,

Further to Alan's email below, I've incorporated your comments below except for your request to add the Transferee to page 3. This is not necessary as the Transferee is already on page 1.

Regards,

Elizabeth

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, December, 14, 2010 10:38 AM
To: Knight, Tara TRAN:EX; Murray.Tekano@gov.bc.ca
Cc: Yip, Elizabeth; JYap@smartcentres.com
Subject: Re: FW: Smart Centres: comments on revised no build covenant

Tara,

Per my phone message, with regards to deleting Schedule A and Schedule B vs listing the location of the proposed works, Elizabeth has made a good point that just listing the works themselves without a drawing makes this too open and discounts all the work we have done to come to the functional design we currently have.

We are looking for protection that the required works are not going to have wholesale changes and we understand that MOT is looking for protection that there is flexibility within the agreement to account for changes that may still happen to the functional/detailed design.

On that basis, Elizabeth is proposing to include the schedules and the text listing the location of the proposed works and add some wording to allow for flexibility on both.

She will provide you with something very shortly including your revisions below as well as the points above. Thanks.

[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/14/2010 08:58 AM

To: <ALee@smartcentres.com>
cc:
Subject: FW: Smart Centres: comments on revised no build covenant

Hi Alan,

The following recommendations I made yesterday didn't make it into the attached document:
(note: I am referring to document no. "DOCS-9904856-v4-<OTI_No_Build.DOC")

- Page 1, item 6: include civic address 850c 16th Street NE and the postal code needs corrected to V1E 4S4
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: MOTI shall be replaced with 'Transferee' and use throughout the document
- Page 4: add as an item (E) 'The owner proposes to develop the Lands.'
- Page 5, item 1 (a): MoT has not given final approval for the Schedule A plan, therefore, delete 'all as shown on the sketch plan attached hereto as Schedule A'
- Page 5, item 1 (a): add as an additional item 'The Transferor has completed the road dedication required to complete the Works to the satisfaction of the Transferee'
- Page 5, item 1 (a): add as an additional item 'the intersection improvements to the TCH and municipal road 10th Street SW',
- Page 5, item 1 (a) (vi): delete this condition as the detailed plan has not been approved by this Ministry
- Page 6, item 2 (a): delete
- Page 6, item c: include 'Provincial Public Highway Permit Application'
- Page 7, item d: include in the address, 850c 16th Street NE and the postal code needs corrected to V1E 4S4
- Schedule A: delete
- Schedule B: delete

Please make the required changes and send back to me.

Thank you

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Yip, Elizabeth [mailto:eyip@mccarthy.ca]
Sent: Monday, December 13, 2010 9:10 PM
To: Knight, Tara TRAN:EX
Cc: ALee@smartcentres.com; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: RE: Smart Centres: comments on revised no build covenant

Tara,

I am the external counsel for SmartCentres. I have incorporated your comments in the attached draft. Your only comment that I've trouble is that you ask that add section 1(d) all Works to be completed to the satisfaction of the Ministry. I can't agree to this comment since if this is the case, my client can't start building until the highway works are constructed. I've changed this so our client can start

building after entering into a servicing agreement with you.

If in order, please execute the clean copy and return a copy to me by email and mail. If you have further comments, please advise. We are aiming to file the package tomorrow morning.



Regards,

Elizabeth H. Yip

Partner

T: 604-643-7188

F: 604-622-5898

Email: eyip@mccarthy.ca

McCarthy Tétrault LLP

Suite 1300, 777 Dunsmuir Street

P.O. Box 10424, Pacific Centre

Vancouver BC V7Y 1K2

www.mccarthy.ca

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December, 13, 2010 2:34 PM
To: Yip, Elizabeth; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centres: comments on revised no build covenant

FYI, some further MOTI comments

[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 12/13/2010 02:32 PM -----

"Knight, Tara TRAN.EX" <Tara.Knight@gov.bc.ca>

12/13/2010 02:34 PM

To: <ALee@smartcentres.com>
CC:
Subject: Smart Centres: comments on revised no build covenant

Hi Alan,

Thank you for your below email. We spoke briefly on Friday and I had indicated I had a quick look at the proposed covenant and identified a few items (we need (1) road improvements to be dedicated, designed & constructed and (2) we have no authority over building occupancy), however, I would send my complete review on Monday.

I have reviewed the attached no build covenant and further to my email sent today at 11:33am (attached) all those comments remain valid including the following corrections:

- Page 2: signature block for the Ministry – not required although it can be there
- Page 4 when naming the parties it usually more clearly shows who are the Transferors and Transferees or Covenantors and Covenantees
- Page 4 first line in bold – this can remain if you want
- Page 5 & 6: titles/headings – these can remain if you want
- Page 5, item 1 (a): as per my previous email, plus add (vii) the internal municipal road through the Lands
- Page 5, item 1 (c): as per my previous email instead of bonding replace with 'Irrevocable Letter of Credit'
- Page 5: add section 1(d) all Works to be completed to the satisfaction of the Ministry
- Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry – not required

If you have any questions, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December 13, 2010 9:35 AM

To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centers requirements prior to 4th reading - No Build Covenant rev1

Tara,

As requested I have asked our lawyer to revise Clause 1 and 2 under the Grant section to incorporate the items you wanted addressed. Specifically, the no build is in effect until there is an accepted design, dedication, and Letter of Credit posted for Hwy 1 between 30th St and 10th Ave. For the internal frontage road, the no build is in effect until there is an accepted design as it relates to its functionality with Hwy 1.

Please let me know if you have any further comments.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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----- Forwarded by Alan Lee/SmartCentres on 12/13/2010 09:30 AM -----

Alan Lee/SmartCentres

12/10/2010 09:20 AM

To "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, Murray Tekano
cc nhildebrand@smartcentres.com, Jennie Yap, EYIP@mccarthy.ca
Subject RE: Smart Centers requirements prior to 4th reading - No Build Covenant [Link](#)

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers.
As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

[attachment "MOTI NO BUILD .DOC" deleted by Alan Lee/SmartCentres] [attachment "Schedule A - V31201071-LN-12_Concept Plan.pdf" deleted by Alan Lee/SmartCentres]

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>

cc: "Trevor Ward" <s.22@nhidebrand@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: s.22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/05/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <c.paiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
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 - Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SG5B (as per Golder Report), require 13,500cm of SG5B & CBC combined; s.21
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 - Signage and line painting appears inadequate – s.21
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 - Mobilization s.21
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 - Contingency s.21
- s.21

Grant Irvine, P.Eng.
Senior Highway Design Engineer
 Ministry of Transportation, Southern Interior Region
 231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
 telephone: (250) 371-3918
 email: Grant.Irvine@gov.bc.ca

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----- Message from "Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca> on Mon, 13 Dec 2010 11:32:38 -0800 -----

To: <ALee@smartcentres.com>

Subject: Comments on proposed no build covenant

Hi Alan,

I have reviewed the attached no build covenant and recommend the following amendments:

- Page 1, item 2: We'll need to see a copy of this title & plan. If plan EPP10328 is not registered we'll need a copy of Plan EPP10328 and a letter of undertaking that Plan EPP10328 will be registered concurrently with the subject no build covenant.
- Page 1, item 6: Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4 – PLEASE NOTE REVISED POSTAL CODE
- Page 2: signature block for the Ministry
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: delete first line in bold,
 - at the end of the sentence "This agreement"add (is made)
 - when naming the Transferee use (Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4) with the abbreviation of (the "Ministry") and throughout the document
 - add as an item: The owner proposes to develop the Lands.
- Page 5 & 6: delete titles/headings, Grant, Reservations etc.
- Page 5, item 1: the owner covenants and agrees with the Ministry that the owner shall not, and shall not permit anyone else to, subdivide the lands....across the Lands until the following works ("Works") have been dedicated, designed and constructed to the satisfaction of the Ministry:
 - (a) The owner has received approval from the Ministry of the Works for that portion of the Trans Canada Highway no. 1 ("TCH") west of the municipal road 30th Street SW to the municipal road 10th Street SW inclusive and any controlled access points onto a Controlled Access Highway as defined in the BC Transportation Act, such as:
 - i. The improvements to the Trans Canada Highway no. 1 ("TCH"),
 - ii. the intersection improvements to the TCH and municipal road 30th Street SW,
 - iii. the intersection improvements from the Lands to the TCH,
 - iv. the intersection improvements to the TCH and municipal road 10th Avenue SW,
 - v. the intersection improvements to the TCH and municipal road 10th Street SW,
 - vi. any controlled access points to the TCH affected by the Works; and,
 - (b) a plan for storm water management within the Lands, to the Ministry's standards and requirements; and approved by the Ministry; and,
 - (c) The owner delivers to the Ministry the required bonding to construct the ("Works") to the satisfaction of the Ministry.
- Page 5, item 3 (a): delete
- Page 6, item c: include Provincial Public Highway Permit Application
- Page 6, item 5: ...not apply, the Ministry must execute and deliver to the Owner a discharge, in registrable form, at the owners expense, of:....
 - Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry
 - Page 7, item (c) I don't believe is needed as we've deleted Page 5, Item 3 (a)
 - Page 7, item d: include in the address, 850c 16th Street NE
 - Page 8, item K: not sure how to comment, please see the note below regarding pending litigation
 - Page 8: include signature block
 - Page 9: there is only one covenant
 - Schedule A: delete

Furthermore, we note that there is a pending litigation on title and we have been advised it is not feasible to register any further covenants on title while this document is on title. We have concerns with how this document affects the proposed no build

covenant. This Ministry will not be signing the 4th reading of the bylaw until we've received receipt that the subject no build covenant is registered on title.

As we have recently received a revised covenant this morning, these comments may be subject to change. I will review the new revised covenant and provide comments as soon as possible.

Please feel free to contact me to discuss the above recommendations.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, December 10, 2010 9:20 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com; JYap@smartcentres.com; EYIP@mccarthy.ca
Subject: RE: Smart Centers requirements prior to 4th reading - No Build Covenant

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers.
As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>
cc: "Trevor Ward" s.22, nhildebrand@smartcentres.com, "Corey Paiement" <cpaiement@salmonarm.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>, "Grant, Shawn

D TRAN:EX* <Shawn.Grant@gov.bc.ca>
Subject RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: s.22 ; nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

20

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P., considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight
District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- Plan Drawings
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- s.21

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- Mobilization s.21

- Quality management s.21

- Traffic management s.21

- Construction supervision s.21

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- s.21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

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Wednesday, November 10, 2010
1:31 PM

Not Responsive

From: Knight, Tara TRAN:EX [mailto:Tara.Knight@gov.bc.ca]
Sent: September 18, 2008 2:53 PM
To: Corey Palement; Rob Niewenhuizen; gbury@smartcentres.com
Subject: City File: ZON-870 TRAN file: 02-131-17447

Hello,

Please accept our apologise for the delay in providing you feedback on the Traffic Impact Study (TIS) prepared by Ward Consulting Group (April 2008).

Generally, there are no objections to the concept of a large commercial development in this area, as long as the necessary infrastructure improvements are designed and constructed to effectively accommodate the impact of additional generated traffic, without undermining safety and mobility objectives for Trans Canada Highway.

Key considerations include:

- The developer is tasked to design and construct infrastructure improvements needed in the general area (including on-site and off-site road system) to accommodate all site generated traffic, plus background traffic, to the prescribed forecast period.
- All proposed improvements must be consistent with and complimentary to BC MoT planned improvements for this section of Highway 1; reference BC MoT preliminary design showing 4 lanes on the Trans Canada Highway in this area, including frontage/backage road access for adjacent

2008-10-31

properties.

- o Any interim improvements to Highway 1, as necessary to accommodate the development must be self-sustaining; recognizing BC MoT has no specific timeframe commitment to complete 4 laning of the Trans Canada Highway in this area, particularly between 10th Street and 30th Street.

Based on Ward's conceptual design and TIS information, specific comments are categorized as follows:

- o Intersection modifications on Highway 1, at 30th Street and at 20th Street
- o Required length of 4-laning along Highway 1
- o Frontage/backage road system requirements on the northside of Highway 1
- o Limited movement (left-in/right-in/out) intersection at the east end of the development
- o Access to other properties affected by these works

Intersection of Highway 1 and 30th Street

The concept of a signalized intersection at this location is acceptable, however, there is much concern regarding the limited spacing on 30th Street between the highway and the frontage road intersection to the north. The site plan in the TIS shows this distance less than 200m. We are not convinced there is sufficient physical space available to contain all of the necessary roadworks (storage, tapers, future left turns slot to access lands to the west).

Proposed southbound movements are expected to be problematic, both geometrically and operationally due to queuing a high volume of left turn traffic, (whether accommodated with or without the double turn lanes). While the queuing may or may not be an issue on opening day, we anticipate the development access and access to the frontage road system will be affected. The Consultant should review the storage calculations for the left turns; quick calculations (based on 700 veh/hr) show that even with the double lefts, a minimum storage requirement alone is around 200m. If only a single left turn lane is considered, the storage requirement is around 350m. As well, in the case of a double left configuration, we should not assume a 50/50 split of the left turn volume (both lanes do not typically fill up evenly), rather assume a 60/40 split and with vehicle lengths of 7.5m.

The intersection of 30th Street and the proposed frontage road must be shown to function effectively as is an important part of the overall municipal roadway network, providing alternative access not only to the proposed site, but also to adjacent lands to the east and west, as part of the highway access management strategy.

In terms of traffic signal controls, a future left turn phase for eastbound traffic (from Highway 1 - 164 veh/hr in the PM peak) should be anticipated. The southbound double left (onto Highway 1) will introduce some additional delays to the Highway 1 traffic signal, however, this could be somewhat mitigated by adjusting relative Highway/30th Street phasing to sustain through performance for highway traffic. The consequence would be higher side street congestion/delays affecting access/egress to the site either via the Highway 1/30th Street intersection or the frontage road.

Given the above issues, the City and Developer will need to consider the following options:

- Increase available storage (relocate 30th Street/Frontage Road intersection further north).
- Reduce left turn storage requirement, either through a reduction in trips (reduce size of development), a redistribution in trips (providing other viable road network options), or a phased development (in sync with road system as it becomes developed).

Specific geometric design issues to be addressed in the next submission include:

- Design speed for Highway 1 in this area will be 80km/h. Only aspects of the design, where specifically

2008-10-31



City of Salmon Arm
Memorandum from the Engineering
and Public Works Department

To: Corey Palement, Director of Planning and Development Services
Date: October 14, 2008
Prepared by: Robert Niewenhuizen, City Engineer
Subject: Development Permit Application No. DP-352E
Civic & Legals: 1) 2571 - 10 Ave SW (TCH) - Lot 2, Section 15, Township 20, Range 10, W6M, KDYD, Plan 2174, Except Plans B4771, B6045, 21697 and H401
2) 2701 - 10 Ave SW (TCH) - That Part Lot 2 Shown on Plan B4771, Section 15, Township 20, Range 10, W6M, KDYD, Plan 2174, Except Plan H401
3) 2751 - 10 Ave SW (TCH) - Lot A, Section 15, Township 20, Range 10, W6M, KDYD, Plan 21697
4) 2811 - 10 Ave SW (TCH) - Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 18585
5) 2771 - 10 Ave SW (TCH) - Lot 2, Section 15, Township 20, Range 10, W6M, KDYD, Plan 18585
6) 2941 - 10 Ave SW (TCH) - Lot 1, Section 15, Township 20, Range 10, W6M, KDYD, Plan 2174, except Plans 18585 and H401
7) 2971 - 10 Ave SW (TCH) - Lot A, Section 15, Township 20, Range 10, W6M, KDYD, Plan 28680
Owner: Salmon Arm Shopping Centres Ltd.
Calloway REIT (Salmon Arm) Inc.
Applicant: 568295 BC Ltd (Smart Centres/Glen Bury)

The following comments and servicing requirements are not conditions for rezoning, however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:

General

1. The Developer is required to design and to construct all road infrastructure improvements (on site and off site) to accommodate all site generated traffic as outlined the traffic impact studies prepared by Ward Consulting and dated July 2007 and April 2008.

ZON-870E Traffic Impact Study – Review
October 7, 2008

2. The detailed engineering data and other information are not available at this time, changes to the proposed layout of the development and/or input from Provincial and Federal Resource agencies may change the contents of these comments.
3. The Developer is required to meet all Ministry of Transportation and Infrastructure (MoTI) requirements and must provide the City with a letter of approval from MoTI that these requirements have been met.

Roads/Access:

1. Proposed 30th Street SW extension, on the subject properties west boundary is designated as an Urban Local Street, requiring a minimum total road dedication of 20m. Current records indicate that an additional 12.356m road dedication is required (to be confirmed by surveyor). In addition to the minimum dedication width, additional road dedication and road construction will be required to accommodate the additional travelled and acceleration/deceleration lanes and turning movements recommended in the Traffic Impact Study.
2. Development will require an alternate access to the east of the subject property to provide a secondary road right of way into the development. The route from this access to its connection with 30th Street SW is classified as an Urban Local Street requiring a 20m dedication and constructed to the standards as shown on specification drawing RD-2.
3. The development will be required to design and construct the internal road network to provide and allow for connectability with the adjacent properties to the east and west of the development.
4. The City and MoTI are in general agreement and have recommended that the alternate east access road be provided. The owner/developer will be responsible for the all costs associated with the construction of the alternate access road. This 2nd access road will be designed to accommodate a future frontage and backage road.
5. All cul-de-sacs (dead end roads) shall not exceed 160 metres in length, in accordance with Schedule B section 2.11.2 of the Subdivision and Development Servicing Bylaw No. 3596.
6. The development to provide sufficient road dedication and widening for public transit to service site. Dedicated bus loading/unloading zones and bus shelters to be provided.
7. The developer shall be responsible for upgrading the Trans Canada Highway (TCH) and associated access locations to the design requirements of MoTI and the City to meet the recommendations for additional laning for through traffic capacity and acceleration/deceleration lanes to accommodate turning movements on the TCH. The design speed for the TCH in this area will be 80 km/h.
8. The developer shall be responsible to provide a signalized intersection at the TCH and 30th Street SW including additional turn lanes to the design requirements of MoTI and the City and other related improvements as determined by the approved traffic study.

ZON-870E Traffic Impact Study – Review
October 7, 2008

9. The Ward traffic impact study has identified several existing intersections which require improvements as a result of site traffic volumes. As a condition of development, the developer will be required to provide the City with a cash contribution for the total estimated value of design and construction in lieu of these future roadway/intersection upgrades and improvements.

Robert Niewenhuizen, A.Sc.T.
City Engineer

X:\Operations Dept\Engineering Services\ENG-PLANNING REFERRALS\DEVELOPMENT PERMIT\300's\DP-352E SALMON ARM SHOPPING CENTRES LTD.
(10 Ave SW-TCN)\Smart Center TIS Staff Comments.doc

Page 3 of 3

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: September 18, 2008 2:53 PM
To: 'Corey Palement'; 'miewenhuizen@salmonarm.ca'; 'gbury@smartcentres.com'
Subject: City File: ZON-870 TRAN file: 02-131-17447

Hello,

Please accept our apologise for the delay in providing you feedback on the Traffic Impact Study (TIS) prepared by Ward Consulting Group (April 2008).

Generally, there are no objections to the concept of a large commercial development in this area, as long as the necessary infrastructure improvements are designed and constructed to effectively accommodate the impact of additional generated traffic, without undermining safety and mobility objectives for Trans Canada Highway.

Key considerations include:

- The developer is tasked to design and construct infrastructure improvements needed in the general area (including on-site and off-site road system) to accommodate all site generated traffic, plus background traffic, to the prescribed forecast period.
- All proposed improvements must be consistent with and complimentary to BC MoT planned improvements for this section of Highway 1; reference BC MoT preliminary design showing 4 lanes on the Trans Canada Highway in this area, including frontage/backage road access for adjacent properties.
- Any interim improvements to Highway 1, as necessary to accommodate the development must be self-sustaining; recognizing BC MoT has no specific timeframe commitment to complete 4 laning of the Trans Canada Highway in this area, particularly between 10th Street and 30th Street.

Based on Ward's conceptual design and TIS information, specific comments are categorized as follows:

- Intersection modifications on Highway 1, at 30th Street and at 20th Street
- Required length of 4-laning along Highway 1
- Frontage/backage road system requirements on the northside of Highway 1
- Limited movement (left-in/right-in/out) intersection at the east end of the development
- Access to other properties affected by these works

Intersection of Highway 1 and 30th Street

The concept of a signalized intersection at this location is acceptable, however, there is much concern regarding the limited spacing on 30th Street between the highway and the frontage road intersection to the north. The site plan in the TIS shows this distance less than 200m. We are not convinced there is sufficient physical space available to contain all of the necessary roadworks (storage, tapers, future left turns slot to access lands to the west).

Proposed southbound movements are expected to be problematic, both geometrically and operationally due to queuing a high volume of left turn traffic, (whether accommodated with or without the double turn lanes). While the queuing may or may not be an issue on opening day, we anticipate the development access and access to the frontage road system will be affected. The Consultant should review the storage calculations for the left turns; quick calculations (based on 700 veh/hr) show that even with the double lefts, a minimum storage requirement alone is around 200m. If only a single left turn lane is considered, the storage requirement is around 350m. As well, in the case of a double left configuration, we should not assume a 50/50 split of the left turn volume (both lanes do not typically fill up evenly), rather assume a 60/40 split and with vehicle lengths of 7.5m.

The intersection of 30th Street and the proposed frontage road must be shown to function effectively as is an important part of the overall municipal roadway network, providing alternative access not only to the proposed site, but also to adjacent lands to the east and west, as part of the highway access management strategy.

In terms of traffic signal controls, a future left turn phase for eastbound traffic (from Highway 1 - 164 veh/hr in the PM peak) should be anticipated. The southbound double left (onto Highway 1) will introduce some additional delays to the Highway 1 traffic signal, however, this could be somewhat mitigated by adjusting relative Highway/30th Street phasing to sustain through performance for highway traffic. The consequence would be higher side street congestion/delays affecting access/egress to the site either via the Highway 1/30th Street intersection or the frontage road.

Given the above issues, the City and Developer will need to consider the following options:

- Increase available storage (relocate 30th Street/Frontage Road intersection further north).
- Reduce left turn storage requirement, either through a reduction in trips (reduce size of development), a redistribution in trips (providing other viable road network options), or a phased development (in sync with road system as it becomes developed).

Specific geometric design issues to be addressed in the next submission include:

- Design speed for Highway 1 in this area will be 80km/h. Only aspects of the design, where specifically noted, should be designed at the interim posted speed of 60km/h. (For example, the interim posted speed will be 60km/h until the 4-laning is completed between 10th Street and west through the two-way-left-turn-lane, therefore the electrical design shall place the advance warning flashers for 60km/h).
- Design the tapers should be for 80km/h.
- All movements must accommodate a WB20 vehicle.
- A splitter island between the northbound left turn slot and the northbound through lane will be required assuming the southbound double left turn lanes are incorporated into the design.
- Full parallel decel lane (for 80km/h) for eastbound and westbound traffic onto 30th Street.
- We do not support crosswalks on all 4 legs of the Highway 1/30th Street intersection. Allowing the crosswalk option across the path of a double left turn movement will dramatically increase the delay to the highway. BC MoT preferred approach is to accommodate 3 pedestrian crosswalks; all 4 quadrants of the intersection will be accessible via the 3 crosswalk routes available.
- Minimum southbound left turn storage requirement is to be determined, as discussed above.
- Minimum northbound left turn storage requirement is 30m; however, consideration is required for the intersection of the south frontage road location.
- Minimum eastbound left turn storage requirement is 100m.
- Minimum westbound left turn storage requirement is 75m.
- Noted minimum left turn storage requirements are slightly higher than recommended in the TIS, however, these have been recalculated based on 7.5m vehicle length.
- Magazine into site has assumed right turn storage within the Highway 1 right turn decel lane; this is not acceptable. This storage requirement and the throat length (magazine) must all be accommodated on the side road, off-of the highway.

Length of 4-laning along Highway 1

Relative to Highway 1 / 30th Street Intersection - At the Highway 1 / 30th Street intersection, sufficient length of approach and departure lanes (both upstream and downstream) of the traffic signal is required to ensure an effective utilization of all lanes through the signalized intersection. If the length is too short, the effective capacity of the traffic signal will be limited as approach traffic will pre-select the through lane upstream causing an imbalance in lane use through the signal.

Effective operation of the Highway 1 / 30th Street intersection will require a minimum length of 4-laning (also considering geometric requirements; lane tapers etc) between 20th Street and 30th Street. It does not appear reasonable to require the developer to contribute 4-laning as far east as 10th Street. The eastbound 4-lane section, should start west of the eastbound left turn slot at Highway 1 / 30th Street (the left turn slot should be designed to 80km/h, including taper, parallel decel and storage). The westbound 4-lane merge should be at a distance beyond the Highway 1 / 30th Street intersection, as required for signing a lane drop and sufficient length to digest/store traffic using the outside lane on the westbound highway through phase; this length should then be simulated/analysed to ensure that it is long enough for traffic to want to utilize it through the signal.

Relative to Highway / 20th Street Intersection - A westbound left turn slot current exists at this intersection. It is proposed that the northbound to westbound left turns (onto Highway 1) be facilitated by a protected 'T' intersection; the westbound acceleration lane would become the additional (inside) westbound through lane. It would be ideal to have the two eastbound lanes pass through the 20th Street intersection, terminating some 300+ metres to the east of the intersection. However, property might be a constraining factor. Therefore, an alternative may be a merge of the eastbound traffic to a single lane, upstream of the 20th Street intersection. The key consideration in this situation, is ensuring the eastbound lane merge is sufficiently east of the 30th Street signal to promote utilization of both through lanes and completing all the tapers west of the influence of the 20th St. intersection. Note, dropping the eastbound outside lane at 20th Street (right lane must exit) is expected to cause some conflicting weaving close to this intersection.

The Frontage/Backage Road System on the Northside of Highway 1

As noted, the issue of frontage road spacing from Highway 1 was discussed above. Another concern is the functionality of

a frontage road through the development site. As an important part of the overall municipal road network and the highway access management strategy, the frontage road must operate effectively. In order to benefit all road users, it must look and function like a public road. We would require any mid-block highway access (to frontage road and development site) to function as a public road that has (or will have) a benefit to the public. Mid-block signalization to a development is not considered an option.

Mid-Block Intersection at the East End of the Development

The mid-block access is proposed to accommodate left turns off the highway and right turns in/out (no left turn onto the highway will be permitted). Ideally, this intersection should be located further east than shown by the development, as an 'interim design' adjacent to the development east property boundary. The concern is that the spacing between this mid-block access and the relative westbound left turn slot at 30th Street is limited. The distance between these two access points must accommodate the storage requirements for both (75m+40m) as well as two developed parallel decel lanes and transition tapers for 80km/h.

As an interim design, the following may be considered, until the northern frontage road is extended back to 20th Street. Construct the mid-block eastern access (with limited movements) as shown in Consultant's conceptual design, however, ensure that the full left turn storage, parallel decel for 80km/h and tapers for the westbound left turn slot at 30th Street are fully developed. Any shortfall in required spacing to would be accommodated by 'tightening-up' the interim mid-block access, designing the tapers and parallel decel for 60km/h. In addition, sufficient highway width must be provided to allow for the future mid-block (eastern access) to be relocated by extending the opposing median and maintaining the full width to the future intersection location (where future frontage road connection to occur).

Access to Other Properties Affected by these Works

All Highway 1 roadworks extending from west of 30th Street to 20th Street will require raised channelization. We should confirm how the City, or Developer will communicate this to the adjacent property owners.

Access to the adjacent properties will be affected as follows:

- Access to North Side of Highway between 30th and 20th - Will be less direct, with right turns in/out only at the highway. Access will rely on circulation with the adjacent road network. One route for eastbound lefts from the highway will involve turning right on 30th Street, utilize the south side frontage road, turning left onto the highway from 20th Street (or other major street) and a right turn from highway into their properties. A similar route would be required in order to travel eastbound from these properties.
- Access to the South Side of Highway between 30th and 20th - Direct use of frontage road and adjacent major intersections at the highway.
- Access to the North Side Between 30th Street and End of 4-laning - This appears to involve just one property owner. Ideally, they should connect to the north frontage road as extended across 30th Street; this should be a requirement of the development. The consequence, if this connection cannot be accommodated in the interim, is significant, given the activities (RV sales) at this location. (This access would then be right in/out only, using similar where eastbound left turns into the site would be accommodated similar to other properties on the north side of the highway (see first bullet above). A left turn out of the site would not be possible, rather involving a right turn westbound onto the highway, proceeding to next major highway intersection from which to turn around).

Again, we apologize for the delay in getting our comments to you. While lengthy, this email is intended to be thorough as possible so that the City and Developer can clearly understand the issues and requirements for the next submission.

Tara Knight, Grad Tech.
Salmon Arm Development Tech.
Ministry of Transportation & Infrastructure
Previous name was Tara Perret

Knight, Tara TRAN:EX

Subject: Canceled: MoT file 2009-05802; City file Zon 928
Location: MoT Kamloops - 447 Columbia St
Start: Thu 2009-11-19 9:30 AM
End: Thu 2009-11-19 11:30 AM
Show Time As: Free
Recurrence: (none)
Meeting Status: Not yet responded
Organizer: Knight, Tara TRAN:EX
Required Attendees: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; Aura, Ken K TRAN:EX; 'Corey Palement'; 'Rob Nieuwenhuizen'; Trevor Ward; allee@smartcentres.com; nhildebrand@smartcentre.com
Importance: High

Hello,

Please be advised that this meeting is cancelled.

This Ministry will send our requirements to the City and the City will forward our requirements onto the applicant. Once the applicant has reviewed this Ministry's requirements, we can then arrange further action.

Trevor/Corey – please ensure the Smart Centre representatives are aware of these updates as both their email addresses didn't go through.

All Ministry correspondence on this file should be through the Salmon Arm office and please feel free to contact me if you have any questions.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
• Phone: 250.833.3374
• Fax: 250.833.3380

Hello,

This Ministry would like to have a meeting to discuss our requirements for the above noted file (development at 30th St.)

Please feel free to contact if you have any questions.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
• Phone: 250.833.3374
• Fax: 250.833.3380

Pages 171 through 172 redacted for the following reasons:

Not Responsive

-----Original Appointment-----

From: Knight, Tara TRAN:EX (mailto:Tara.Knight@gov.bc.ca)

Sent: November 12, 2009 1:04 PM

To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; Aura, Ken K TRAN:EX; Corey Paient; Rob Niewenhuizen; Trevor Ward; allee@smartcentres.com; nhildebrand@smartcentre.com

Subject: Canceled: MoT file 2009-05802; City file Zon 928

When: November 19, 2009 9:30 AM-11:30 AM (GMT-08:00) Pacific Time (US & Canada).

Where: MoT Kamloops - 447 Columbia St

Importance: High

Hello,

Please be advised that this meeting is cancelled.

This Ministry will send our requirements to the City and the City will forward our requirements onto the applicant. Once the applicant has reviewed this Ministry's requirements, we can then arrange further action.

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Tara Knight, ASCT

District Development Technician

Ministry of Transportation & Infrastructure

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3

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Wednesday, November 10, 2010
1:51 PM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Friday, December 4, 2009 10:18 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Corey Paiement'; 'Rob Nieuwenhuizen'; 'cbannister@salmonarm.ca'; 'Trevor Ward'; 'allee@smartcentres.com'
Subject: Smart Centres; Meeting Monday Dec 7 @ 1pm in Kamloops

Hello,

Sending this email to confirm MoT will be hosting a meeting on **Monday Dec 7 from 1:00pm to 3:00pm** at the MoT office in **Kamloops**.

So many meeting requests were sent I want to ensure we're all clear.

If you have any questions, please contact me.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

Knight, Tara TRAN:EX

Subject: MoT file 2009-05802 (Smart Centre)
Location: MoT Kamloops Office - 447 Columbia Street - Rivers Room - Booked under 'Smart Centre'

Start: Mon 2009-12-07 1:00 PM
End: Mon 2009-12-07 3:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Knight, Tara TRAN:EX
Required Attendees: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Corey Palement'; 'Rob Nieuwenhuizen'; Trevor Ward
Optional Attendees: 'Alan Lee/SmartCentres'

Sorry for another change. We're going back to **Monday December 7 from 1:00pm to 3:00pm.**

I believe this works for everyone. See you Monday and have a good weekend!

The applicant has requested a change in date. Hopefully Tuesday December 8, from 2:30pm to 4:00pm works for everyone...

Hello,

The applicant has requested a meeting with this Ministry regarding our December 1, 2009 letter.

I have set up a meeting for Monday December 7 from 1:00pm to 3:00pm at the MoT Kamloops office, in the Rivers Room, booked under 'Smart Centre'.

Please contact me if you have any questions.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

Wednesday, November 10, 2010
1:52 PM

Not Responsive

From: Knight, Tara TRAN:EX
Sent: Friday, December 4, 2009 10:18 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Corey Paiement'; 'Rob Niewenhuizen'; 'cbannister@salmonarm.ca'; 'Trevor Ward'; 'allee@smartcentres.com'
Subject: Smart Centres: Meeting Monday Dec 7 @ 1pm in Kamloops

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Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3360

Wednesday, November 10, 2010
1:54 PM

Not Responsive

-----Original Message-----

From: Grant, Shawn D TRAN:EX <Shawn.Grant@gov.bc.ca>

To: Trevor Ward

CC: ALee@smarcentres.com <ALee@smarcentres.com>; Parkes, Norm E TRAN:EX <Norm.Parkes@gov.bc.ca>; Knight, Tara
TRAN:EX <Tara.Knight@gov.bc.ca>

1

Sent: Tue Dec 22 09:58:21 2009
Subject: RE: Salmon Arm SmartCentres

Hi Trevor,

When there is a break in the teleconference, I will call to discuss. I contacted Tara last week regarding your desire for a modified letter for SmartCentres to take to council in early Jan and she has confirmed to me that she will get that letter out by the end of the week.

I will send you my specific comments regarding my review of your synchro models today.

Shawn

From: Trevor Ward [mailto:tward@wardconsulting.ca]
Sent: Tuesday, December 22, 2009 8:31 AM
To: Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com; Parkes, Norm E TRAN:EX
Subject: Fw: Salmon Arm SmartCentres

Shawn:

I should have added that although I am in Toronto this week, I am on my cell at s.22 if you want to call me any time. As I indicated in the earlier email, time is of the essence and therefore I would really like to talk today, as I thought we had arranged last week when talking with Norm. See what you can do please.

Trevor

-----Original Message-----

From: Trevor Ward
To: 'shawn.grant@gov.bc.ca' <shawn.grant@gov.bc.ca>
CC: 'ALee@smartcentres.com' <ALee@smartcentres.com>
Sent: Tue Dec 22 09:22:44 2009
Subject: Re: Salmon Arm SmartCentres

Shawn:

I just tried to call you after - received your email but no answer. There is a big problem with delaying talking until tomorrow and that is that, because of the Christmas season, we need to get a revised letter from the Ministry to the City by this Thursday!! Can we not talk today during a break or at lunch or even at the end of your day today? Or can you email me your conclusions? The big issues are still getting rid of the frontage road, eliminating the need to get approval from the affected owners, then deciding on the extent of uimprovements to the TCH.

Trevor

-----Original Message-----

From: Grant, Shawn D TRAN:EX <Shawn.Grant@gov.bc.ca>
To: Trevor Ward
Sent: Tue Dec 22 09:13:50 2009
Subject: RE: Salmon Arm SmartCentres

Hi Trevor,

I am in a teleconference for most of the day (Tues) - could we talk on Wed at 830? I realize with the 3 hr time difference that a late afternoon meeting would run you into dinner/evening out there.

Shawn

From: Trevor Ward [mailto:tward@wardconsulting.ca]
Sent: Monday, December 21, 2009 5:01 PM
To: Grant, Shawn D TRAN:EX

Subject: Salmon Arm SmartCentres

Shawn:

Just checking in. I am now in Toronto and will call you tomorrow morning - Tuesday. Do you want to suggest a time or will I call at say 8:30 am?

Trevor Ward

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For more information please visit <http://www.messagelabs.com/email>

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Wednesday, December 23, 2009 3:15 PM
To: 'Trevor Ward'; 'Trevor Ward'; 'Alan Lee/SmartCentres'
Cc: 'Corey Paiement'; 'Rob Niewenhuizen'; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)
Attachments: RE: Salmon Arm SmartCentres - Additional Model Runs

Hi Trevor,

Thank you for the below email.

To further clarify condition 6 of our Dec 1 letter, this Ministry will require the applicant to replace any accesses affected by the road improvements to the satisfaction of this Ministry. Applicant to advise property owners affected by the road improvements. Road improvements should be approved by this Ministry and the City of Salmon Arm prior to commencing this condition.

There are no changes to condition 9 and your explanation below is correct, which we are requiring confirmation that no site drainage is added to this Ministry's Right-of-Way. Drainage from highway widening will be reviewed at the design stage.

You have requested that condition 3 of our Dec 1 letter be eliminated. This Ministry generated the conditions in our December 1, 2009 letter based on the information provided as a solution to ensure the highway remains safe and there is no reduction in capacity or level of service. We are open to alternate solutions should options be presented to us which differ from the conditions in our December 1, 2009 letter.

All proposals must be approved by both this Ministry and the City of Salmon Arm.

Furthermore, our Traffic Engineer, Shawn Grant, has reviewed your Dec 9 email and offers the attached response in email dated Dec 22.

Please have all correspondence come through me. Should you have any questions, please contact me.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
Phone: 250.833.3374
Fax: 250.833.3380

From: Trevor Ward s.22
Sent: Tuesday, December 8, 2009 9:40 AM
To: Knight, Tara TRAN:EX
Cc: 'Trevor Ward'; ALee@smartcentres.com; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Mark Merlo'
Subject: Salmon Arm - SmartCentres Project

Tara:
Thanks for arranging the meeting for us so quickly. The timing was really appreciated. As I have mentioned to you S22 s.22 and so we are endeavoring to get this all sorted out and agreed upon by the time I leave. Yesterday's meeting went a long way to clarifying the requirements.

As requested at the meeting, I would appreciate you digging out the access permits for all the properties likely to be affected by the proposed changes to the TCH. In the past I have been given copies of whatever permits I have requested. However, if you feel that there is an issue over that, then all I really need to know is:
- is there an access permit for the access being affected – yes or no?

- If so, is there any special condition on the permit, other than the usual one which gives the Ministry the right to restrict the access to right-in/right-out should the Ministry so wish any time in the future?

This memo is also to confirm that at yesterday's meeting, the Ministry modified Condition 6 in your letter of December 1 to read something to the effect that "Applicant to discuss the impact of the improvements to the Trans Canada Highway with all affected property owners and confirm to the Ministry that this has been done."

With respect to Condition 9, the applicant, SmartCentres, is to confirm that no site development drainage is being added to the Ministry's right-of-way. Any increased drainage from the highway widening will be accommodated in the normal manner through suitable drainage along the highway.

Mark Merlo and I met with Shawn and her assistant James yesterday after the meeting and we will get back to her with some additional simulation models and analysis results resolving the specifics of Conditions 1, 2, and 4. We will copy you on any memos.

Please call me at s.22 if you have any questions on the above.

Trevor Ward
T.J.Ward Consulting Group Inc.

Not Responsive

From: Knight, Tara TRAN:EX [<mailto:Tara.Knight@gov.bc.ca>]
Sent: December 23, 2009 3:15 PM
To: Trevor Ward; Trevor Ward; Alan Lee/SmartCentres
Cc: Corey Paient; Rob Niewenhuizen; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)

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All proposals must be approved by both this Ministry and the City of Salmon Arm.

Furthermore, our Traffic Engineer, Shawn Grant, has reviewed your Dec 9 email and offers the attached response in email dated Dec 22.

Please have all correspondence come through me. Should you have any questions, please contact me.

Tara Knight, AS&T
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
Phone: 250.833.3374
Fax: 250.833.3380

From: Trevor Ward [mailto:T.Ward@tjward.com] s.22
Sent: Tuesday, December 8, 2009 9:40 AM
To: Knight, Tara TRAN:EX
Cc: 'Trevor Ward'; ALee@smartcentres.com; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Mark Merlo'
Subject: Salmon Arm - SmartCentres Project

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Mark Merlo and I met with Shawn and her assistant James yesterday after the meeting and we will get back to her with some additional simulation models and analysis results resolving the specifics of Conditions 1, 2, and 4. We will copy you on any memos.

Please call me at s.22 if you have any questions on the above.

Trevor Ward
T.J.Ward Consulting Group Inc.

Not Responsive

From: Knight, Tara TRAN:EX
Sent: Wed 23/12/2009 3:15 PM
To: 'Trevor Ward'; 'Trevor Ward'; 'Alan Lee/SmartCentres'
Cc: 'Corey Paiement'; 'Rob Niewenhuizen'; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)

Hi Trevor,

Thank you for the below email.

To further clarify condition 6 of our Dec 1 letter, this Ministry will require the applicant to replace any accesses affected by the road improvements to the satisfaction of this Ministry. Applicant to advise property owners affected by the road improvements. Road improvements should be approved by this Ministry and the City of Salmon Arm prior to commencing this condition.

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All proposals must be approved by both this Ministry and the City of Salmon Arm.

Furthermore, our Traffic Engineer, Shawn Grant, has reviewed your Dec 9 email and offers the attached response in email dated Dec 22.

Please have all correspondence come through me. Should you have any questions, please contact me.

Tara Knight, AS&T
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

From: Trevor Ward [\[mailto: \]](#) s.22
Sent: Tuesday, December 8, 2009 9:40 AM
To: Knight, Tara TRAN:EX
Cc: 'Trevor Ward'; ALee@smartcentres.com; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Mark Merlo'
Subject: Salmon Arm - SmartCentres Project

1

Tara:

Thanks for arranging the meeting for us so quickly. The timing was really appreciated. As I have mentioned to you ^{S22}
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Page 188 redacted for the following reason:

Not Responsive

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From: Knight, Tara TRAN:EX [mailto:Tara.Knight@gov.bc.ca]
Sent: December 23, 2009 3:15 PM
To: Trevor Ward; Trevor Ward; Alan Lee/SmartCentres
Cc: Corey Paiement; Rob Nieuwenhuizen; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
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☎ Phone: 250.833.3374
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Sent: Tuesday, December 8, 2009 9:40 AM
To: Knight, Tara TRAN:EX
Cc: 'Trevor Ward'; ALee@smartcentres.com; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Mark Merio'
Subject: Salmon Arm - SmartCentres Project

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T.J.Ward Consulting Group Inc.

Page 191 redacted for the following reason:

Not Responsive

To: Trevor Ward<tward@wardconsulting.ca>; Trevor Ward<timaru@shaw.ca>; Alan Lee/SmartCentres<ALee@smartcentres.com>
Cc: Corey Paiement<cpaiement@salmonarm.ca>; Rob Niewenhuizen<rniewenhuizen@salmonarm.ca>; Grant, Shawn D TRAN:EX<Shawn.Grant@gov.bc.ca>; Irvine, Grant M TRAN:EX<Grant.Irvine@gov.bc.ca>
Subject: MoT file 2009-05802 (SmartCentres)

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Tara Knight, AS&T
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
Phone: 250.833.3374
Fax: 250.833.3380

From: Trevor Ward [mailto:tward@wardconsulting.ca] s.22
Sent: Tuesday, December 8, 2009 9:40 AM
To: Knight, Tara TRAN:EX
Cc: 'Trevor Ward'; ALee@smartcentres.com; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX; 'Mark Merlo'
Subject: Salmon Arm - SmartCentres Project

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Please call me at s.22 if you have any questions on the above.

Trevor Ward
T.J.Ward Consulting Group Inc.

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Wednesday, March 17, 2010 12:27 PM
To: 'Mark Merlo'; 'Trevor Ward'; 'Corey Paiement'; 'Rob Niewenhuizen'
Cc: 'Alan Lee (19)'; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)
Attachments: 10avememo.pdf; 2019pmdev-rt-A.syn; 2019pmdev-rt-C.syn; 2019pmdev-500-C.syn; 2019pmdev-500-A.syn; City Dec 16 letter.pdf; SA.xlsx

Hello,

Please find below the Ministry's response to Ward's Tech Memo Jan.15/10 and the City of Salmon Arm's letter Dec 16/09:

To re-cap, Ward Consulting Group has been analysing various scenarios and the most recent was a protected 'T' option at 10 Ave. However, a letter issued by the City stated they did not support the protected 'T' option. After our meeting with the City, it was clarified that the City was not opposed to a protected "T" but did not support an unsignalised one.

To assist in keeping this development moving ahead, we did some quick analysis of a signalised protected 'T' with a bit of a "sensitivity analysis" on the left turns.

We looked at the following options:

- MoT concerns are predominantly with the functionality of the TCH so we looked specifically at the following:
 - Signalised i/s as previously submitted by Ward (only 1 EB thru lane)
 - Signalised i/s with 2 EB lanes
- We realize the City is concerned with the delay to the side street traffic and access to the properties on the south side of the hwy so we also looked at:
 - The two scenarios above assuming modified left turning movements (NB from 10th Ave onto the TCH)
 - Assumed 0% "diversions of left turns" i.e. no frontage road option
 - Assumed 25% and 50% diversions of the left turns i.e. frontage road constructed

We did not analyse the affects of carrying the left turn movements along the frontage road and the impacts at 30th nor the discharge lengths of the 2 EB thru lanes at 10th. Attached is a copy of our results (named SA.xlsx) but I STRONGLY recommend that the consultant do their own analysis of the options.

In summary, I do support the request by the City of a signalised protected 'T' at this location with the requirement of 2 EB thru lanes – I suspect that we may have to carry these lanes right up to Piccadilly (the cost of putting everything on the highway with no network options available to divert some traffic).

If you have and question, please contact me and quote file 2009-05802.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

From: Knight, Tara TRAN:EX
Sent: Monday, January 25, 2010 10:08 AM
To: 'Mark Merlo'; 'Trevor Ward'
Cc: 'Corey Paiement'; 'Rob Niewenhuizen'; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)

Hi Mark,

I have received the below proposal you submitted to Shawn Grant. To avoid any miscommunication and to ensure our file is complete with all correspondence, please send any/all correspondence through me. We require one point of contact to ensure there is no miscommunication and that contact on file is Trevor Ward. Should this not be the case, please advise me.

The attached proposal indicates results for a protected 'T' option for the Trans Canada Highway and 10th Avenue SW intersection. However, the City of Salmon Arm's letter dated December 16, 2009 (attached) indicates they do not support a protected 'T'. The Ministry will be meeting with the City this Wednesday to discuss this letter. Smart Centres will be notified of the outcome of this meeting.

If you have any questions, please contact me and quote file 2009-05802.

Tara Knight, ASCT

District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
Phone: 250.833.3374
Fax: 250.833.3380

From: Grant, Shawn D TRAN:EX
Sent: Tuesday, January 19, 2010 9:27 AM
To: Knight, Tara TRAN:EX
Subject: FW: Hwy 1/10 Avenue Analysis

The most recent info from Smart Centres.

Shawn

From: Mark Merlo [<mailto:mmerlo@wardconsulting.ca>]
Sent: Friday, January 15, 2010 4:51 PM
To: Grant, Shawn D TRAN:EX
Cc: Alee@smartcentres.com; s.22
Subject: Hwy 1/10 Avenue Analysis

Shawn,

Attached are the Synchro files for the 2019 analysis. There are four versions, two with the higher peak hour factor and two with the lower. For each factor there is one version with the eastbound lane at 30 Street ending 500 metres to the east and the other with it continuing to 10 Avenue. The naming convention is the same as the previous Synchro files sent last month.

I have also attached a revised memo outlining the 2019 results.

If you have any questions, please feel free to call, and I would be happy to answer them.

Mark,

Mark Merlo, M.A.Sc., P.Eng.
Senior Traffic/Transportation Engineer
p: 604-685-0275 x335 • f: 604-684-6241
e: mmerlo@eba.ca

EBA Engineering Consultants Ltd.
Oceanic Plaza, 9th Floor, 1066 West Hastings Street
Vancouver, British Columbia V6E 3X2 • CANADA

CREATING AND DELIVERING BETTER SOLUTIONS.
www.eba.ca

ISSUED FOR USE

TECHNICAL MEMO

CREATING AND DELIVERING BETTER SOLUTIONS

www.wardconsulting.ca

TO: Shawn Grant

DATE: January 15, 2010

C:

MEMO NO:

FROM: Mark Merlo/Trevor Ward

FILE: V31201071

SUBJECT: 2019 Analysis

Attached are some revised tables for the 2019 analysis results, which include the 2009 background results which you indicated are to be the goal of the analysis. The results with the development traffic in place are all for the protected 'T' intersection. In the p.m. peak hour the operation of the intersection with the development traffic in 2019 is better than in 2009. This is not the case with the Saturday analysis; however, the Saturday result ($v/c = 2.78$, delay = 935) is similar to that of the 2009 p.m. peak hour ($v/c = 2.73$, delay = 952). I trust that this will allow us to close the issue and proceed with the protected 'T' as the preferred option for this intersection, and we can now concentrate on the remaining details.

TABLE 1: HIGHWAY 1/10 AVENUE S.W. (UNSIGNALIZED) – PM PEAK HOUR

		Eastbound			Westbound			Northbound			Southbound			Over all
		L	T	R	L	T	R	L	T	R	L	T	R	
2009 background		0.48	0.12	0.07	0.70			2.73		0.07				
		0.0	0.0	9.7	0.0			952		15.3				
		A	A	A	A			F		C				
		0	0	2	0			110		2				
2019 background	v/c	0.59	0.15	0.09	0.86			6.77		0.10				
	delay	0.0	0.0	10.7	0.0			***		18.6				
	LoS	A	A	B	A			F		C				
	queue	0	0	2	0			***		3				
2019 w development	v/c	0.90	0.17	0.15	1.19			2.28		0.21				
	protected T delay	0.0	0.0	14.5	0.0			682		36.0				
	LoS	A	A	B	A			F		E				
	queue	0	0	4	0			142		6				

v/c = volume to capacity ratio; delay = average delay per vehicle in seconds; LoS = Level of Service

01/15/2010

Ward Consulting Group – A Division of EBA Engineering Consultants Ltd
p. 604.688.8826 • f. 604.688.9562 • Oceanic Plaza, 9th Floor
1066 West Hastings Street • Vancouver, British Columbia V6E 3X2 • CANADA



TABLE 2: HIGHWAY 1/10 AVENUE S.W. (UNSIGNALIZED) – SATURDAY PEAK HOUR

		Eastbound			Westbound			Northbound			Southbound			Over
		L	T	R	L	T	R	L	T	R	L	T	R	
2009 background		0.45	0.13	0.10	0.53			1.57		0.08				
		0.0	0.0	9.7	0.0			407		14.7				
		A	A	A	A			F		B				
		0	0	3	0			74		2				
2019 background	v/c	0.55	0.16	0.14	0.64			3.61		0.12				
	delay	0.0	0.0	10.7	0.0			***		17.7				
	LoS	A	A	B	A			F		C				
	queue	0	0	4	0			***		3				
2019 w development	v/c	0.92	0.19	0.25	1.02			2.78		0.28				
protected T	delay	0.0	0.0	16.2	0.0			935		41.2				
	LoS	A	A	C	A			F		E				
	queue	0	0	7	0			142		8				

v/c = volume to capacity ratio; delay = average delay per vehicle in seconds; LoS = Level of Service

TABLE 3: HIGHWAY 1/10 AVENUE S.W. – REDUCED SUMMER FACTOR – PM PEAK HOUR

		Eastbound			Westbound			Northbound			Southbound			Over
		L	T	R	L	T	R	L	T	R	L	T	R	
2009 background		0.41	0.11	0.05	0.60			1.47		0.05				
		0.0	0.0	9.2	0.0			357		13.7				
		A	A	A	A			F		B				
		0	0	1	0			71		1				
2019 background	v/c	0.50	0.13	0.07	0.73			3.25		0.07				
	delay	0.0	0.0	9.9	0.0			***		15.9				
	LoS	A	A	A	A			F		C				
	queue	0	0	2	0			***		2				
2019 w development	v/c	0.78	0.14	0.10	1.02			1.35		0.13				
protected T	delay	0.0	0.0	12.6	0.0			263		26.9				
	LoS	A	A	B	A			F		D				
	queue	0	0	3	0			87		3				

v/c = volume to capacity ratio; delay = average delay per vehicle in seconds; LoS = Level of Service

TABLE 4: HIGHWAY 1/10 AVENUE S.W. – REDUCED SUMMER FACTOR – SATURDAY PEAK HOUR														
		Eastbound			Westbound			Northbound			Southbound			Over
		L	T	R	L	T	R	L	T	R	L	T	R	all
<u>2009 background</u>		0.39	0.11	0.08	0.45			0.90		0.06				
		0.0	0.0	9.1	0.0			131		13.2				
		A	A	A	A			F		B				
		0	0	2	0			41		1				
<u>2019 background</u>	v/c	0.47	0.14	0.11	0.55			1.84		0.08				
	delay	0.0	0.0	9.8	0.0			532		15.2				
	LoS	A	A	A	A			F		C				
	queue	0	0	3	0			84		2				
<u>2019 w/development</u>	v/c	0.88	0.17	0.21	0.97			2.19		0.23				
protected T	delay	0.0	0.0	15.0	0.0			656		35.8				
	LoS	A	A	C	A			F		E				
	queue	0	0	6	0			121		6				

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City of Salmon Arm

500 - 2 Avenue NE
Mailing Address: Box 40
Salmon Arm, BC V1E 4N2
Tel: (250) 803-4000 Fax: (250) 803-4041
www.salmonarm.ca



December 16, 2009

Our File: OCP3000-50/ZON-928
Your File: 2009-05802

Ministry of Transportation and Infrastructure
Okanagan Shuswap District
Box 100 Station Main,
Salmon Arm, B.C.
V1E 4S4

Attention: Tara Knight, District Development Technician

Re: Salmon Arm TCH West – Smart Centres Development

With respect to our recent meeting held on Monday, December 7, 2009 with MoTI, City staff, Smart Centres and Ward Consulting regarding the above mentioned development and in the MoTI requirements outlined in your letter dated December 1, 2009. City staff provides the following comments:

City staff have concerns with the developer's comments in regards to the functionality of the proposed improvements and the impact on the adjacent and surrounding properties. Specifically, we reference the MOTI letter dated December 1, 2009 - Item #3 which requires the applicant to design and construct the frontage road along the south side of the Trans-Canada Highway (TCH). During the meeting the developer commented that the frontage road was a new and onerous requirement. The frontage roads were discussed with the developer at a previous meeting (May 6, 2009) hosted by MOTI in Kamloops and therefore should not be considered a new issue.

The required off-site road improvements must be shown to function effectively as this is an important part of the overall municipal roadway network, providing alternative access not only to the proposed site, but also to the adjacent properties as part of the highway access management strategy. We are concerned that if the frontage road on the south side of the TCH is not constructed and a centre median is installed to control left turning movements (i.e. access to the properties on both sides of the TCH would be limited to right in and out) then the MoTI and City could be subject to a claim for business losses resulting from the works after construction completion. Similar considerations should also be given to the properties on the north side of the TCH. Should MoTI wish to negate the developer's responsibility for these off-site road improvements, then the City will be looking for an exemption of liability from the MoTI.

City staff has reviewed a protected 'T' intersection at/near Canadian Tire and do not support this proposal. We believe that even with a protected tee intersection, the left turn movement onto the

TCH west bound will still result in a Level of Service "F". We recommend that this intersection be signalized with the west bound traffic provided an advance green arrow (in-place of a left turn lane) on the TCH "through traffic" phase. This will allow traffic that wishes to turn left the opportunity to safely make the turning movement on the following green phase and/or make the left turn safely during low traffic volumes. This option also allows safe left turns onto the TCH from 10th Avenue SW.

This location and section of the TCH is not without its challenges and the availability of property is a constraint which may limit the type of improvements which can be designed and constructed, the required off-site works must safely accommodate the future traffic which will be generated by the proposed development.

Notwithstanding some of the discussions that occurred at the December 7, 2009 meeting, the City understands that the developers requirements remain as outlined in your December 1, 2009 letter. The City requests further discussion about the protected 'T' intersection and the City's suggested alternative at the TCH and 10th Avenue S.W. intersection.

Please contact the undersigned at 250-803-4017 to discuss further.

Regards,



Robert Niewenhuizen, A.Sc.T.
City Engineer

Cc: Carl Bannister, CAO
Dale McTaggart, Director of Engineering and Public Works
Corey Palement, Director of Development Services
Alan Lee, Smart Centres
Trevor Ward, Ward Consulting

SUMMARY

		Single EB Thru Lane			Two EB Thru Lanes		
		0%	25%	50%	0%	25%	50%
v/c	ratio	1.25	1.22	1.20	0.81	0.79	0.70
Delay	s	202.0	193.9	184.4	34.0	30.6	24.2
LOS		F	F	F	C	C	C
Cycle	s	120	120	120	90	90	90

SINGLE THRU ON EB TCH & 0% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	120	s	v/c			Delay	202.0	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	195	---	28	---	---	---
v/c	ratio	---	1.51	0.30	1.09	---	---	0.87	---	0.13	---	---
Delay	s	---	260.8	7.3	178.1	---	---	82.8	---	16.5	---	---
LOS	---	---	F	A	F	---	---	F	---	B	---	---
QUEUE	m	---	138.1	16.8	33.8	---	---	91.8	---	16.7	---	---
APPROACH												
Delay	s	219.7			178.1			74.5			---	
LOS		F			F			E			---	

SINGLE THRU ON EB TCH & 25% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	120	s	v/c			Delay	193.9	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	146	---	28	---	---	---
v/c	ratio	---	1.48	0.30	1.03	---	---	0.72	---	0.14	---	---
Delay	s	---	247.2	7.1	174.7	---	---	69.0	---	16.8	---	---
LOS	---	---	F	A	F	---	---	F	---	B	---	---
QUEUE	m	---	190.6	160.4	40.8	---	---	73.0	---	16.4	---	---
APPROACH												
Delay	s	208.3			174.7			60.6			---	
LOS		F			F			E			---	

SINGLE THRU ON EB TCH & 50% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	120	s	v/c			Delay	184.4	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	88	---	28	---	---	---
v/c	ratio	---	1.45	0.29	1.02	---	---	0.57	---	0.16	---	---
Delay	s	---	231.2	6.7	168.1	---	---	61.6	---	17.3	---	---
LOS	---	---	F	A	F	---	---	F	---	B	---	---
QUEUE	m	---	192.2	156.3	28.3	---	---	41.4	---	0.0	---	---
APPROACH												
Delay	s	194.9			168.1			51.8			---	
LOS		F			F			D			---	

TWO THRU ON EB TCH & 0% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	90	s	v/c			Delay	34.0	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	195	---	28	---	---	---
v/c	ratio	---	0.94	0.32	0.63	---	---	0.71	---	0.10	---	---
Delay	s	---	37.1	3.6	62.4	---	---	48.3	---	12.2	---	---
LOS	---	---	D	A	E	---	---	D	---	B	---	---
QUEUE	m	---	165.2	122.3	28.8	---	---	66.6	---	16.0	---	---
APPROACH												
Delay	s	31.7			62.4			43.8			---	
LOS		C			E			D			---	

TWO THRU ON EB TCH & 25% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	90	s	v/c			Delay	30.6	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	146	---	28	---	---	---
v/c	ratio	---	0.92	0.31	0.62	---	---	0.60	---	0.11	---	---
Delay	s	---	33.6	3.5	59.7	---	---	43.7	---	12.5	---	---
LOS	---	---	C	A	E	---	---	D	---	B	---	---
QUEUE	m	---	108.5	92.9	27.4	---	---	48.8	---	0.0	---	---
APPROACH												
Delay	s	28.7			59.7			38.7			---	
LOS		C			E			D			---	

TWO THRU ON EB TCH & 50% LT DIVERSION												
TRANS CANADA HIGHWAY							10th AVE SW					
2019 PM	CYCLE	90	s	v/c			Delay	24.2	s	LOS		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
VOLUME	---	1415	273	61	---	---	98	---	28	---	---	---
v/c	ratio	---	0.81	0.29	0.58	---	---	0.45	---	0.13	---	---
Delay	s	---	26.1	33.0	54.4	---	---	40.0	---	13.0	---	---
LOS	---	---	C	A	D	---	---	D	---	B	---	---
QUEUE	m	---	---	---	---	---	---	---	0.0	---	---	---
APPROACH												
Delay	s	22.4			54.4			34.0			---	
LOS		C			D			C			---	

Wednesday, November 10, 2010
3:05 PM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Wednesday, March 17, 2010 1:57 PM
To: 'ALee@smartcentres.com'
Subject: RE: MoT file 2009-05802 (SmartCentres)

Thanks for the heads up Alan.

Please have any and all changes sent to my attention.

Tara Knight, ASiT
Salmon Arm Development Technician

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Wednesday, March 17, 2010 1:55 PM
To: Knight, Tara TRAN:EX; Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Cc: Corey Paiement; Irvine, Grant M TRAN:EX; Mark Merlo; Rob Niewenhuizen; Grant, Shawn D TRAN:EX; Trevor Ward
Subject: Re: MoT file 2009-05802 (SmartCentres)

Tara,

Over the last few weeks, the development plans have changed significantly with the proposed square footage being much smaller than previous. Ward Consulting is amending their analysis to suit and will provide that when completed.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

03/17/2010 12:26 PM

To: "Mark Merlo" <mmerlo@wardconsulting.ca>, "Trevor Ward" <tward@wardconsulting.ca>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Rob Niewenhuizen" <rniewenhuizen@salmonarm.ca>
cc: "Alan Lee (19)" <ALee@smartcentres.com>, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>
Subject: MoT file 2009-05802 (SmartCentres)

Hello,

Please find below the Ministry's response to Ward's Tech Memo Jan.15/10 and the City of Salmon Arm's letter Dec 16/09:

To re-cap, Ward Consulting Group has been analysing various scenarios and the most recent was a protected 'T' option at 10 Ave. However, a letter issued by the City stated they did not support the protected 'T' option. After our meeting with the City, it was clarified that the City was not opposed to a protected "T" but did not support an unsignalled one.

To assist in keeping this development moving ahead, we did some quick analysis of a signalised protected 'T' with a bit of a "sensitivity analysis" on the left turns.

We looked at the following options:

- MoT concerns are predominantly with the functionality of the TCH so we looked specifically at the following:
 - Signalised i/s as previously submitted by Ward (only 1 EB thru lane)
 - Signalised i/s with 2 EB lanes
- We realize the City is concerned with the delay to the side street traffic and access to the properties on the south side of the hwy so we also looked at:
 - The two scenarios above assuming modified left turning movements (NB from 10th Ave onto the TCH)
- Assumed 0% "diversions of left turns" i.e. no frontage road option
- Assumed 25% and 50% diversions of the left turns i.e. frontage road constructed

We did not analyse the affects of carrying the left turn movements along the frontage road and the impacts at 30th nor the discharge lengths of the 2 EB thru lanes at 10th. Attached is a copy of our results (named SA.xlsx) but I STRONGLY recommend that the consultant do their own analysis of the options.

In summary, I do support the request by the City of a signalised protected 'T' at this location with the requirement of 2 EB thru lanes – I suspect that we may have to carry these lanes right up to Piccadilly (the cost of putting everything on the highway with no network options available to divert some traffic).

If you have a question, please contact me and quote file 2009-05802.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

From: Knight, Tara TRAN:EX
Sent: Monday, January 25, 2010 10:08 AM
To: 'Mark Merlo'; 'Trevor Ward'
Cc: 'Corey Paiement'; 'Rob Niewenhuizen'; Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Subject: MoT file 2009-05802 (SmartCentres)

Hi Mark,

I have received the below proposal you submitted to Shawn Grant. To avoid any miscommunication and to ensure our file is complete with all correspondence, please send any/all correspondence through me. We require one point of contact to ensure there is no miscommunication and that contact on file is Trevor Ward. Should this not be the case, please advise me.

The attached proposal indicates results for a protected 'T' option for the Trans Canada Highway and 10th Avenue SW Intersection. However, the City of Salmon Arm's letter dated December 16, 2009 (attached) indicates they do not support a protected 'T'. The Ministry will be meeting with the City this Wednesday to discuss this letter. Smart Centres will be notified of the outcome of this meeting.

If you have any questions, please contact me and quote file 2009-05802.

Tara Knight, ASCT
District Development Technician
Ministry of Transportation & Infrastructure
Box 100, Salmon Arm, BC, V1E 4S4
☎ Phone: 250.833.3374
☎ Fax: 250.833.3380

From: Grant, Shawn D TRAN:EX
Sent: Tuesday, January 19, 2010 9:27 AM
To: Knight, Tara TRAN:EX
Subject: FW: Hwy 1/10 Avenue Analysis

The most recent info from Smart Centres.

Shawn

From: Mark Merlo [mailto:mmerlo@wardconsulting.ca]

Sent: Friday, January 15, 2010 4:51 PM

To: Grant, Shawn D TRAN:EX

Cc: ALee@smartcentres.com; s.22

Subject: Hwy 1/10 Avenue Analysis

Shawn,

Attached are the Synchro files for the 2019 analysis. There are four versions, two with the higher peak hour factor and two with the lower. For each factor there is one version with the eastbound lane at 30 Street ending 500 metres to the east and the other with it continuing to 10 Avenue. The naming convention is the same as the previous Synchro files sent last month.

I have also attached a revised memo outlining the 2019 results.

If you have any questions, please feel free to call, and I would be happy to answer them.

Mark.

Mark Merlo, M.A.Sc., P.Eng.

Senior Traffic/Transportation Engineer

p: 604-685-0275 x335 • f: 604-684-6241

e: mmerlo@cba.ca

EBA Engineering Consultants Ltd.

Oceanic Plaza, 9th Floor, 1066 West Hastings Street

Vancouver, British Columbia V6E 3X2 • CANADA

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[attachment
"10avememo.pdf" deleted by Alan Lee/SmartCentres] [attachment "2019pmdev-rt-A.syn" deleted by Alan
Lee/SmartCentres] [attachment "2019pmdev-rt-C.syn" deleted by Alan Lee/SmartCentres] [attachment
"2019pmdev-500-C.syn" deleted by Alan Lee/SmartCentres] [attachment "2019pmdev-500-A.syn" deleted
by Alan Lee/SmartCentres] [attachment "City Dec 16 letter.pdf" deleted by Alan Lee/SmartCentres]
[attachment "SA.xlsx" deleted by Alan Lee/SmartCentres]

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Friday, November 12, 2010
10:50 AM

Not Responsive

From: Parkes, Norm E TRAN:EX
To: 'ALee@smartcentres.com' <ALee@smartcentres.com>; Grant, Shawn D TRAN:EX
Sent: Tue Jun 22 14:24:08 2010
Subject: Re: Smart Centre Development - Proposed TCH Improvements - Salmon Arm

Don't have a copy, but will follow up
Norm

Ministry of Transportation
and Infrastructure
Southern Interior Region

From: ALee@smartcentres.com <ALee@smartcentres.com>
To: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Sent: Tue Jun 22 14:12:26 2010
Subject: Fw: Smart Centre Development - Proposed TCH Improvements - Salmon Arm

Hi Norm,

Talking to Elizabeth and Dave, I understand that both of them can't find a copy of Shawn's comments and have indicated that even with that, without the background, they will likely not be able to provide a response until next week at the earliest.

Were you copied on Shawn's review comments and if so can you please forward it to Elizabeth and Dave? Could we also get copied so that we can start addressing them if required? I have left Shawn a message on this as well but understand she is not back in the office until Thu.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 06/22/2010 02:08 PM -----

Alan Lee/SmartCentres

06/22/2010 11:57 AM

To: Elizabeth Kearn, Dave Turner

cc: Norm.Parkes@gov.bc.ca, Shawn.Grant@gov.bc.ca, Tara.Knight@gov.bc.ca,
nhildebrand@smartcentres.com

Subject: Fw: Smart Centre Development - Proposed TCH Improvements - Salmon Arm

Hi Elizabeth,

Thanks for discussing the project with me today. As indicated, I had understood from my discussions with Norm yesterday that Shawn had provided Tara with her TIA review comments this past Friday. However, as I understand that Tara is on vacation last Friday and all of this week and that Shawn is on vacation until Wed of this week, that you and Dave will be providing MOT comments in their absence.

I have also forwarded the email below to you which provides some background information.

As indicated, our rezoning application was approved at Salmon Arm Council yesterday to move forward to 1st and 2nd reading Monday Jun 28th and 3rd reading Public Hearing is proposed for Jul 19.

If helpful, we are happy to have EBAWard Consulting available for a meeting or conference call with yourselves to answer any questions you might have. Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 06/22/2010 11:44 AM —

Alan Lee/SmartCentres

06/17/2010 04:43 PM

To: Norm Parkes, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc: nhildebrand@smartcentres.com

Subject: Fw: Smart Centre Development - Proposed TCH Improvements

Norm,

I noticed you weren't copied on the email below so I have forwarded it to you.

Norm, Shawn, Tara,

Based on the City's review of the TIA and the proposed improvements to the TCH, we wanted to provide some comments:

- There are a number of points with regards to property lines, existing road edges, asphalt edges, etc.... In our past experience and I understand those of our consultant Ward Consulting also, for TIAs submitted to MOT, at this stage, concept laning drawings are provided for review. While we certainly understand the need for the details noted above, those are normally addressed at the design drawing stage and we believe those are premature at this stage.
- There are a number of points with regards to loss of left turn access from the TCH which we are not entirely clear on as the points appear to be conflicting. In Points 5 and 15, there is concern with regard to loss of left turns which although illegal, are currently possible under the present configuration. However, Point 10 appears to indicate the preference for concrete barriers which conflicts with the points above. The updated concept laning drawing as provided by Ward/EBA on Jun 14 maintains a similar median treatment as currently exists and there is minimal impact to left turns. Further to that, as requested by the City, we have also approached and received written approval from the affected landowners for the conceptual laning and improvements as proposed. I have attached the letters below for your reference.

For Country Camping and Neptune Pools, we can provide alternate access onto our proposed access roads.

- Point 9 asks about a second eastbound through lane from 30th St SW to the protected T intersection. With our development proposal now reduced such that volumes are approx 45% less than previous, and with the need now for only 1 SB to EB left turn exit lane from our site at the north leg of 30th St SW, our understanding is that the proposed improvements fully mitigate our development impacts.

We are happy to meet with you to discuss any questions you may have at your convenience and would certainly like to understand and go through your analysis of the City's comments below. We look forward to your response. Thanks.

[attachment "Salmon Arm - Letters from Landowner's Supporting SmartCentres Proposed Transportation Improvements.pdf" deleted by Alan Lee/SmartCentres]

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 06/17/2010 03:13 PM -----

"Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>

To "Grant, Shawn D TRAN-EX" <Shawn.Grant@gov.bc.ca>, "Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>, "Nathan Hildebrand" <NHildebrand@smartcentres.com>, "Alan Lee" <ALee@smartcentres.com>, <mmmario@eba.ca>

06/15/2010 05:18 PM

cc "Corey Paiement" <cpaiement@salmonarm.ca>, "Carl Bannister" <cbannister@salmonarm.ca>, "Dale McTaggart" <dmcgart@salmonarm.ca>
Subject Smart Centre Development - Proposed TCH Improvements

Good Afternoon

After having reviewed the concept laneing site plan drawings which we have received from EBA Engineering (Ward) dated June 14, 2010 for the Smart Centre Development (File: V31201071-LN-7 Hwy concept 30 St SW to 10 St SW.pdf), we have the following **Preliminary comments**:

Again we express our concerns with the applicants proposal and with the future functionality of the proposed improvements and the potential impact on the adjacent and surrounding properties & businesses.

1. All **Existing Property Lines** need to be shown on the plans, possibly in bold or an alternate color.
2. The plan needs to identify any Right of Way acquisition or Road Dedication requirements and existing trespass situations based on the proposed improvements.
3. All existing driveways and property access points need to be shown on the plan (north and south side of TCH).

4. Show the alternative access arrangements where required for all affected properties, including Country Camping and Neptune Pools.
5. The plan need to show the proposed access & egress movements from these existing properties and identify restrictions or permanent loss of any access or egress movements.
6. The plan needs to show the existing roads and asphalt edges.
7. 30th Street intersection alignment
 - a. Sidewalks are shown on private property?
 - b. Crosswalk should be relocated to east side of intersection
8. Acceleration/Deceleration lanes for proposed second development access?
9. Second east bound lane from 30th Street SW intersection to proposed protected T intersection?
10. Painted islands and median vs. concrete barriers, the center median being proposed may invite drivers to perform illegal traffic movements (i.e. Left in or Left out movements)
11. The concept drawing to show existing conditions and proposed works by applicant only. The south frontage road design (Gentech Engineering) should be removed If it is not being proposed to be provided by the applicant.
12. MOTI or Traffic Engineer to provide confirmation that the proposed protected "T" intersection meets all geometric design standards, safety & performance requirements.
13. The traffic study to address the TCH – 10th Street SW intersection
14. MOTI could comment on status of previously proposed new TCH/20th Street Intersection
15. The Developer and/or Consulting Engineer to address all TCH accesses impacted by the proposed improvements including the loss of let turn access/egress to/from the properties fronting the TCH and the developer should provide acknowledgement from existing impacted business & properties

Please find attached a PDF "makeup" file containing location specific comments for your review, City Staff will provide additional comments upon receiving a revised concept drawing.

Best regards

Robert Niewenhuizen
City Engineer
City of Salmon Arm
Box 40, 500-2nd Avenue NE
Salmon Arm, BC, V1E 4N2
Tel: 250 803 4017
Fax: 250 803 4041
email: rniewenhuizen@salmonarm.ca
website: www.salmonarm.ca

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[attachment "Hwy1

Concept 30 St SW to 10 St SW with comments.pdf" deleted by Alan Lee/SmartCentres]

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Knight, Tara TRAN:EX

From: Grant, Shawn D TRAN:EX
Sent: Friday, June 25, 2010 2:57 PM
To: 'ALee@smartcentres.com'; 'Corey Paiement'; 'Rob Niewenhuizen'
Cc: Knight, Tara TRAN:EX; Turner, Dave TRAN:EX; Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; Irvine, Grant M TRAN:EX
Subject: Salmon Arm Smart Centres Comments (June 2010)

I have reviewed the latest submission regarding the proposed development alongside the TCH at 30th Street in Salmon Arm (please forward my comments to anyone I may have missed). I have based this review on the following information:

- Revised TIS dated June 24, 2010
- Conceptual drawings (4 sheets) dated June 14, 2010
- Synchro files sent June 24, 2010

My comments are as follows:

General

- Since this was a very quick review, I only looked at the overall operations in the 2019 PM Peak to determine if we could make this work. Things like detailing the amount of left turn storage, right turn decels or length of 4-laning along Hwy 1 will have to come later (needed for the detailed design stage and due to concerns in bullet below).
- The Synchro files need to be reviewed as I found a few discrepancies with them and the report i.e.
 - Maybe the scale needs to be readjusted? The distance from 30th to 10th Ave is about 700m, in Synchro, the link lengths are totalling not quite double.
 - The length of 4-laning along hwy 1 appears greater than the recommended length in the report
- The design year is build-out plus 10 so I have only looked at the 2019 files – not quite the full timeline that we want but this model should be able to show if we have some residual capacity in the system to work a few years past 2019

30th Street

- Pg 9 – we will not allow split phasing
- I re-ran the Synchro with no left turn phases for any of the approaches and the LOS increased dramatically for all movements except the SB left (went from D to E). However, I would recommend at this time that no phases be installed but that I implement time-of-day signal patterns (off-peak) to give more priority to the sidestreet to bring it back to at least a LOS D (or better) in 2019.
- The Synchro model did not show the connection to the internal road network of the site (nor did the report show an updated analysis of it). In the previous submission there was a proposed roundabout but I believe I saw another drawing somewhere more recently that showed a 4-way stop? What is being proposed? I am ok with a roundabout. I am concerned with a 4-way stop – maybe a 2-way (NB is free flow) at this time and when the frontage road is extended to the west a roundabout is installed?
- As this is a major street connection, I would want to see quadrant islands on all 4 legs – TCH approaches with parallel decel lanes and the sidestreets (City to determine) but at least, I would suggest right turn tapers. Design is fairly close to that except for the EB direction on TCH is not quite a direct taper (not sure what it is) and there is no quadrant island SB – the SB would be a City decision as it will impact the queuing on their streets, not the Hwy.
- I agree with the single crossing of the TCH on the west side to reduce friction with the predominant SB it movement.
- Continuity/guide lines would not be required.
- The proposed storage lengths (70m EB and 60m appear sufficient)

East Access

- This proposal has eliminated the left turn into the development. At this time, due to the access concerns along this section I am “conditionally” ok with the concept – however, let me explain. Ideally, I would want

to see this left turn movement be maintained as it would decrease the EB It volumes at the access signal. However, by not putting this movement in at this time, we can delay the requirement for raised channelization along this section. This will allow some of the accesses who are not yet connected onto the frontage road to maintain full movement (note, it is not illegal to turn left across a double yellow line). I don't think all of them could be maintained because I would like to see left turn restriction at the EB merge point – too much friction with the merging traffic and left turning traffic.

- For any access where their turning movements are disrupted, the TIS must demonstrate alternate routing
- I will eventually require that left turn movement and or/median channelization when either of the following conditions are met:
 - The frontage road is constructed on the southside
 - Crashes resulting from permitting the left turns onto/off-of the TCH
 - Left turn pressures at the signalized intersection
- This means that the design must incorporate the following:
 - Median width that would allow the left turn slot (by extending this width all the way to 10th, this will also act as a refuge for the left turners)
 - Throat width of the east side access to allow the left in movement

Hwy 1

- This is regarding the length of 4-laning along the TCH. This needs to be long enough to encourage motorists to use both lanes through the intersection. If this is not done, the resulting delays along the Highway would be unacceptable.
- I am holding off on stating the specific lengths until the consultant has had a chance to review/respond to my concerns above about the model.
- However, in general, it appears that the EB approach length of 200ish meters would be sufficient to maintain the queues etc.
- But what about the access on the southside of the TCH – it will be limited to right-in/out only. Any other accesses on the west side of the intersection of concern? How will they be treated?
- The discharge length I think will need to be lengthened, maybe not westbound too much, but definitely EB. The modelling, which appears to show lengths longer than those in the report, is showing some queuing at the merge point.

10th Ave (Protected T)

- True, as stated in the TIS, the number of left turn movements out of this intersection contributed to this development may be small; however, the number of trips generated by the development that are travelling along Hwy 1 are what is increasing the delay at this intersection.
- The model was not set-up to accurately show how the protected T would work – I realize this is very difficult to do in Synchro. So I also did a separate analysis (like the consultants did) and it appears that the protected T is better than the background conditions – my results are below:

Scenario (2019 Pm Peak)	NB LT	
	v/c	delay
Unsignalized background only	2.8	963 sec
Unsignalized combined traffic	9.6	ERR
Protected T combined traffic	1.1	164 sec

10th Street (Signalised Intersection)

- I agree that with the increase in development traffic that the protected/permissive left turn phase would be required for the WB direction.

In previous discussions with the City of Salmon Arm, I was asked to answer 3 specific questions; questions and responses are below:

Q: Is MoT going to require a frontage road?

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fax (250) 828-4083
Shawn.Grant@gov.bc.ca

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06/25/2010 02:56 PM

To: <ALee@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>

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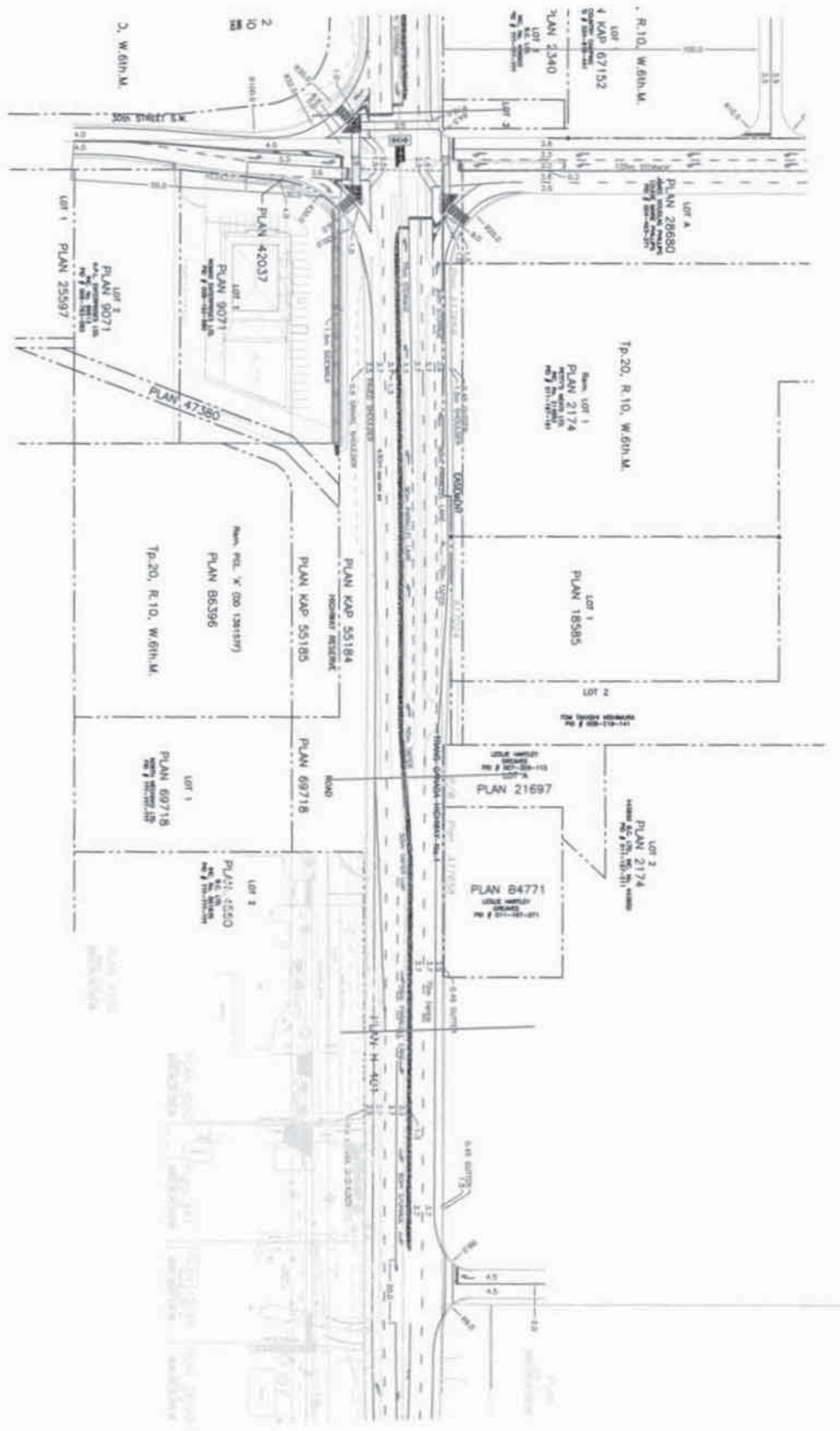
ph. (250) 828-4304

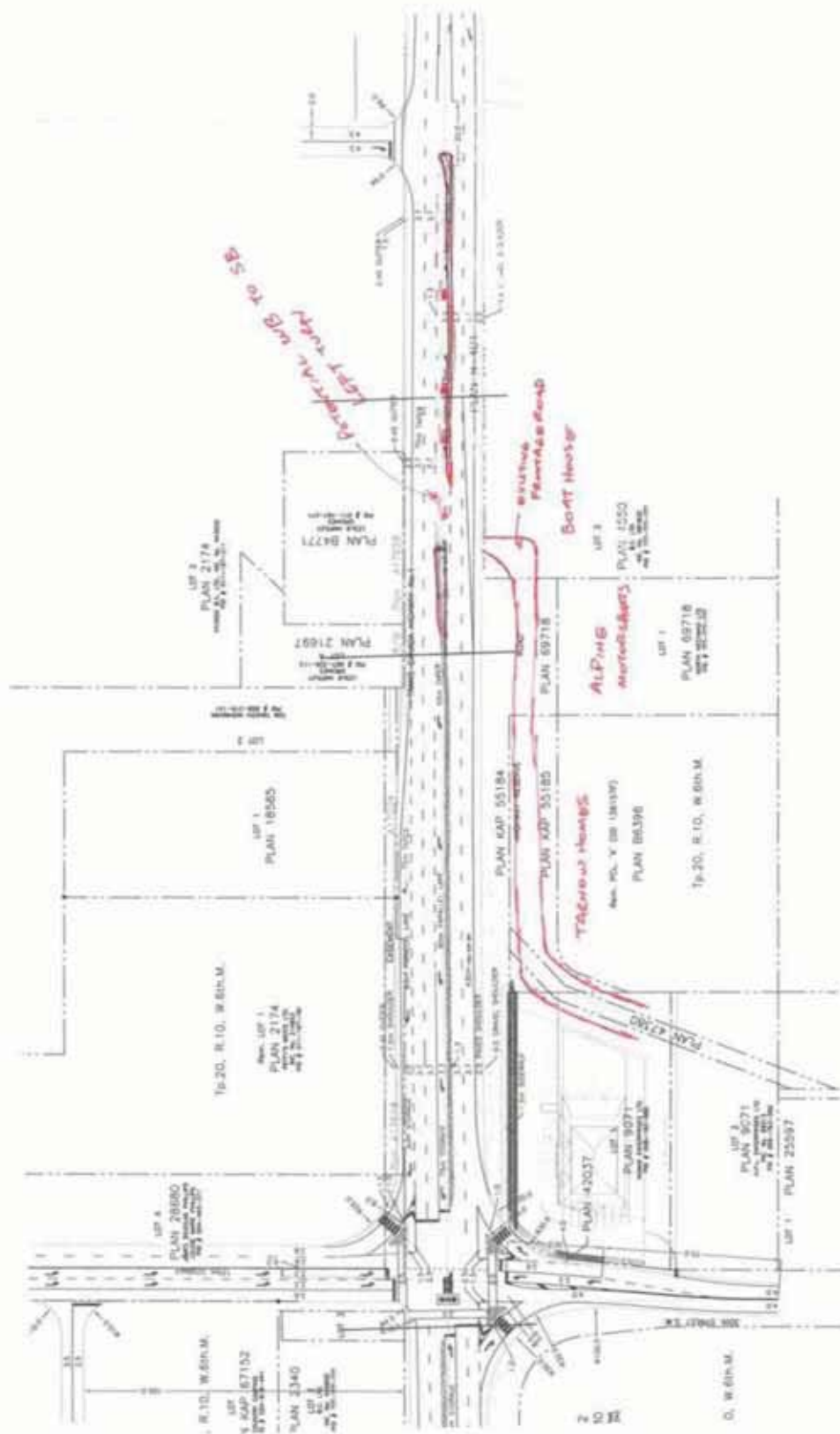
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"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

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Knight, Tara TRAN:EX

From: Grant, Shawn D TRAN:EX
Sent: Thursday, July 15, 2010 10:30 AM
To: 'ALee@smartcentres.com'; Turner, Dave TRAN:EX
Cc: 'nhildebrand@smartcentres.com'; Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; Knight, Tara TRAN:EX; Irvine, Grant M TRAN:EX; Shaw, Don TRAN:EX; 'Corey Paient'; 'Rob Niewenhuizen'
Subject: RE: Salmon Arm Smart Centres Comments (June 2010)
Attachments: DTM Aerial 1522 - July 12 2010.jpg; Potential WB to SB Left Turn lane on TCH east of 30th Ave.pdf; Proposed Laning for Nov 2009 TIA Technical Memo Update.pdf

Hi Alan,

Thank you for sending the sketch as it helped me understand what you were trying to achieve. I forwarded the information to others in the Ministry and have combined our comments into this single email.

The proposal of building a left turn slot to access the east end of the frontage road does not solve the concerns in my original email of identifying the route motorists would use to access the various properties impacted by your development. This left turn slot facilitates properties already connected to the existing frontage road. In addition, I would not be supportive of this left slot for the following reasons:

- The raised channelization needed to construct this proposed left turn slots eliminates the option for temporarily maintaining full movements for those accesses not connected to the frontage road
- Presents staging problems when/if the mid-block left turn is required to the east access of your Development
- There are too many conflict points at this access to further enhance this intersection i.e. potentially too many turning conflicts within close proximity

I would suggest that since we are getting to some of the details necessary to move forward with a design that maybe we (the City, MoT, Developer) meet to review the following:

- Finalize the details of the option moving forward into functional design – identify what has been agreed to and identify outstanding issues/concerns
- Review design criteria
- Discuss timelines
- Discuss next steps (or other "development approval" stuff that I am unaware of) that are required to keep this development moving forward

On large developments like this (actually all developments) I find that even though it seems cumbersome, having a single contact point helps to keep everyone informed. So for future communications with the Ministry, please contact the following:

Dave Turner
Deputy Approving Officer
Phone: 250-503-3606
Email: Dave.Turner@gov.bc.ca

Thanks

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, July 12, 2010 5:22 PM
To: Grant, Shawn D TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Re: Salmon Arm Smart Centres Comments (June 2010)

Shawn,

As discussed today, we have been looking at options to accommodate left turns off TCH for the properties on the southside of the TCH it appears we are affecting. We have been discussing this specifically with Tarnow Homes, Alpin Motorsports, and the Boathouse who are all quite concerned that left in access be maintained from the highway as their businesses consist of predominantly larger traffic and deliveries coming from the east. They are not concerned about the left out as that can be accommodated by the existing frontage road to 30th Ave. To address this concern, one of the options we are proposing is whether an unsignalized WB to SB left turn be temporarily accommodated in the previous EB to NB left turn that we had proposed for our development. From a quick review, EBA/Ward had indicated technically this should fit.

We have attached the following for your reference:

- 1) laning from Nov 2009 TIA technical memos which showed the previous EB to NB left turn into our development
- 2) proposed hand sketch of WB to SB left turn to frontage road south of TCH
- 3) aerial showing the current frontage road south of TCH.

Can you please comment on whether MOT would consider this?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

06/25/2010 02:56 PM

To: <ALee@smartcentres.com>, "Corey Paiement" <cpiement@salmonarm.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>
cc: "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>
Subject: Salmon Arm Smart Centres Comments (June 2010)

I have reviewed the latest submission regarding the proposed development alongside the TCH at 30th Street in Salmon Arm (please forward my comments to anyone I may have missed). I have based this review on the following information:

- Revised TIS dated June 24, 2010
- Conceptual drawings (4 sheets) dated June 14, 2010

- Synchro files sent June 24, 2010

My comments are as follows:

General

- Since this was a very quick review, I only looked at the overall operations in the 2019 PM Peak to determine if we could make this work. Things like detailing the amount of left turn storage, right turn decels or length of 4-laning along Hwy 1 will have to come later (needed for the detailed design stage and due to concerns in bullet below).
- The Synchro files need to be reviewed as I found a few discrepancies with them and the report i.e.
 - Maybe the scale needs to be readjusted? The distance from 30th to 10th Ave is about 700m, in Synchro, the link lengths are totalling not quite double.
 - The length of 4-laning along hwy 1 appears greater than the recommended length in the report
- The design year is build-out plus 10 so I have only looked at the 2019 files – not quite the full timeline that we want but this model should be able to show if we have some residual capacity in the system to work a few years past 2019

30th Street

- Pg 9 – we will not allow split phasing
- I re-ran the Synchro with no left turn phases for any of the approaches and the LOS increased dramatically for all movements except the SB left (went from D to E). However, I would recommend at this time that no phases be installed but that I implement time-of-day signal patterns (off-peak) to give more priority to the sidestreet to bring it back to at least a LOS D (or better) in 2019.
- The Synchro model did not show the connection to the internal road network of the site (nor did the report show an updated analysis of it). In the previous submission there was a proposed roundabout but I believe I saw another drawing somewhere more recently that showed a 4-way stop? What is being proposed? I am ok with a roundabout. I am concerned with a 4-way stop – maybe a 2-way (NB is free flow) at this time and when the frontage road is extended to the west a roundabout is installed?
- As this is a major street connection, I would want to see quadrant islands on all 4 legs – TCH approaches with parallel decel lanes and the sidestreets (City to determine) but at least, I would suggest right turn tapers. Design is fairly close to that except for the EB direction on TCH is not quite a direct taper (not sure what it is) and there is no quadrant island SB – the SB would be a City decision as it will impact the queuing on their streets, not the Hwy.
- I agree with the single crossing of the TCH on the west side to reduce friction with the predominant SB lt movement.
- Continuity/guide lines would not be required.
- The proposed storage lengths (70m EB and 60m appear sufficient)

East Access

- This proposal has eliminated the left turn into the development. At this time, due to the access concerns along this section I am “conditionally” ok with the concept – however, let me explain. Ideally, I would want to see this left turn movement be maintained as it would decrease the EB It volumes at the access signal. However, by not putting this movement in at this time, we can delay the requirement for raised channelization along this section. This will allow some of the accesses who are not yet connected onto the frontage road to maintain full movement (note, it is not illegal to turn left across a double yellow line). I don’t think all of them could be maintained because I would like to see left turn restriction at the EB merge point – too much friction with the merging traffic and left turning traffic.
- For any access where their turning movements are disrupted, the TIS must demonstrate alternate routing
- I will eventually require that left turn movement and or/median channelization when either of the following conditions are met:
 - The frontage road is constructed on the southside
 - Crashes resulting from permitting the left turns onto/off-of the TCH
 - Left turn pressures at the signalized intersection
- This means that the design must incorporate the following:
 - Median width that would allow the left turn slot (by extending this width all the way to 10th, this will also act as a refuge for the left turners)
 - Throat width of the east side access to allow the left in movement

Hwy 1

- This is regarding the length of 4-laning along the TCH. This needs to be long enough to encourage motorists to use both lanes through the intersection. If this is not done, the resulting delays along the Highway would be unacceptable.
- I am holding off on stating the specific lengths until the consultant has had a chance to review/respond to my concerns above about the model.
- However, in general, it appears that the EB approach length of 200ish meters would be sufficient to maintain the queues etc.
- But what about the access on the southside of the TCH – it will be limited to right-in/out only. Any other accesses on the west side of the intersection of concern? How will they be treated?
- The discharge length I think will need to be lengthened, maybe not westbound too much, but definitely EB. The modelling, which appears to show lengths longer than those in the report, is showing some queuing at the merge point.

10th Ave (Protected T)

- True, as stated in the TIS, the number of left turn movements out of this intersection contributed to this development may be small; however, the number of trips generated by the development that are travelling along Hwy 1 are what is increasing the delay at this intersection.
- The model was not set-up to accurately show how the protected T would work – I realize this is very difficult to do in Synchro. So I also did a separate analysis (like the consultants did) and it appears that the protected T is better than the background conditions – my results are below:

10th Street (Signalised Intersection)

- I agree that with the increase in development traffic that the protected/permissive left turn phase would be required for the WB direction.

In previous discussions with the City of Salmon Arm, I was asked to answer 3 specific questions; questions and responses are below:

Q: Is MoT going to require a frontage road?

A: No – the protected T appears to operate sufficiently and if we can keep the median open until the frontage road is built (due to rezoning or whatever) then some of the accesses can maintain full-movement in the short-term.

Q: Is the protected T acceptable at the proposed location?

A: Yes – the protected T will work at the proposed location; assuming all the works can be contained in the existing right-of-way. It could be relocated to 20th in the future.

Q: What will happen to the accesses on the southside of the TCH between 30th and 10th?

A: This is something that needs to be addressed in the TIS. For accesses which will have their movements disrupted by either the channelization or merging location, the report will have to demonstrate how people will get to/from those properties.

As time was a critical factor in this review, I have taken the liberty of sending you my comments on the traffic needs directly. Tara may have additional comments on other development approvals details that I am not aware of.

In general, I am in agreement with the recommended proposal but for final sign-off, some design details will need to be clarified.

Please continue to keep Tara as MoT's point of contact for this development.

Thanks

Shawn Grant, P. Eng.

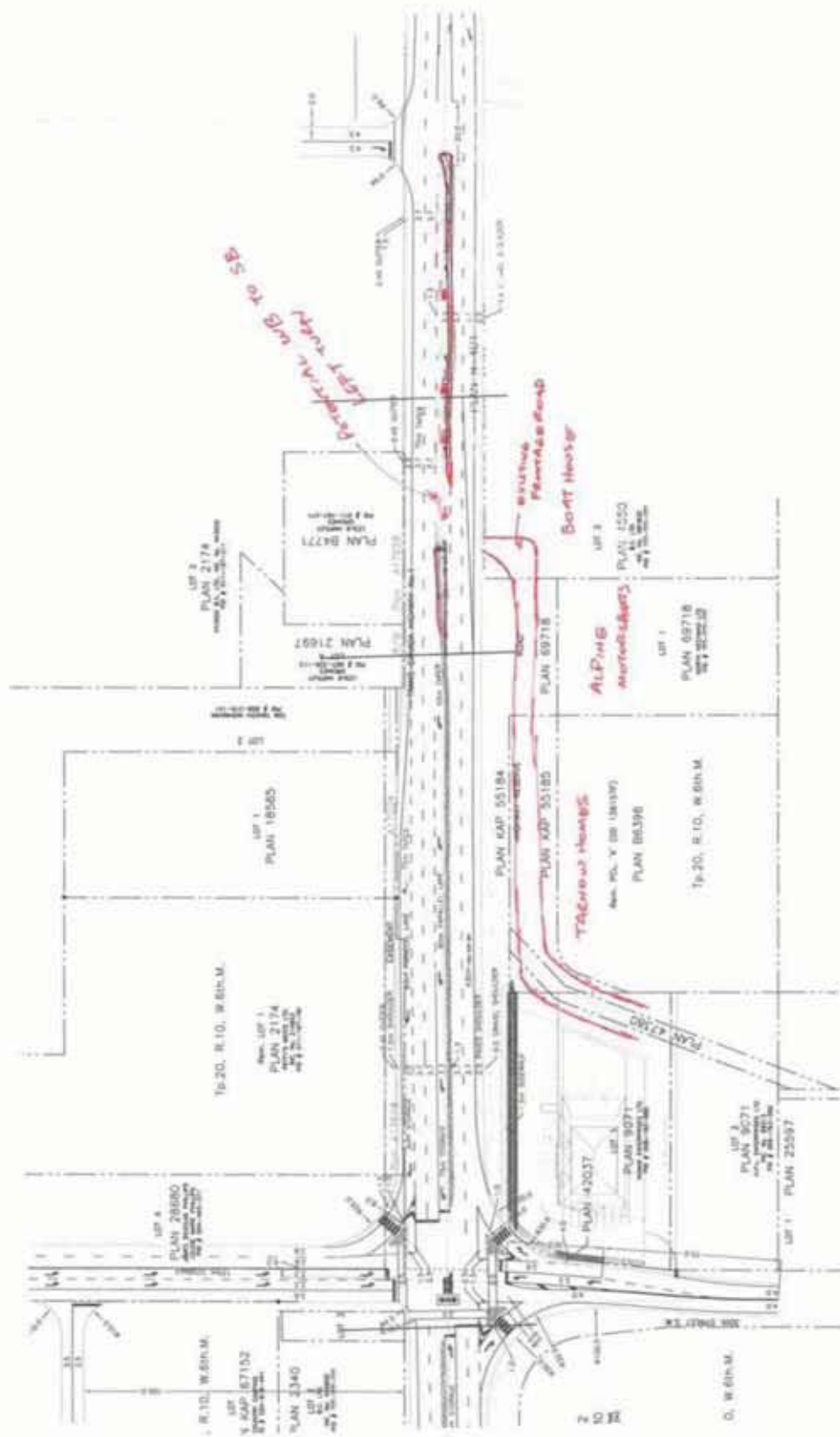
Regional Traffic Engineer

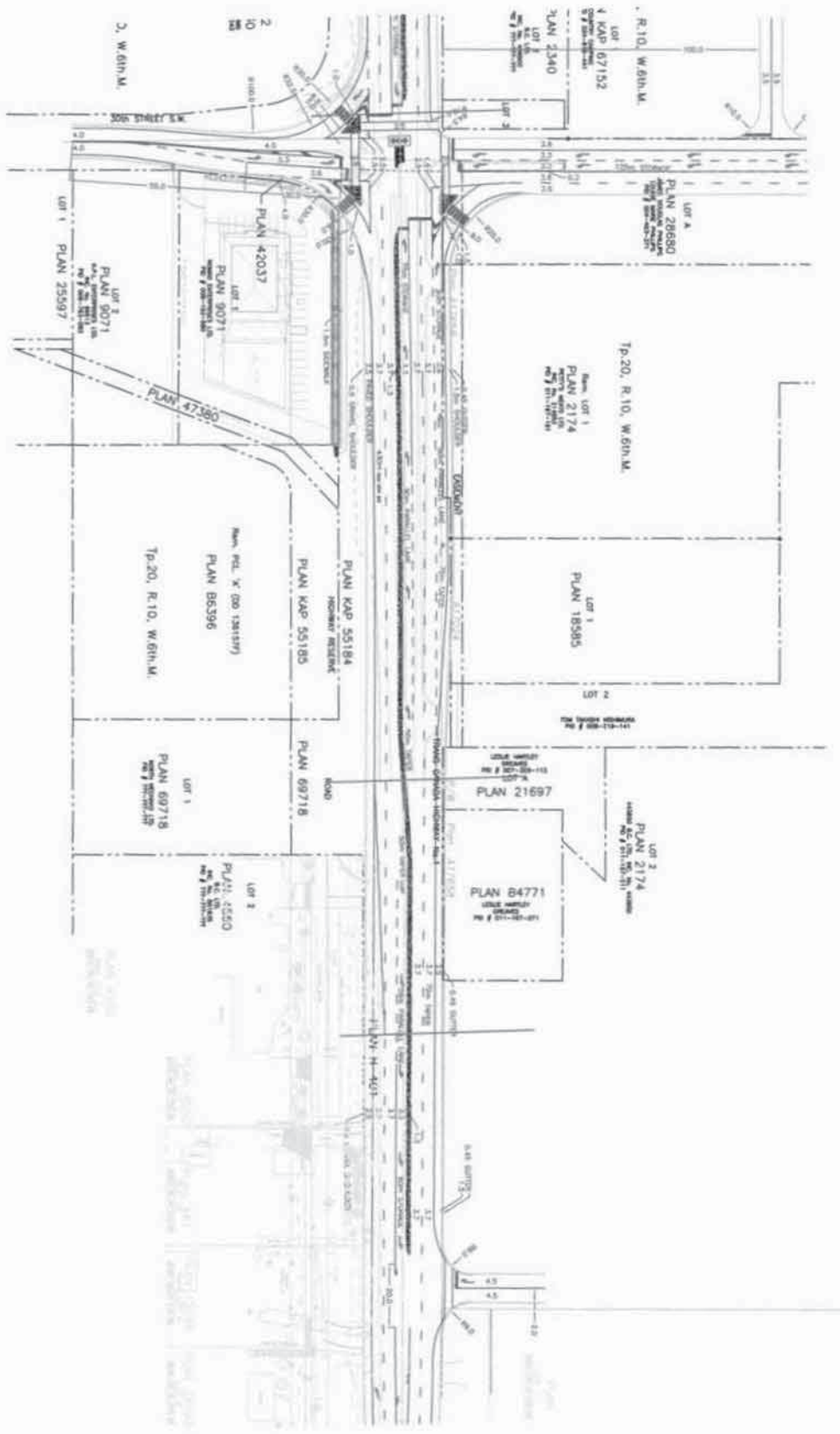
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

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Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Tuesday, August 24, 2010 3:48 PM
To: 'Trevor Ward'
Cc: 'alee@smartcentres.com'; 'Mark Merlo'; Parkes, Norm E TRAN:EX; Turner, Dave TRAN:EX; 'Corey Palement'; 'Rob Niewenhuizen'; Grant, Shawn D TRAN:EX
Subject: MoT file 2010-02532 SmartCentres at Salmon Arm

Hi Trevor,

I notice you are continuing to send information to the Ministry's Traffic Engineer, Shawn Grant.

Please remember any and all information for this file **MUST** be submitted directly to me or the Salmon Arm Area Office to avoid any miscommunication and ensure all information is processed accordingly.

Thank you.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4D1
Ph: 250-833-3374
Fax: 250-833-3380

From: Grant, Shawn D TRAN:EX
Sent: Tuesday, August 24, 2010 1:48 PM
To: 'Trevor Ward'; Knight, Tara TRAN:EX
Cc: 'alee@smartcentres.com'; 'Mark Merlo'; Parkes, Norm E TRAN:EX; Turner, Dave TRAN:EX
Subject: RE: SmartCentres at Salmon Arm

Hi Trevor,

We were just discussing this development the other day so your timing is great. It would be best to communicate with Tara and the City for any meetings etc since the City is the lead agency and we are a referral agency. Also, as for the timing of when such a meeting could occur, I suspect not until mid to late Sept.

Shawn

From: Trevor Ward [<mailto:> s.22
Sent: Tuesday, August 24, 2010 1:22 PM
To: Grant, Shawn D TRAN:EX
Cc: alee@smartcentres.com; Mark Merlo; Parkes, Norm E TRAN:EX
Subject: SmartCentres at Salmon Arm

Hi Shawn:

Jill sent you our response to your comments and the simulation model earlier today. As soon as you have reviewed this, it would probably be appropriate to have a meeting to tie up any outstanding issues, if there are any, and to discuss the next steps in the implementation process. The City is anxious to get the design work completed as quickly as possible prior to 4th reading so this meeting would include the design people – from both the Ministry and the developer's consultants.

If you have any questions about the simulation model, please call Mark at EBA at 604-688-8826. For any other questions please call myself at s.22 or Alan Lee at SmartCentres at 604-448-9112 ex 19.

Thanks.

Trevor Ward

Friday, November 12, 2010
11:02 AM

Not Responsive

From: Grant, Shawn D TRAN:EX [<mailto:Shawn.Grant@gov.bc.ca>]
Sent: August-24-10 1:48 PM
To: Trevor Ward; Knight, Tara TRAN:EX
Cc: alee@smartcentres.com; Mark Merlo; Parkes, Norm E TRAN:EX; Turner, Dave TRAN:EX
Subject: RE: SmartCentres at Salmon Arm

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Sent: Tuesday, August 24, 2010 1:22 PM
To: Grant, Shawn D TRAN:EX
Cc: alee@smartcentres.com; Mark Merlo; Parkes, Norm E TRAN:EX
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Thanks.

Trevor Ward

Friday, November 12, 2010
11:03 AM

Not Responsive

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"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

08/24/2010 03:46 PM

To "Trevor Ward"

s.22

cc <alee@smartcentres.com>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Parkes, Norm E TRAN-EX" <Norm.Parkes@gov.bc.ca>, "Turner, Dave TRAN-EX" <Dave.Turner@gov.bc.ca>, "Cory Paement" <cpaement@salmonarm.ca>, "Rob Niewenhuizen" <miewenhuizen@salmonarm.ca>, "Grant, Shawn D TRAN-EX" <Shawn.Grant@gov.bc.ca>

Subject: MoT file 2010-02532 SmartCentres at Salmon Arm

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Thank you.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: Grant, Shawn D TRAN:EX
Sent: Tuesday, August 24, 2010 1:48 PM
To: 'Trevor Ward'; Knight, Tara TRAN:EX
Cc: 'alee@smartcentres.com'; 'Mark Merlo'; Parkes, Norm E TRAN:EX; Turner, Dave TRAN:EX
Subject: RE: SmartCentres at Salmon Arm

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Shawn

From: Trevor Ward [mailto:tward@smartcentres.com] s.22
Sent: Tuesday, August 24, 2010 1:22 PM
To: Grant, Shawn D TRAN:EX
Cc: alee@smartcentres.com; Mark Merlo; Parkes, Norm E TRAN:EX
Subject: SmartCentres at Salmon Arm

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Thanks.

Trevor Ward

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Knight, Tara TRAN:EX

From: Grant, Shawn D TRAN:EX
Sent: Tuesday, September 7, 2010 10:46 AM
To: s.22; Knight, Tara TRAN:EX
Cc: ALee@smartcentres.com; mmerlo@wardconsulting.ca; Parkes, Norm E TRAN:EX
Subject: Re: SmartCentres at Salmon Arm

Hi Trevor,
Got your messages. Part of our meeting with the City is to discuss any outstanding issues. I haven't looked at your memo in detail yet but I will fairly soon.

Shawn Grant

----- Original Message -----

From: s.22
To: Grant, Shawn D TRAN:EX
Cc: Alan Lee (19) <ALee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>
Sent: Tue Sep 07 10:39:42 2010
Subject: SmartCentres at Salmon Arm

Shawn:

I left messages on both your office and cell phones so this is just a follow-up to make sure you receive my message.

I understand from Tara via Alan that there is a meeting between the City and Ministry on September 15. Hopefully our August memo addressed all of the Ministry's concerns. If there are any issues that need to be clarified or discussed or additional work done on before you meet with the City, please contact either Mark or myself ASAP so we can provide the necessary response. If considered appropriate, we are very happy to come to a face-to-face meeting if that helps resolve any issues.

Please note that s.22
s.22 so we would like to resolve everything through phone calls, meetings, or however before I leave.

Thanks. Please respond via either email or phone call to s.22 to confirm you received this message and let me know the status of your deliberations.

Trevor Ward

Sent from my BlackBerry device on the Rogers Wireless Network

Page 249 redacted for the following reason:

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----- Forwarded by Alan Lee/SmartCentres on 09/17/2010 11:47 AM -----

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

To

s.22

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

cc <ALee@smartcentres.com>, <mmerlo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>

09/07/2010 10:45 AM

Subject Re: SmartCentres at Salmon Arm

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Shawn Grant

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From:

s.22

To: Grant, Shawn D TRAN:EX

Cc: Alan Lee (19) <ALee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>

Sent: Tue Sep 07 10:39:42 2010

Subject: SmartCentres at Salmon Arm

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Please note that I will be out of town on vacation

s.22

s.22 so we would like to resolve everything through phone calls, meetings, or however before I leave.

Thanks. Please respond via either email or phone call to s.22 to confirm you received this message and let me know the status of your deliberations.

Trevor Ward

2

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Friday, November 12, 2010
11:09 AM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Friday, September 17, 2010 3:00 PM
To: 'ALee@smartcentres.com'
Cc: 'Corey Paiement'
Subject: MoT file 2010-02532 (SmartCentres)

Hi Alan,

Thank you for your email below.

The MoT/City meeting went well. MoT will be providing a condition letter and our response to the Tech Memo dated Aug 24. I can't provide a date as to when this will be completed but I will send our response to the City as soon as our review is completed.

If you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [<mailto:ALee@smartcentres.com>]
Sent: Friday, September 17, 2010 11:53 AM
To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX
Cc: s.22 Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: SmartCentres at Salmon Arm

Hi Tara,

Further to my phone message today, I am following up to see how your meeting with the City went on Sep 15 and when we can expect to see a set of final comments to EBAWard Consulting's response to Shawn so that we can move forward with design. As indicated to you previously, given the long land use process, we are eager to get going to complete the design required as a part of the Servicing Agreement for 4th and final reading of our zoning bylaw. Our aim is to having MOT comments by mid Sep, design complete and approved by MOT by mid Oct, and 4th reading by end of Oct so that we can start construction and our investment into the community.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 09/17/2010 11:47 AM —

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

To s.22, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

cc <ALee@smartcentres.com>, <rmrlo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>

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Subject Re: SmartCentres at Salmon Arm

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Trevor Ward
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Friday, November 12, 2010
11:10 AM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Tuesday, September 28, 2010 1:03 PM
To: 'ALee@smartcentres.com'
Subject: RE: MoT file 2010-02532 (SmartCentres)

Hi Alan,

It's likely I'll send our response by the end of this week.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, September 28, 2010 10:39 AM
To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Subject: Re: MoT file 2010-02532 (SmartCentres)

Tara,

Further to my voicemail, I am inquiring as to the status of a response to Ward's Technical Memo. As indicated, we are anxious to get the MOT response so that we can move forward with design to complete the servicing agreement and 4th reading and move forward to construction.

 **SmartCentres**

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/17/2010 02:59 PM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: MoT file 2010-02532 (SmartCentres)

Hi Alan,

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Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

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Sent: Friday, September 17, 2010 11:53 AM
To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX
Cc: s.22 Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: SmartCentres at Salmon Arm

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[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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<Shawn.Grant@gov.bc.ca>

09/07/2010 10:46 AM

To: s.22, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc: <ALee@smartcentres.com>, <mmedo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>

Subject: Re: SmartCentres at Salmon Arm

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Shawn Grant

----- Original Message -----

From: [REDACTED] s.22
To: Grant, Shawn D TRAN:EX
Cc: Alan Lee (19) <ALee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>
Sent: Tue Sep 07 10:39:42 2010
Subject: SmartCentres at Salmon Arm

Shawn:

I left messages on both your office and cell phones so this is just a follow-up to make sure you receive my message.

I understand from Tara via Alan that there is a meeting between the City and Ministry on September 15. Hopefully our August memo addressed all of the Ministry's concerns. If there are any issues that need to be clarified or discussed or additional work done on before you meet with the City, please contact either Mark or myself ASAP so we can provide the necessary response. If considered appropriate, we are very happy to come to a face-to-face meeting if that helps resolve any issues.

Please note that

s.22 s.22 so we would like to resolve everything through phone calls, meetings, or however before I leave.

Thanks. Please respond via either email or phone call to s.22 to confirm you received this message and let me know the status of your deliberations.

Trevor Ward

Sent from my BlackBerry device on the Rogers Wireless Network

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Friday, November 12, 2010
1:10 PM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Thursday, October 7, 2010 11:57 AM
To: 'ALee@smartcentres.com'; 'Corey Paiement'
Subject: RE: MoT file 2010-02532 (SmartCentres)

Hi Alan & Corey,

I just spoke with Shawn and she assures me this is at the top of her list and she's working on her response. Once I receive her comments I will send out our response letter.

Thank you for being patient.

Tara Knight
District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, October 4, 2010 2:08 PM
To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Subject: RE: MoT file 2010-02532 (SmartCentres)

Tara,

Per my phone message, we still haven't received a response.
Can you please let me know whether we will get a response in the next few days? This is now 6+ weeks since the submission of the technical memo and is taking too long.

[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

This message is intended for the addressee. It may contain privileged or confidential information. Any unauthorized disclosure is strictly prohibited. If you have received this message in error, please notify us immediately so that we may correct our internal records. Please then delete the original message. Thank you.

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S.V.P., considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/28/2010 01:03 PM

To: <ALee@smartcentres.com>

cc

Subject: RE: MoT file 2010-02532 (SmartCentres)

Hi Alan,

It's likely I'll send our response by the end of this week.

Tara Knight
District Development Technician

Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, September 28, 2010 10:39 AM
To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX
Subject: Re: MoT file 2010-02532 (SmartCentres)

Tara,

Further to my voicemail, I am inquiring as to the status of a response to Ward's Technical Memo. As indicated, we are anxious to get the MOT response so that we can move forward with design to complete the servicing agreement and 4th reading and move forward to construction.

[SmartCentres](#)

[Alan Lee P.Eng., MBA](#) | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/17/2010 02:59 PM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: MoT file 2010-02532 (SmartCentres)

Hi Alan,

Thank you for your email below.

The MoT/City meeting went well. MoT will be providing a condition letter and our response to the Tech Memo dated Aug 24. I can't provide a date as to when this will be completed but I will send our response to the City as soon as our review is completed.

If you have any questions, please feel free to contact me.

Tara Knight
District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, September 17, 2010 11:53 AM
To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX
Cc: s.22; Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: SmartCentres at Salmon Arm

Hi Tara,

Further to my phone message today, I am following up to see how your meeting with the City went on Sep 15 and when we can expect to see a set of final comments to EBAWard Consulting's response to Shawn so that we can move forward with design. As indicated to you previously, given the long land use process, we are eager to get going to complete the design required as a part of the Servicing Agreement for 4th and final reading of our zoning bylaw. Our aim is to having MOT comments by mid Sep, design complete and approved by MOT by mid Oct, and 4th reading by end of Oct so that we can start construction and our investment into the community.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

— Forwarded by Alan Lee/SmartCentres on 09/17/2010 11:47 AM —

"Grant, Shawn D TRAN:EX"
<Shawn.Grant@gov.bc.ca>

09/07/2010 10:46 AM

To: s.22, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc: <ALee@smartcentres.com>, <mmerlo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>
Subject: Re: SmartCentres at Salmon Arm

Hi Trevor,
Got your messages. Part of our meeting with the City is to discuss any outstanding issues. I haven't looked at your memo in detail yet but I will fairly soon.

Shawn Grant

----- Original Message -----

From: [REDACTED] s.22
To: Grant, Shawn <[REDACTED]>
Cc: Alan Lee (19) <ALee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>
Sent: Tue Sep 07 10:39:42 2010
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Knight, Tara TRAN:EX

From: Grant, Shawn D TRAN:EX
Sent: Friday, June 25, 2010 2:57 PM
To: ALee@smartcentres.com; 'Corey Paiement'; 'Rob Niewenhuizen'
Cc: Knight, Tara TRAN:EX; Turner, Dave TRAN:EX; Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; Irvine, Grant M TRAN:EX
Subject: Salmon Arm Smart Centres Comments (June 2010)

I have reviewed the latest submission regarding the proposed development alongside the TCH at 30th Street in Salmon Arm (please forward my comments to anyone I may have missed). I have based this review on the following information:

- Revised TIS dated June 24, 2010
- Conceptual drawings (4 sheets) dated June 14, 2010
- Synchro files sent June 24, 2010

My comments are as follows:

General

- Since this was a very quick review, I only looked at the overall operations in the 2019 PM Peak to determine if we could make this work. Things like detailing the amount of left turn storage, right turn decels or length of 4-laning along Hwy 1 will have to come later (needed for the detailed design stage and due to concerns in bullet below).
- The Synchro files need to be reviewed as I found a few discrepancies with them and the report i.e.
 - Maybe the scale needs to be readjusted? The distance from 30th to 10th Ave is about 700m, in Synchro, the link lengths are totalling not quite double.
 - The length of 4-laning along hwy 1 appears greater than the recommended length in the report
- The design year is build-out plus 10 so I have only looked at the 2019 files – not quite the full timeline that we want but this model should be able to show if we have some residual capacity in the system to work a few years past 2019

30th Street

- Pg 9 – we will not allow split phasing
- I re-ran the Synchro with no left turn phases for any of the approaches and the LOS increased dramatically for all movements except the SB left (went from D to E). However, I would recommend at this time that no phases be installed but that I implement time-of-day signal patterns (off-peak) to give more priority to the sidestreet to bring it back to at least a LOS D (or better) in 2019.
- The Synchro model did not show the connection to the internal road network of the site (nor did the report show an updated analysis of it). In the previous submission there was a proposed roundabout but I believe I saw another drawing somewhere more recently that showed a 4-way stop? What is being proposed? I am ok with a roundabout. I am concerned with a 4-way stop – maybe a 2-way (NB is free flow) at this time and when the frontage road is extended to the west a roundabout is installed?
- As this is a major street connection, I would want to see quadrant islands on all 4 legs – TCH approaches with parallel decel lanes and the sidestreets (City to determine) but at least, I would suggest right turn tapers. Design is fairly close to that except for the EB direction on TCH is not quite a direct taper (not sure what it is) and there is no quadrant island SB – the SB would be a City decision as it will impact the queuing on their streets, not the Hwy.
- I agree with the single crossing of the TCH on the west side to reduce friction with the predominant SB it movement.
- Continuity/guide lines would not be required.
- The proposed storage lengths (70m EB and 60m appear sufficient)

East Access

- This proposal has eliminated the left turn into the development. At this time, due to the access concerns along this section I am “conditionally” ok with the concept – however, let me explain. Ideally, I would want

to see this left turn movement be maintained as it would decrease the EB It volumes at the access signal. However, by not putting this movement in at this time, we can delay the requirement for raised channelization along this section. This will allow some of the accesses who are not yet connected onto the frontage road to maintain full movement (note, it is not illegal to turn left across a double yellow line). I don't think all of them could be maintained because I would like to see left turn restriction at the EB merge point – too much friction with the merging traffic and left turning traffic.

- For any access where their turning movements are disrupted, the TIS must demonstrate alternate routing
- I will eventually require that left turn movement and or/median channelization when either of the following conditions are met:
 - The frontage road is constructed on the southside
 - Crashes resulting from permitting the left turns onto/off-of the TCH
 - Left turn pressures at the signalized intersection
- This means that the design must incorporate the following:
 - Median width that would allow the left turn slot (by extending this width all the way to 10th, this will also act as a refuge for the left turners)
 - Throat width of the east side access to allow the left in movement

Hwy 1

- This is regarding the length of 4-laning along the TCH. This needs to be long enough to encourage motorists to use both lanes through the intersection. If this is not done, the resulting delays along the Highway would be unacceptable.
- I am holding off on stating the specific lengths until the consultant has had a chance to review/respond to my concerns above about the model.
- However, in general, it appears that the EB approach length of 200ish meters would be sufficient to maintain the queues etc.
- But what about the access on the southside of the TCH – it will be limited to right-in/out only. Any other accesses on the west side of the intersection of concern? How will they be treated?
- The discharge length I think will need to be lengthened, maybe not westbound too much, but definitely EB. The modelling, which appears to show lengths longer than those in the report, is showing some queuing at the merge point.

10th Ave (Protected T)

- True, as stated in the TIS, the number of left turn movements out of this intersection contributed to this development may be small; however, the number of trips generated by the development that are travelling along Hwy 1 are what is increasing the delay at this intersection.
- The model was not set-up to accurately show how the protected T would work – I realize this is very difficult to do in Synchro. So I also did a separate analysis (like the consultants did) and it appears that the protected T is better than the background conditions – my results are below:

Scenario (2019 Pm Peak)	NB LT	
	v/c	delay
Unsignalized background only	2.8	963 sec
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10th Street (Signalised Intersection)

- I agree that with the increase in development traffic that the protected/permissive left turn phase would be required for the WB direction.

In previous discussions with the City of Salmon Arm, I was asked to answer 3 specific questions; questions and responses are below:

Q: Is MoT going to require a frontage road?

A: No – the protected T appears to operate sufficiently and if we can keep the median open until the frontage road is built (due to rezoning or whatever) then some of the accesses can maintain full-movement in the short-term.

Q: Is the protected T acceptable at the proposed location?

A: Yes – the protected T will work at the proposed location; assuming all the works can be contained in the existing right-of-way. It could be relocated to 20th in the future.

Q: What will happen to the accesses on the southside of the TCH between 30th and 10th?

A: This is something that needs to be addressed in the TIS. For accesses which will have their movements disrupted by either the channelization or merging location, the report will have to demonstrate how people will get to/from those properties.

As time was a critical factor in this review, I have taken the liberty of sending you my comments on the traffic needs directly. Tara may have additional comments on other development approvals details that I am not aware of.

In general, I am in agreement with the recommended proposal but for final sign-off, some design details will need to be clarified.

Please continue to keep Tara as MoT's point of contact for this development.

Thanks

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

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Sent: Friday, June 25, 2010 2:57 PM
To: ALee@smartcentres.com; 'Corey Paiement'; 'Rob Niewenhuizen'
Cc: Knight, Tara TRAN:EX; Turner, Dave TRAN:EX; Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; Irvine, Grant M TRAN:EX
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Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

Friday, November 12, 2010
1:20 PM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Tuesday, October 19, 2010 8:21 AM
To: 'Alan Lee'
Cc: Tekano, Murray M TRAN:EX
Subject: RE: MoT file 2010-02532 (SmartCentres)

Hi Alan,

We're meeting at the MoT Salmon Arm building the address is:
850c – 16th Street NE (Service BC Building)

If you need directions, you can contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Alan Lee [mailto:ALee@smartcentres.com]
Sent: Tuesday, October 19, 2010 6:14 AM
To: Tekano, Murray M TRAN:EX; Knight, Tara TRAN:EX
Subject: Re: MoT file 2010-02532 (SmartCentres)

Murray, Tara,
Can you please confirm the address of today's meeting? Thanks.
Alan Lee

From: "Tekano, Murray M TRAN:EX" [Murray.Tekano@gov.bc.ca]
Sent: 10/08/2010 12:30 PM MST
To: Alan Lee
Cc: 's.22'; <mimerlo@cba.ca>; Nathan Hildebrand; 's.22'
Subject: MoT file 2010-02532 (SmartCentres)

Alan,

The date is confirmed but the time needs to be 11:30 start. We will provide a light lunch.

Staff from the city of Salmon will also be in attendance.

The preliminary agenda I suggest is:

- Review status of project.
- Discuss technical issues or gaps.
- Determine schedule milestones and action plans to complete the project.

I have allowed two hours for the meeting.

Please add any other items you think need to be discussed.

Thanks Alan.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3829

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]

Sent: Friday, October 8, 2010 9:57 AM

To: Tekano, Murray M TRAN:EX

Cc: s.22 mmerio@eba.ca; nhildebrand@smartcentres.com;

s.22

Subject: Fw: MoT file 2010-02532 (SmartCentres)

Murray,

Thank for your call yesterday. I understand that we should receive a response to EBA/Ward's technical memo Tuesday next week.

I have confirmed that our consultants will be available on Tues Oct 19 for a meeting. We can get to Salmon Arm for a 10:30am start if that works for you and your staff. Can you please confirm timing.

We appreciate your involvement and looking forward to coming to an agreement with MOT on the design aspects so that we can complete our rezoning condition and start our significant investment into the community.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 10/08/2010 09:43 AM -----

"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

To: <ALee@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>
cc

10/07/2010 11:57 AM

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Tara,

Per my phone message, we still haven't received a response.
Can you please let me know whether we will get a response in
the next few days? This is now 6+ weeks since the submission of
the technical memo and is taking too long.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

This message is intended for the addressee. It may contain privileged or confidential information. Any unauthorized disclosure is strictly prohibited. If you have received this message in error, please notify us immediately so that we may correct our internal records. Please then delete the original message. Thank you.

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S.V.P., considérez l'environnement avant d'imprimer ce courriel

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

09/28/2010 01:03 PM

To: "ALee@smartcentres.com"

cc

Subject: RE: MoT file 2010-02532 (SmartCentres)

Hi Alan,

It's likely I'll send our response by the end of this week.

Tara Knight
District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, September 28, 2010 10:39 AM
To: Knight, Tara TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Grant, Shawn D TRAN:EX

3

Subject: Re: MoT file 2010-02532 (SmartCentres)

Tara,

Further to my voicemail, I am inquiring as to the status of a response to Ward's Technical Memo. As indicated, we are anxious to get the MOT response so that we can move forward with design to complete the servicing agreement and 4th reading and move forward to construction.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
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"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

09/17/2010 02:59 PM

To: <ALee@smartcentres.com>
cc: "Corey Palement" <cpalement@salmonarm.ca>
Subject: MoT file 2010-02532 (SmartCentres)

Hi Alan,

Thank you for your email below.

The MoT/City meeting went well. MoT will be providing a condition letter and our response to the Tech Memo dated Aug 24. I can't provide a date as to when this will be completed but I will send our response to the City as soon as our review is completed.

If you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

4

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, September 17, 2010 11:53 AM
To: Knight, Tara TRAN:EX; Grant, Shawn D TRAN:EX
Cc: s.22 Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com
Subject: Fw: SmartCentres at Salmon Arm

Hi Tara,

Further to my phone message today, I am following up to see how your meeting with the City went on Sep 15 and when we can expect to see a set of final comments to EBAWard Consulting's response to Shawn so that we can move forward with design. As indicated to you previously, given the long land use process, we are eager to get going to complete the design required as a part of the Servicing Agreement for 4th and final reading of our zoning bylaw. Our aim is to having MOT comments by mid Sep, design complete and approved by MOT by mid Oct, and 4th reading by end of Oct so that we can start construction and our investment into the community.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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S.V.P. considérez l'environnement avant d'imprimer ce courriel

----- Forwarded by Alan Lee/SmartCentres on 09/17/2010 11:47 AM -----

"Grant, Shawn D TRAN:EX"
<Shawn.Grant@gov.bc.ca>

09/07/2010 10:46 AM

To : s.22 , "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>
cc <ALee@smartcentres.com>, <mmerlo@wardconsulting.ca>, "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>
Subject Re: SmartCentres at Salmon Arm

Hi Trevor,
Got your messages. Part of our meeting with the City is to discuss any outstanding issues. I haven't looked at your memo in detail yet but I will fairly soon.

Shawn Grant

----- Original Message -----

From: s.22
To: Grant, Shawn D [mailto:shawn@smartcentres.com]
Cc: Alan Lee (19) <Alee@smartcentres.com>; Mark Merlo <mmerlo@wardconsulting.ca>
Sent: Tue Sep 07 10:39:42 2010
Subject: SmartCentres at Salmon Arm

Shawn:
I left messages on both your office and cell phones so this is just a follow-up to make sure you receive my message.

I understand from Tara via Alan that there is a meeting between the City and Ministry on September 15. Hopefully our August memo addressed all of the Ministry's concerns. If there are any issues that need to be clarified or discussed or additional work done on before you meet with the City, please contact either Mark or myself ASAP so we can provide the necessary response. If considered appropriate, we are very happy to come to a face-to-face meeting if that helps resolve any issues.

Please note that s.22
s.22 so we would like to resolve everything through phone calls, meetings, or however before I leave.

Thanks. Please respond via either email or phone call to s.22 to confirm you received this message and let me know the status of your deliberations.

Trevor Ward
Sent from my BlackBerry device on the Rogers Wireless Network

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Pages 274 through 276 redacted for the following reasons:

Not Responsive

Not Responsive

From: Irvine, Grant M TRAN:EX
Sent: Wednesday, October 27, 2010 10:46 AM
To: 's.22'; Grant, Shawn D TRAN:EX
Cc: 'ALee@smartcentres.com' <ALee@smartcentres.com>; Tekano, Murray M TRAN:EX
Subject: Re: Salmon Arm Two-Way Left Turn Lane - URGENT

Trevor, we have your more recent emails; currently coordinating some internal discussion. Hope to have response back to you soon.
Grant

From: Trevor Ward [mailto:s.22]
Sent: Wednesday, October 27, 2010 09:11 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com <ALee@smartcentres.com>; Tekano, Murray M TRAN:EX
Subject: FW: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:
Any results from your discussion over this issue. I trust you received yesterday's email with the sketch showing the two-way left turn lane effectively across the east half of the front of the SmartCentres' property and extending 10 metres or so further to the east?
Trevor

From: Trevor Ward [mailto:s.22]
Sent: October-25-10 8:30 AM
To: 'Grant Irvine'; 'Grant, Shawn D TRAN:EX'
Cc: 'murray.tekano@gov.bc.ca'; 'ALee@smartcentres.com'; 'mmerlo@wardconsulting.ca'; 'Tara Knight'
Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:
Good morning,

We have been trying to conceptualize the two options we identified last Tuesday during our meeting in Salmon Arm and, in my opinion, have an issue that I need your response on. I am not sure which of you is the authority on the issue that I discuss below so am sending my thoughts to both of you. Please decide and have one of you call me on my cell at s.22

I have joined the appropriate drawings together – all taken from the drawings we were reviewing last Tuesday - and tried to mark up the issue that concerns me when trying to fit a two-way left turn lane in to this segment of the TransCanada Highway. The points are as follows:

1. The protected 'T' has been drawn with Dimension B deliberately less than that specified for an 80 km/h design speed – 100 m versus 150 m. This was done because the posted speed is not 80 at the present time and some of the vehicles that make the left turn exit out of 10 Avenue into the centre acceleration lane will wish to exit the highway into the east access of the SmartCentres'

development. As drawn, they have 150 metres to make the "weave" across the uninterrupted through traffic and decelerate before turning into the access. If Dimension B is increased, this distance will decrease. I would assume that when the highway is upgraded to the desired 80 km/h speed, the protected 'T' will be replaced by the full signalized intersection and possibly moved further to the east as discussed. This weave will then no longer exist.

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4. Based on the drawing reviewed last Tuesday – with the "substandard" Dimension B – this places the first driveway that could be safely accessed from the east just 10 metres short of the SmartCentres' east access! These lengths are shown in the drawing attached – this is based on the option with a left turn lane into the SmartCentres' east access solely because it shows a widened highway in this area.
5. I had tried to develop an alternative option where there were facing left turn lanes on the highway serving the properties on both sides of the highway immediately to the west of the Rona property as this would potentially provide access to four of the properties on the north side and the gas property, the house, and presumably Rona on the south side. To achieve this would require that the three 50 metres lengths specified above somehow be reduced to 110 metres.

I would appreciate hearing your response to the concerns that I have discussed below ASAP. I am fine talking about it on the phone rather than wait for a written response as we are anxious to complete the drawings so as to keep to the schedule outlined at our meeting. I realize that we cut the meeting short because we ran out of time and we would have possibly looked at this issue at the meeting had we not been running out of time.

Trevor Ward

Friday, November 12, 2010
1:49 PM

Knight, Tara TRAN:EX

From: Irvine, Grant M TRAN:EX
Sent: Wednesday, October 27, 2010 11:09 AM
To: Knight, Tara TRAN:EX
Subject: Fw: Salmon Arm Two-Way Left Turn Lane - URGENT

Tara, how about we talk first, then with Trevor.
Grant

From: Trevor Ward [mailto:[s.22](#)]
Sent: Wednesday, October 27, 2010 10:56 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com <ALee@smartcentres.com>; Tekano, Murray M TRAN:EX
Subject: RE: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant:
Thanks for the update. My preference would be for a phone discussion just to run things by me and see if I have any questions or comments before you put anything in writing – it may avoid an extra circuit of emails! [s.22](#)

Trevor

From: Irvine, Grant M TRAN:EX [mailto:[Grant.Irvine@gov.bc.ca](#)]
Sent: October-27-10 10:46 AM
To: [s.22](#) Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com; Tekano, Murray M TRAN:EX
Subject: Re: Salmon Arm Two-Way Left Turn Lane - URGENT

Trevor, we have your more recent emails; currently coordinating some internal discussion. Hope to have response back to you soon.
Grant

From: Trevor Ward [mailto:[s.22](#)]
Sent: Wednesday, October 27, 2010 09:11 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: ALee@smartcentres.com <ALee@smartcentres.com>; Tekano, Murray M TRAN:EX
Subject: FW: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:
Any results from your discussion over this issue. I trust you received yesterday's email with the sketch showing the two-way left turn lane effectively across the east half of the front of the SmartCentres' property and extending 10 metres or so further to the east?
Trevor

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Sent: October-25-10 8:30 AM
To: 'Grant Irvine'; 'Grant, Shawn D TRAN:EX'
Cc: 'murray.tekano@gov.bc.ca'; 'ALee@smartcentres.com'; 'mmerlo@wardconsulting.ca'; 'Tara Knight'
Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:
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issue that I discuss below so am sending my thoughts to both of you. Please decide and have one of you call me on my cell at s.22

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Trevor Ward

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Friday, October 29, 2010 4:04 PM
To: 'Trevor Ward'; 'Alan Lee'
Cc: 'Corey Paiement'
Subject: City File Zon 928; MoT file 2010-02532 (Smart Centres)

Hi Trevor & Alan,

Thank you for the below email.

Prior to us responding, we are going to meet with the City of Salmon Arm to discuss.

Our meeting with the City is scheduled for Wednesday Nov. 3 at 1:30pm. After our meeting I will advise you of the file status.

If you have any question, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Trevor Ward [mailto:[s.22](#)]
Sent: Monday, October 25, 2010 8:30 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: Tekano, Murray M TRAN:EX; ALee@smartcentres.com; mmerlo@wardconsulting.ca; Knight, Tara TRAN:EX
Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

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Trevor Ward

Page 283 redacted for the following reason:

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— Forwarded by Alan Lee/SmartCentres on 10/29/2010 04:15 PM —

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To "Trevor Ward" s.22, "Alan Lee" <ALee@smartcentres.com>

cc "Corey Palement" <cpalement@salmonarm.ca>

10/29/2010 04:04 PM

Subject City File Zon 928, MoT file 2010-02532 (Smart Centres)

Hi Trevor & Alan,

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District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Trevor Ward [mailto:tward@wardconsulting.ca] **s.22**
Sent: Monday, October 25, 2010 8:30 AM
To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Cc: Tekano, Murray M TRAN:EX; ALee@smartcentres.com; mmerlo@wardconsulting.ca; Knight, Tara TRAN:EX
Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

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Pages 287 through 288 redacted for the following reasons:

Not Responsive

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To: "Trevor Ward"

s.22

"Alan Lee" <ALee@smartcentres.com>

cc: "Corey Paement" <cpaement@salmonarm.ca>

10/29/2010 04:04 PM

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Ph: 250-833-3374
Fax: 250-833-3380

Development Approvals website: http://www31.gov.bc.ca/Development_Approvals/home.htm

From: Trevor Ward (mailto:

s.22

Sent: Monday, October 25, 2010 8:30 AM

To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX

Cc: Tekano, Murray M TRAN:EX; ALee@smartcentres.com; mmerlo@wardconsulting.ca; Knight, Tara TRAN:EX

Subject: Salmon Arm Two-Way Left Turn Lane - URGENT

Grant/Shawn:

Good morning,

We have been trying to conceptualize the two options we identified last Tuesday during our meeting in Salmon Arm and, in my opinion, have an issue that I need your response on. I am not sure which of you is the authority on the issue that I discuss below so am sending my thoughts to both of you. Please decide and have one of you call me on my cell at s.22

I have joined the appropriate drawings together – all taken from the drawings we were reviewing last Tuesday - and tried to mark up the issue that concerns me when trying to fit a two-way left turn lane in to this segment of the TransCanada Highway. The points are as follows:

1. The protected 'T' has been drawn with Dimension B deliberately less than that specified for an 80 km/h design speed – 100 m versus 150 m. This was done because the posted speed is not 80 at the present time and some of the vehicles that make the left turn exit out of 10 Avenue into the centre acceleration lane will wish to exit the highway into the east access of the SmartCentres' development. As drawn, they have 150 metres to make the "weave" across the uninterrupted through traffic and decelerate before turning into the access. If Dimension B is increased, this distance will decrease. I would assume that when the highway is upgraded to the desired 80 km/h speed, the protected 'T' will be replaced by the full signalized intersection and possibly moved further to the east as discussed. This weave will then no longer exist.
2. Some of the vehicles wishing to make the left turn into the properties on the south side of the highway between the two intersections at 30 Street and 10 Avenue will be arriving from the east and passing the 10 Avenue intersection in the outside through lane. Likewise, they will have to weave across the traffic entering the highway from the centre lane of the protected 'T' in order to get into the centre two-way left turn lane.
3. In deciding where the east end of this two way left turn lane should start, my thoughts are that the following allowances should be made:
 - A vehicle travelling westbound in the through lane of the protected 'T' and destined to make a left turn into one of the properties on the south side of the highway needs a minimum of 50 metres in order to "weave" across the traffic entering the highway in the centre lane of the protected 'T' before entering the two-way left turn lane;
 - This vehicle should ideally have 50 metres of taper to move its end out of the way of the through traffic;

- This vehicle should also ideally have a further 50 metres for deceleration and storage before making the left turn lane;
- The first driveway on the south side of the highway that should ideally be accessed from the two-way left turn lane by westbound traffic should therefore be located 150 metres west of the end of the merge point between the two lanes in the protected 'T' – based on the Dimension B used in the current drawing.

4. Based on the drawing reviewed last Tuesday – with the “substandard” Dimension B – this places the first driveway that could be safely accessed from the east just 10 metres short of the SmartCentres’ east access! These lengths are shown in the drawing attached – this is based on the option with a left turn lane into the SmartCentres’ east access solely because it shows a widened highway in this area.

5. I had tried to develop an alternative option where there were facing left turn lanes on the highway serving the properties on both sides of the highway immediately to the west of the Rona property as this would potentially provide access to four of the properties on the north side and the gas property, the house, and presumably Rona on the south side. To achieve this would require that the three 50 metres lengths specified above somehow be reduced to 110 metres.

I would appreciate hearing your response to the concerns that I have discussed below ASAP. I am fine talking about it on the phone rather than wait for a written response as we are anxious to complete the drawings so as to keep to the schedule outlined at our meeting. I realize that we cut the meeting short because we ran out of time and we would have possibly looked at this issue at the meeting had we not been running out of time.

Trevor Ward

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Pages 291 through 292 redacted for the following reasons:

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Not Responsive

----- Forwarded by Alan Lee/SmartCentres on 10/29/2010 04:15 PM -----

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

To "Trevor Ward" <

s.22

cc "Corey Paiement" <cpaiement@salmonarm.ca>

10/29/2010 04:04 PM

Subject: City File Zon 928; MeT file 2010-02532 (Smart Centres)

Hi Trevor & Alan,

Thank you for the below email.

Prior to us responding, we are going to meet with the City of Salmon Arm to discuss.

Our meeting with the City is scheduled for Wednesday Nov. 3 at 1:30pm. After our meeting I will advise you of the file status.

If you have any question, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Trevor Ward [mailto:

s.22

Sent: Monday, October 25, 2010 8:30 AM

To: Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX

Cc: Tekano, Murray M TRAN:EX; ALee@smartcentres.com; mmerlo@wardconsulting.ca; Knight, Tara TRAN:EX

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1. The protected 'T' has been drawn with Dimension B deliberately less than that specified for an 80 km/h design speed – 100 m versus 150 m. This was done because the posted speed is not 80 at the present time and some of the vehicles that make the left turn exit out of 10 Avenue into the centre acceleration lane will wish to exit the highway into the east access of the SmartCentres' development. As drawn, they have 150 metres to make the "weave" across the uninterrupted through traffic and

decelerate before turning into the access. If Dimension B is increased, this distance will decrease. I would assume that when the highway is upgraded to the desired 80 km/h speed, the protected 'T' will be replaced by the full signalized intersection and possibly moved further to the east as discussed. This weave will then no longer exist.

2. Some of the vehicles wishing to make the left turn into the properties on the south side of the highway between the two intersections at 30 Street and 10 Avenue will be arriving from the east and passing the 10 Avenue intersection in the outside through lane. Likewise, they will have to weave across the traffic entering the highway from the centre lane of the protected 'T' in order to get into the centre two-way left turn lane.

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- This vehicle should ideally have 50 metres of taper to move its end out of the way of the through traffic;
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Trevor Ward

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Pages 295 through 298 redacted for the following reasons:

Not Responsive

Page 300 redacted for the following reason:

Not Responsive

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]

Sent: November-17-10 10:33 AM

To: Trevor Ward

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhulzen; Corey Palement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand

Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'x' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [mailto: S22]
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward [mailto: S22]
Sent: November-16-10 9:47 PM
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn

out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLTL is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTL satisfactorily.
7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.
8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]
Sent: November-16-10 2:52 PM
To: Corey Palement; Rob Nieuwenhuizen
Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward
Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),

- raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street Intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano
District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee@SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward"

S22

To: <ALee@smartcentres.com>

cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>

11/08/2010 06:10 PM

Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – It is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

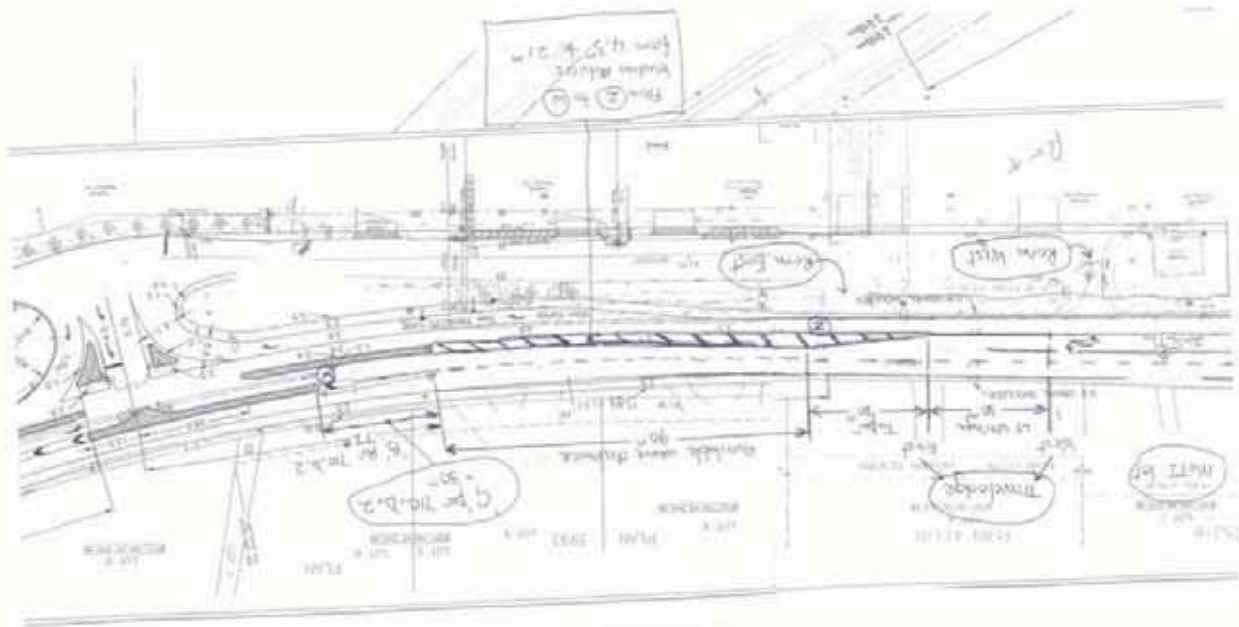
Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

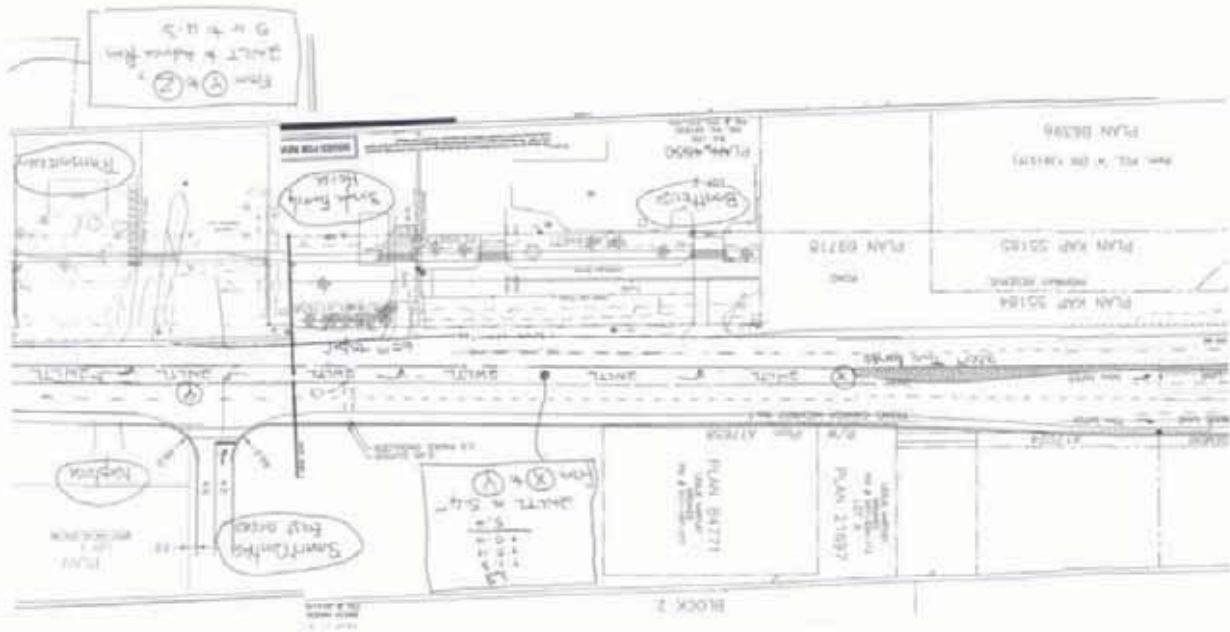
I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at S22 if he has any questions.

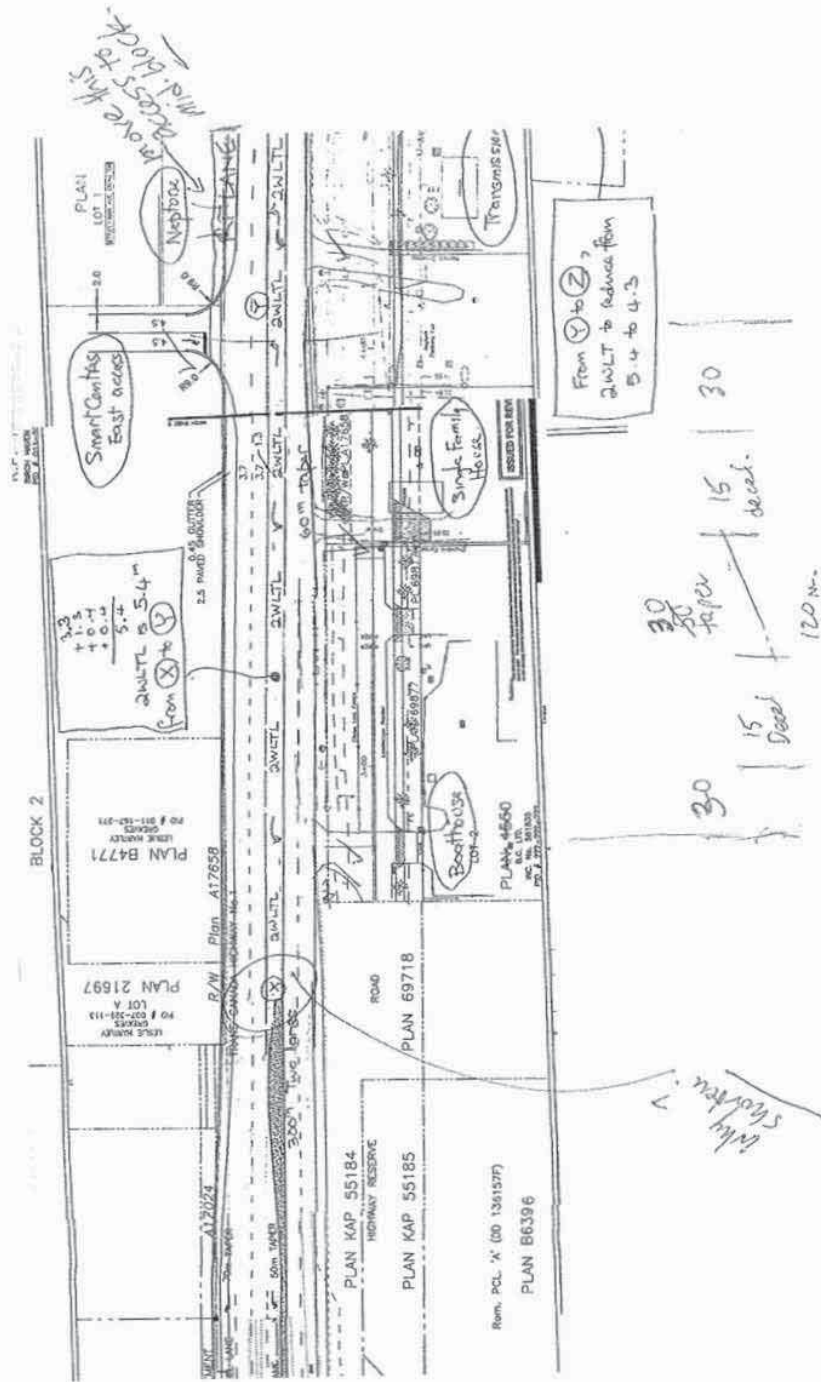
Trevor Ward

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"Grant, Shawn D TRAN EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward" <Grant.Irvine@gov.bc.ca>

S22

"Irvine, Grant M TRAN EX"

cc: "Parkes, Norm E TRAN EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN EX" <Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <nieuwenhuizen@salmonarm.ca>, "Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN EX" <Tara.Knight@gov.bc.ca>, <ALee@smarcentries.com>, "Ryan Stokes" <rystokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand" <nghildebrand@smarcentries.com>, "Dale McTaggart" <mtdale@dmctaggart@salmonarm.ca>

Subject: RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

2

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:Trevor.Ward@bc.ca] s.22

Sent: Wednesday, November 17, 2010 11:25 AM

To: Irvine, Grant M TRAN:EX

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Nieuwenhuizen; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'

Subject: Salmon Arm TCH 2WLTL Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]

Sent: November-17-10 10:33 AM

To: Trevor Ward

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Nieuwenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand

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We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [mailto:Trevor.Ward@gov.bc.ca] s.22
Sent: Wednesday, November 14, 2012 9:00 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH ZWLTL Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward [mailto:Trevor.Ward@gov.bc.ca] s.22
Sent: November-16-10 9:44 PM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
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Sent: November-16-10 2:52 PM

To: Corey Palement; Rob Nieuwenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

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We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks,

SmartCentres

6

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward"

s.22

11/05/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan;

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at **S22** if he has any questions.

Trevor Ward

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Page 319 redacted for the following reason:

Not Responsive

Not Responsive

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]
Sent: November-19-10 3:59 PM
To: Trevor Ward; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paient; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand; Dale McTaggart
Subject: RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:timaru@shaw.ca]
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH 2WLTL Concept Sketch - Compromise!

Grant:
Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,
Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns:

Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [mailto:timaru@shaw.ca] S22
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
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S22

Sent: November-16-10 9:44 PM

To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'

Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

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Regional Traffic Engineer
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fax (250) 828-4083
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From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
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W. Murray Tekano
District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

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SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Trevor Ward" <tward@shaw.ca>

To: <ALee@smartcentres.com>

cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokey@eba.ca>

11/09/2010 06:10 PM

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Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

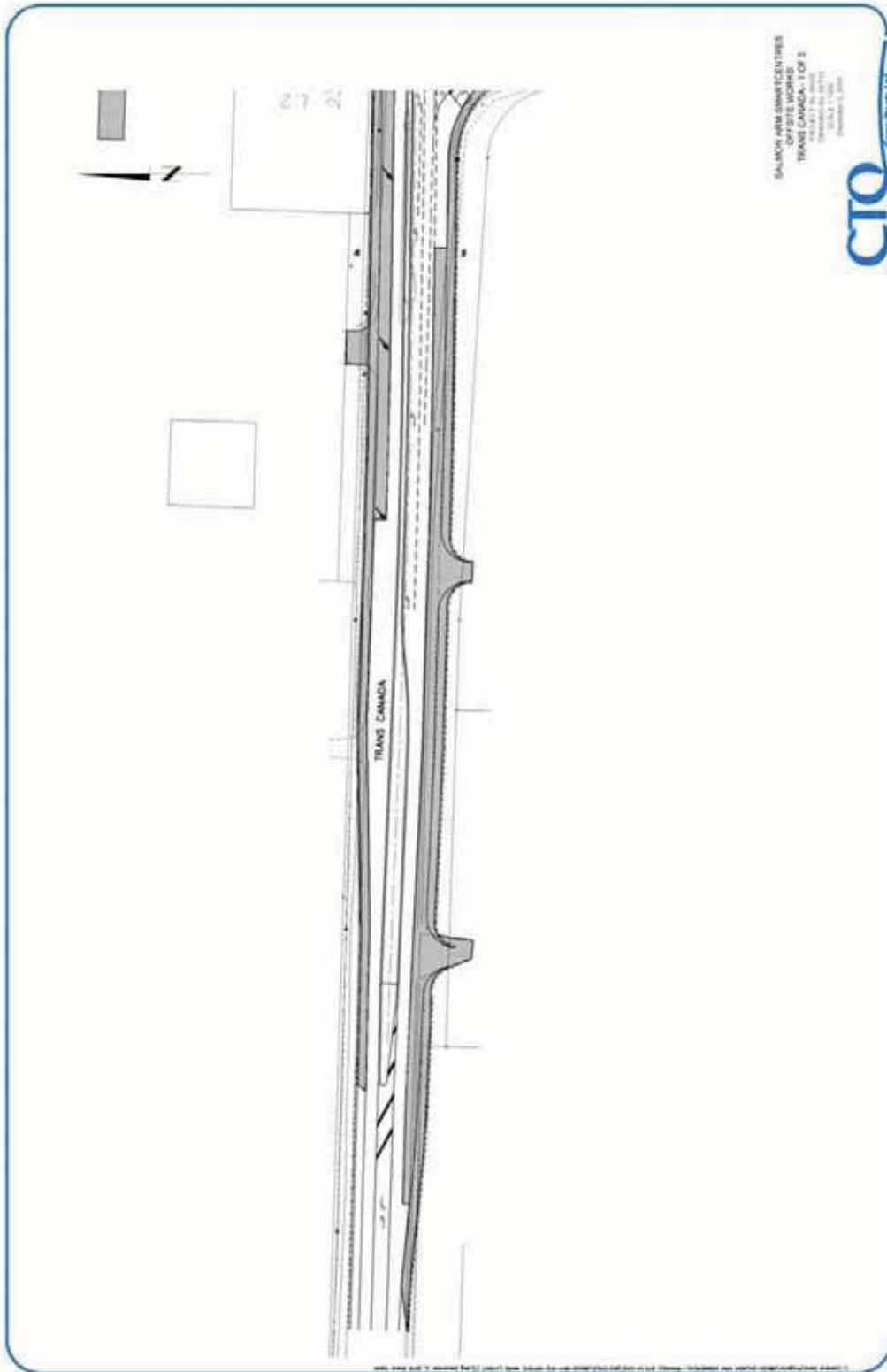
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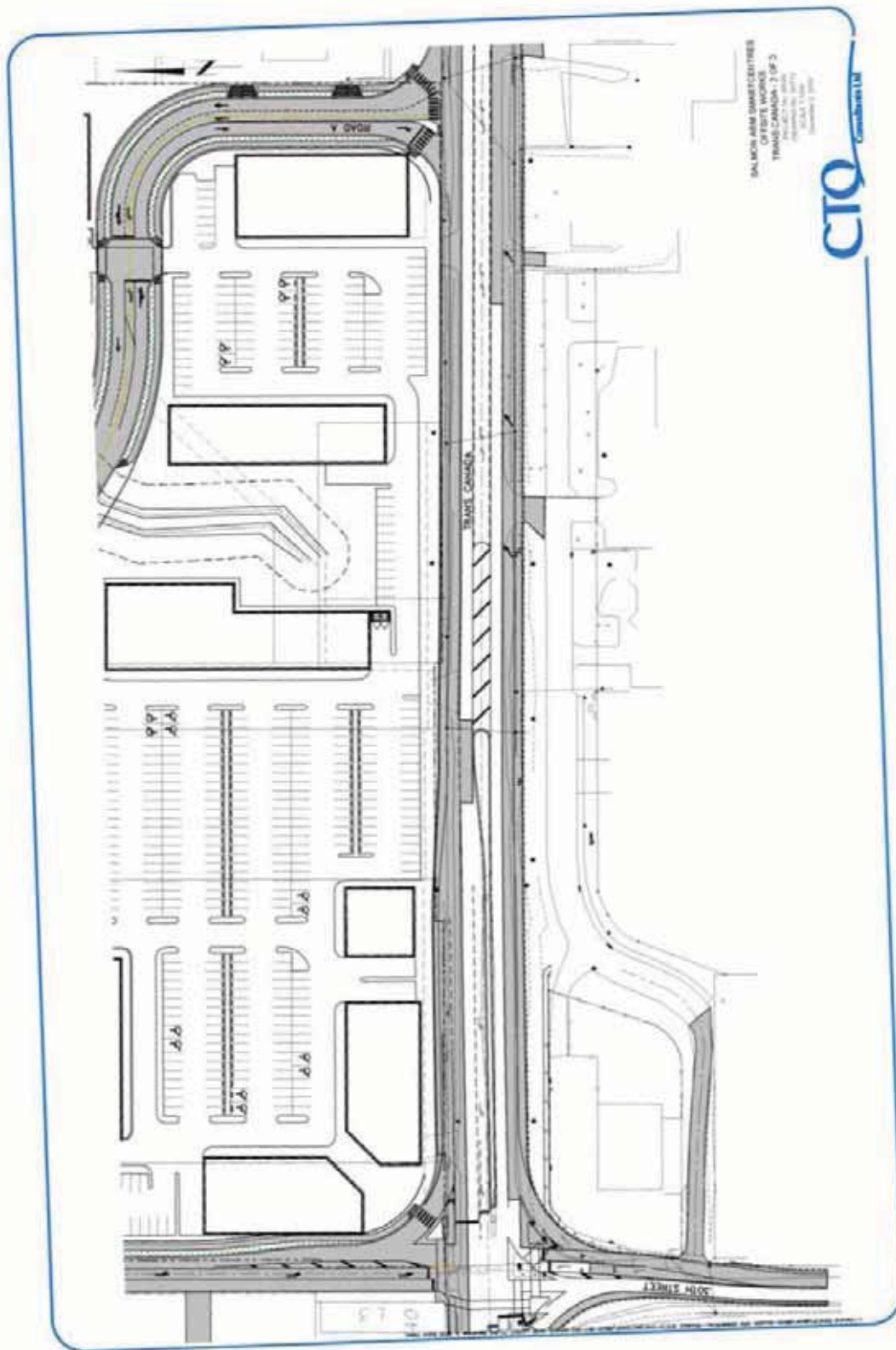
Trevor Ward

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Pages 330 through 332 redacted for the following reasons:

Not Responsive

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To "Trevor Ward" <Grant.Irvine@gov.bc.ca>

S22

"Irvine, Grant M TRAN:EX"

cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Rob Niewenhuizen" <rniewenhuizen@salmonarm.ca>, "Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes" <rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand" <nghildebrand@smartcentres.com>, "Dale McTaggart" <mailto:dmctaggart@salmonarm.ca>

Subject RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

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In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:Trevor.Ward@bc.ca] S22
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH ZWLTL Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

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Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH ZWLTL Concept Sketch

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Grant Irvine, P.Eng.
Senior Highway Design Engineer
 Ministry of Transportation, Southern Interior Region
 231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
 telephone: (250) 371-3918
 email: Grant.Irvine@gov.bc.ca

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Sent: November-16-10 9:44 PM
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
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7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on

the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.

8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]

Sent: November-16-10 2:52 PM

To: Corey Paiement; Rob Nieuwenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner,

Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
 - raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on

to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks,

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward"

S22

11/05/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WL TL Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

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I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]
Sent: November-16-10 2:52 PM
To: Corey Palement; Rob Nieuwenhuizen
Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward
Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

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We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca

From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

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We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

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To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward"

S22

11/08/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLTL Concept Sketch

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Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at **S22** if he has any questions.

Trevor Ward

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Pages 350 through 353 redacted for the following reasons:

Not Responsive

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To "Trevor Ward" S22, "Irvine, Grant M TRAN:EX"
<Grant.Irvine@gov.bc.ca>

cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M
TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX"
<Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen"
<mnieuwenhuizen@salmonarm.ca>, "Corey Palement"
<cpalement@salmonarm.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>,
<ALee@smartcentres.com>, "Ryan Stokes" <rstokes@eba.ca>, "Mark Merlo"
<mmerlo@wardconsulting.ca>, "Nathan Hildebrand"
<nhidebrand@smartcentres.com>, "Dale McTaggart"
<malto:dmctaggart@salmonarm.ca>

Subject RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through

5

lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development.
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:timaru@shaw.ca]

Sent: Wednesday, November 17, 2010 11:25 AM

To: Irvine, Grant M TRAN:EX

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'

Subject: Salmon Arm TCH 2WLT Concept Sketch – Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]

Sent: November-17-10 10:33 AM

To: Trevor Ward

Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Palement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand

Subject: RE: Salmon Arm TCH 2WLT Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed.

Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLT and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective).

We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward [mailto:timaru@shaw.ca]

Sent: Wednesday, November 17, 2010 8:08 AM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLT Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward [mailto:timaru@shaw.ca]

Sent: November-16-10 9:44 PM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLT Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLT is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

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Phone: (250) 712-3629

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Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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Trevor Ward

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To "Trevor Ward" : ^{S22} , "Irvine, Grant M TRAN:EX"
<Grant.Irvine@gov.bc.ca>

4

11/19/2010 03:58 PM

cc: "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes" <r1stokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand" <nhildebrand@smartcentres.com>, "Dale McTaggart" <maitto:dmctaggart@salmonarm.ca>
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 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:Trevor.Ward@salmonarm.ca] S22
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Nieuwenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Grant:

Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree; my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:Grant.Irvine@gov.bc.ca]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Nieuwenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand

Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,

Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward (mailto: Trevor.Ward@gov.bc.ca)

S22

Sent: Wednesday, November 17, 2010 8:08 AM

To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX

Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLTL Concept Sketch

Good morning Shawn/Grant:

I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward (mailto: Trevor.Ward@gov.bc.ca)

S22

Sent: November-16-10 9:44 PM

To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'

Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Palement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand

Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements

Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!

4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).

5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLTL is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.

6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTL satisfactorily.

7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.

8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]

Sent: November-16-10 2:52 PM

To: Corey Paiement; Rob Nieuwenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:

- move existing Travel Lodge west access, further west to align across from Rona west,
- close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
- raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca
From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH ZWLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block 'T' isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano
District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward" : S22

11/08/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at **S22** if he has any questions.

Trevor Ward

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Wednesday, May 18, 2011
3:43 PM

Not Responsive

----- Forwarded by Alan Lee/SmartCentres on 12/09/2010 03:19 PM -----

"Knight, Tara TRAN.EX" <Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>

cc: "Trevor Ward"

S22

<nhldebrand@smartcentres.com>, "Corey

Palement" <cpalement@salmonam.ca>, "Turner, Dave TRAN.EX"

<Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN.EX"

<Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN.EX"

<Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN.EX"

<Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN.EX"

<Shawn.Grant@gov.bc.ca>

Subject RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: S22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4Q1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
 - The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
 - 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).

- No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
- Re-grading requirements at accesses/driveway to remain; not shown.
- Curb and gutter to be 0.6m (Ministry Standard Specification).
- Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.
- East RONA Access – To be closed; access via 10th to be resolved.
- Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
 - The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
- Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.
 - The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
 - Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
 - Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.

- Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
 - Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
 - Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
- Proposed ROW Requirements
 - The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
 - The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.
- Concept Drawings
 - Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)
 - Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side). total excavation volumes in the order of 8,000cm; at S21
 - There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; at S21
- Road base
 - Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report). require 13,500cm of SGSB & CBC combined; S21
- Pavement
 - Cost amount for bottom lift asphalt looks okay.
 - Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times; S21

- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher; S21

- Signage and Traffic

- Signage and line painting appears inadequate – S21

- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect S21

- S21

- General cost items missing (S21 – includes the following.

- Mobilization S21

- Quality management S21

- Traffic management S21

- Construction supervision S21

- Contingency S21

- S21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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Pages 378 through 383 redacted for the following reasons:

Not Responsive

Not Responsive

"Grant, Shawn D
TRAN-EX"
<Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To: "Trevor Ward" <S22>; "Irvine, Grant M TRAN-EX" <Grant.Irvine@gov.bc.ca>
cc: "Parkes, Norm E TRAN-EX" <Norm.Parkes@gov.bc.ca>; "Tekano, Murray M TRAN-EX" <Murray.Tekano@gov.bc.ca>; "Turner, Dave TRAN-EX" <Dave.Turner@gov.bc.ca>; "Rob Niewenhuizen" <rniewenhuizen@salmonarm.ca>; "Corey Paiement" <cpaiement@salmonarm.ca>; "Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>; "ALEX@smartcentres.com" <ALEX@smartcentres.com>; "Ryan Stokes" <rstokes@eba.ca>; "Mark Merio" <mmerio@wardconsulting.ca>; "Nathan Hildebrand" <nhidebrand@smartcentres.com>; "Dale McTaggart" <mailto:dmctaggart@salmonarm.ca>
Subject: RE: Salmon Arm TCH ZWLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward (mailto: [S22](#))
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH ZWLTL Concept Sketch - Compromise!

Grant:
Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX (mailto:Grant.Irvine@gov.bc.ca)
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Palement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH ZWLTL Concept Sketch

Hello Trevor,
Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

From: Trevor Ward (mailto: [S22](#))
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Palement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH ZWLTL Concept Sketch

Good morning Shawn/Grant:
I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at

the exit. That will reduce the impact on Rona.
Trevor

From: Trevor Ward [mailto: S22]
Sent: November-16-10 9:44 PM
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paieiment'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merio; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point – is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLTL is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.
6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTL satisfactorily.
7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.
8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]
Sent: November-16-10 2:52 PM
To: Corey Paiement; Rob Nieuwenhuizen
Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward
Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,
I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
 - raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns.

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng.
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3

ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca
From: Tekano, Murray M TRAN:EX
Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLT Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLT Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng. MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM -----

"Trevor Ward" <S22>

11/05/2010 06:10 PM

To: <ALee@smartcentres.com>
cc: "Mark Merio" <mmerio@eba.ca>, "Ryan Stokes" <rstokes@eba.ca>
Subject: Salmon Arm TCH 2WLT Concept Sketch

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at S22 if he has any questions.

Trevor Ward

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Wednesday, May 18, 2011
3:49 PM

Not Responsive

From: Knight, Tara TRAN:EX [mailto:Tara.Knight@gov.bc.ca]
Sent: December 9, 2010 2:32 PM
To: ALee@smartcentres.com
Cc: Trevor Ward; nhildebrand@smartcentres.com; Corey Paiement; Turner, Dave TRAN:EX; Morris, Danny D TRAN:EX; Tekano, Murray M TRAN:EX; Irvine, Grant M TRAN:EX; Grant, Shawn D TRAN:EX
Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4Q1
Ph: 250-833-3374
Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: S22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Palement" <cpalement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
 - The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
 - 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).
 - No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
 - Re-grading requirements at accesses/driveway to remain; not shown.
 - Curb and gutter to be 0.6m (Ministry Standard Specification).
 - Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.
 - East RONA Access – To be closed; access via 10th to be resolved.
 - Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides

substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).

- The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
- Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.
- The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
- Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
- Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.
- Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
- Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
- Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
- Proposed ROW Requirements
- The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
- The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.
- Concept Drawings
- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)

- Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; at S21

- There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; S21

- Road base

- Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined; S22

- Pavement

- Cost amount for bottom lift asphalt looks okay.

- Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times; S21

- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher; S21

- Signage and Traffic

- Signage and line painting appears inadequate S21

- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect S21

- S21

- General cost items missing S21 - includes the following.

- Mobilization S21

- Quality management S21

- Traffic management S21
- Construction supervision S21
- Contingency S21
- S21

Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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Pages 397 through 398 redacted for the following reasons:

Not Responsive

Not Responsive

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Palement" <cpalement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

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created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight
District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

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 - Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
 - Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.
 - Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
 - Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
 - Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
 - Proposed ROW Requirements
 - The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
 - The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.

- Concept Drawings

- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)

- Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; at S21

- There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; S21

- Road base

- Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined; S21

- Pavement

- Cost amount for bottom lift asphalt looks okay.
- Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times S21 ;
- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher; S21

- Signage and Traffic

- Signage and line painting appears inadequate – S21
- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect

S21

- S21
- General cost items missing S21 – includes the following.
 - Mobilization S21
 - Quality management S21
 - Traffic management S21
 - Construction supervision S21
 - Contingency S21
- S21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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Pages 404 through 407 redacted for the following reasons:

Not Responsive

Not Responsive

"Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>

11/19/2010 03:58 PM

To "Trevor Ward" S22 , "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>

cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Rob Nieuwenhuizen" <rnieuwenhuizen@salmonarm.ca>, "Corey Palement" <cpalement@salmonarm.ca>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>, <ALee@smartcentres.com>, "Ryan Stokes" <rstokes@eba.ca>, "Mark Merlo" <mmerlo@wardconsulting.ca>, "Nathan Hildebrand" <nhildebrand@smartcentres.com>, "Dale McTaggart" <mailto:dmctaggart@salmonarm.ca>

Subject RE: Salmon Arm TCH 2WLT Concept Sketch - Compromise!

Trevor,

It appears we have come to an "conceptual" agreement about the accesses between 10th and 30th. Have these changes to the original concept been incorporated into your recommendation for the length and merge location for the second EB through lane?

I am concerned about the following:

- What consideration has been given to the following access modifications, specifically:
 - Allowing lefts in at the east access to the Smart Centres' development
 - Consolidating accesses at the Rona west access across from the Joey's Only/Hotel access
 - Will the increased traffic (concentration of traffic at these 2 main accesses) change the location of where the EB thru lane can safely be dropped?
- Unclear what assumptions or reference was used for the 60m taper length for a thru lane drop? Based on our Signing and Pavement Marking Manual, a lane drop taper length is based on a 50:1 taper ratio (3.6m lane = taper of 180m) – Figure 7.38 of the manual; BC TAC does not have this taper defined in any of the typical layouts
 - How does this affect the length of the EB thru lane i.e. position of the taper so that there are no major access points within it?

Based on the recently discussed, interim access management strategy through here and the operational/geometrical concerns above, what is your recommendation, as the engineer of record, for the length of the second EB through lane on the TCH?

In addition to your response, I would appreciate the final Synchro model that will be used for our files which will include the necessary design details i.e. length of the EB thru lane, left turn storage lengths at 30th and 10th.

Shawn

From: Trevor Ward [mailto:[S22](#)]
Sent: Wednesday, November 17, 2010 11:25 AM
To: Irvine, Grant M TRAN:EX
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; 'Mark Merlo'; 'Nathan Hildebrand'
Subject: Salmon Arm TCH 2WLTL Concept Sketch - Compromise!

Grant:
Thanks for your quick response and confirmation.

Concerning your on-going concern, I have made a proposal to SmartCentres and they agree: my recommendation is that we extend the parallel EB lanes a further 70 metres east so that the merge point begins opposite the east property line of the SmartCentres property. This means that all of the left turn movements into the development site will occur before the taper and the 60 km/h 60 m taper ends 25 metres before the Rona west access. There is still one access in the taper (to the transmission property) but that is at the beginning of it. Please let me know your response to this proposal.

Trevor

From: Irvine, Grant M TRAN:EX [mailto:[Grant.Irvine@gov.bc.ca](#)]
Sent: November-17-10 10:33 AM
To: Trevor Ward
Cc: Grant, Shawn D TRAN:EX; Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Rob Niewenhuizen; Corey Paiement; Knight, Tara TRAN:EX; ALee@smartcentres.com; Ryan Stokes; Mark Merlo; Nathan Hildebrand
Subject: RE: Salmon Arm TCH 2WLTL Concept Sketch

Hello Trevor,
Your summary provided in Tuesday, November 16, 2010 email does reflect what was discussed.

Reference Item 5; agree proposed scenario actually improves accessibility to Rona, even if the Rona East access is closed. Signage alone not expected sufficient to restrict movements at Rona East access; would rather see this access closed. The sketch shows raised median from point 'z' to the east, allowing approximately 60m for WB vehicles (destined to Rona west access) to decelerate/taper into TWLTL and storage; we would not support this be any shorter.

Reference comment regarding length/location of EB merge point; the 300m requirement is noted (per queuing perspective). We continue to have concerns with the location of the merge point as shown given turning movements also occurring in this vicinity (EB LT into Smart Centers) and just downstream (EB RT into Rona West). Need to address these concerns.

Grant Irvine, P.Eng.
Senior Highway Design Engineer
Ministry of Transportation, Southern Interior Region
231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: [Grant.Irvine@gov.bc.ca](#)

From: Trevor Ward [mailto:[S22](#)]
Sent: Wednesday, November 17, 2010 8:08 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; 'Rob Niewenhuizen'; 'Corey Paiement'; Knight, Tara TRAN:EX; ALee@smartcentres.com; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Good morning Shawn/Grant:
I have now marked up my previous sketch showing the changes agreed on yesterday, trying to make things as clear as possible – please find it attached. Hopefully I have shown all the points on it.

One thought I had last night and that is that the Rona east access could be left as is and "Left Turn Prohibited" signs erected at the end of the centre median (which ends on the east side of the access or could be extended past it) facing WB traffic and at the exit. That will reduce the impact on Rona.

Trevor

From: Trevor Ward [mailto:Trevor.Ward@smartcentres.com] **S22**
Sent: November-16-10 9:44 am
To: 'Grant, Shawn D TRAN:EX'; 'Irvine, Grant M TRAN:EX'
Cc: 'Parkes, Norm E TRAN:EX'; 'Tekano, Murray M TRAN:EX'; 'Turner, Dave TRAN:EX'; 'Rob Niewenhuizen'; 'Corey Paiement'; 'Knight, Tara TRAN:EX'; 'ALee@smartcentres.com'; 'Ryan Stokes'; Mark Merlo; Nathan Hildebrand
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn/Grant:

Thanks for your time this afternoon discussing the issues that we saw with your suggested modifications outlined below. To make sure we are all on the same page, here is my understanding of what we agreed on:

1. We, being SmartCentres and their consultants, will try to align the west Rona access and the west Travelodge access opposite each other to avoid the overlap of left turn movements. This access would then be all movements. Our original assessment of this improvement anticipated fisheries problems because of the ditches – we will see what can be done.
2. It appears from Google and its street views that the Travelodge east access also serves Joey's. After our conference call with you, SmartCentres confirmed that Joey's is located on the Travelodge parcel (Lot A Plan 41170) – as I suspected based on a study of the Google information. The Ministry suggested that this east Travelodge/Joey's access be closed and replaced with a new driveway connection from the Travelodge west access. It appears that there is 20+ metres of highway r-o-w here.
3. This new driveway would then be extended across the front of the Joey's building to provide access to the new carwash property (Lot 4 Plan 3992) – this will mean a driveway passing in front of some picnic tables at Joey's!! The carwash would retain their existing access on the highway as right-in/right-out movements only and make left turns at the all-movements Rona/Travelodge access. I would assume, since this car wash was constructed after the 2008 Google aerial photographs were taken, that it has a Ministry access permit which gives notice of the Ministry's right to restrict access!
4. The median shown as a painted median in my sketch will be a raised median, at least from point Z east to the protected 'T', as referenced in your notes Shawn, to enforce the right-in/right-out at the carwash and the residential property to the east (Lot 5 Plan 3992).
5. At the same time, the Ministry wants the Rona east access to ideally be closed! Shawn – there is going to have to be a joint Ministry/SmartCentres approach here as SmartCentres' prediction is that they will simply say "No!" Then what? (For the record, when we had to do this in Cranbrook because of turn restrictions being implemented along the highway as a result of the new SmartCentres development, it was Dave Duncan as District Engineer and myself who did the door knocking!) The big advantage to this idea – and hopefully the selling point - is that they (Rona) now get a separate left turn lane on the highway so vehicles can sit with some protection while waiting to make their left turn – at the moment they make the left turn out of the westbound through lane on the highway. This will be an almost full standard left turn lane. If the 2WLTL is extended any further east as you have contemplated, this quality left turn feature would be completely lost. Remember that Rona still has full access via the "Frontage Road" across the front of Canadian Tire.
6. Left turn movements will be permitted into the SmartCentres' east access/road for EB traffic off the highway – left turn exit movements from this access/road will be prohibited with a half delta island. As there is to be an advance green for the EB left turn at 30 Street, only a small percentage of the development's EBLT traffic will use this access and this should allow the WBLT movements into the single family home and Boathouse accesses on the south side to also use the 2WLTL satisfactorily.
7. The Neptune property will take access from the new road serving as the east access to SmartCentres and their access on the highway will be closed. With this, Neptune has good access to their property from both the east and west. The new SmartCentres east access will have a raised median so that access to Neptune off this new road is restricted to right-in/right-out – because of its close proximity to the highway. All exits from Neptune will then be via the Frontage Road through the SmartCentres site to the signals at 30 Street. For traffic exiting to the west, they are travelling in the same direction. SmartCentres believes that Neptune will cooperate with this concept.
8. The raised island for the WB left turn movements will be extended to close to the Boathouse access in order to maximize the storage/deceleration length available. It has no practical impact on the 2WLTL.

As mentioned, we have prepared a design for the protected 'T' that accommodates a WB-20 making the 180 degree EB TCH to WB Frontage Road turn as well as the 150 degree WB 10 Avenue to EB TCH turn.

Also, my understanding is that the Ministry through Norm has agreed to accept the 300 metres two lanes EB east of 30 Street

shown on our sketch and that you and I will come up with some criteria that will be used to determine if and when within the foreseeable future this two laning should be extended through to 10 Avenue.

I trust I have correctly recorded everything we discussed and agreed on. Please let me know ASAP if there are to be any changes as we have now started to prepare the revised concept plans. Sorry this has turned into another wordy Trevor Ward document – this was easier to do tonight than prepare another sketch!

Trevor

From: Grant, Shawn D TRAN:EX [mailto:Shawn.Grant@gov.bc.ca]

Sent: November-16-10 2:52 PM

To: Corey Paiement; Rob Nieuwenhuizen

Cc: Parkes, Norm E TRAN:EX; ALee@smartcentres.com; Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX; Turner, Dave TRAN:EX; Irvine, Grant M TRAN:EX; Trevor Ward

Subject: FW: Salmon Arm TCH 2WLTL Concept Sketch

Corey/Rob,

I am not sure if you have been given any of these proposed concepts regarding the accesses on the TCH affected by the Smart Centre development. Attached are Trevor's conceptual sketches (.jpg files).

We have had a chance to review this concept and have "tweaked" it a bit – attached .pdf graphically shows the description/comments below:

- Protected tee dimensions do represent BCS Guide for 60km/h.
- Overlap between Rona west access and the Travel Lodge accesses are a concern. This may be workable with some driveway changes to reduce potential for head-to-head conflicts within this TWLTL zone. Suggest following:
 - move existing Travel Lodge west access, further west to align across from Rona west,
 - close Travel Lodge east access and move same to east property boundary (possibly combine with Joey's),
 - raised median in the hatched area from point 'z' (or point just west of Rona east access) to the protected tee (end treatment to be similar to typical approach to raised median at an intersection), the paint for TWLTL will look different than shown.
- an alternative to the above (possibly more favourable to the City) would be to extend the TWLTL far enough east to allow EB LT into a combined access at the Joey's and Travel Lodge property boundary; this would require maintaining at least 4.0m TWLTL width to that point; this would require closures of the existing Rona east and existing Travel Lodge east to limit potential head-to-head conflicts within this zone.
- Access to Neptune to be moved to the mid-block access/street to Smart Centres (not allow an access within the WB RT lane).
- (not shown on sketch) Access to the mid-block access would be restricted to right-in/right-out to minimize conflicts at this end of the TWLTL
- Shortened raised island approaching the 30th Street intersection will not likely affect much; but consultant should confirm length needed for left turns

Additional items that still require attention:

- Extension of Highway EB through lane between 30th and 10th to be addressed
- Geometrics at 10th related to design vehicle and effective operations to be addressed
- Smart Centres needs to re-confirm with the businesses in the area that they have been advised and understand all of the changes that are occurring in this area and how it will/may impact their accesses

We would appreciate your comments/thoughts on these conceptual sketches at your earliest convenience – please pass this on to others at the City that I may have forgotten.

Shawn Grant, P. Eng,
Regional Traffic Engineer
Ministry of Transportation
& Infrastructure
Southern Interior Region
231-447 Columbia Street
Kamloops BC V2C 2T3
ph. (250) 828-4304
fax (250) 828-4083
Shawn.Grant@gov.bc.ca
From: Tekano, Murray M TRAN:EX

Sent: Wednesday, November 10, 2010 10:02 AM
To: Grant, Shawn D TRAN:EX; Irvine, Grant M TRAN:EX
Cc: Parkes, Norm E TRAN:EX
Subject: Salmon Arm TCH 2WLTL Concept Sketch

Shawn and Grant,

Attached are the sketches from Trevor Ward regarding the proposed changes to the Smart Centre access.

We asked for these to clarify what was being proposed.

Please look at in light of the last email we got from them and our discussions. The access to the travel lodge is still tight. I wasn't aware of the multiple accesses for Rona, are they proposing to close one and use the other. There is still an issue with the mid block "T" isn't there?

Please let me know when we can discuss your comments.

Murray

W. Murray Tekano

District Manager, Transportation - Okanagan Shuswap District &
Senior Project Director, Kicking Horse Canyon Project
British Columbia Ministry of Transportation and Infrastructure
Phone: (250) 712-3629

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From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, November 9, 2010 9:53 AM
To: Parkes, Norm E TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com
Subject: Fw: Salmon Arm TCH 2WLTL Concept Sketch

Norm, Murray,

Further to our conversation yesterday, please see attached sketch and some further analysis from Trevor/EBA.

To expedite this, if you have any questions or Shawn/Grant have any questions, please feel free to call Trevor directly or we are happy to set up a conference call with him also.

Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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— Forwarded by Alan Lee/SmartCentres on 11/09/2010 09:48 AM —

"Trevor Ward" <

S22

11/08/2010 06:10 PM

To: <ALee@smartcentres.com>

cc: "Mark Merlo" <mmerlo@eba.ca>, "Ryan Stokes" <rstoakes@eba.ca>

9

Alan:

As requested, I have "sketched" up the concept as I think you and Norm have agreed to and as I tried to describe in my memo. I have scanned it in two parts so you should be able to see the whole plan with these two.

Having to prepare this sketch made me discover that there was an error in the assumptions in my notes – Distance 'A' in the Ministry's Figure 710.D.1 does not apply in this case as the centre acceleration lane for the left turn movements out of 10 Avenue actually becomes the second through lane on the highway. Consequently, we now have a greater distance available for the weave – 90 metres.

Because of this, I have also increased the storage distance for the left turn movement into the Rona West access – it is shown as 30 metres but I now have it starting at the Travelodge West access so it is effectively 35 metres storage for the Rona West access.

Note that the location marked 'W' on the protected 'T' is what I consider the key pivotal point – we cannot widen at this point without obtaining additional right-of-way on the north side of the highway or restricting the size of trucks that can make the 180 degree 'U' turn from the TCH eastbound into the Frontage Road westbound.

I have tried to provide as much detail as possible so trust it is understandable. Please pass on to Norm and have him phone me at S22 if he has any questions.

Trevor Ward

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Page 414 redacted for the following reason:

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Not Responsive

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To <ALee@smartcentres.com>
cc "Trevor Ward" S22 <nihildebrand@smartcentres.com>, "Corey
Palement" <cpalement@salmonarm.ca>, "Turner, Dave TRAN:EX"
<Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN:EX"
<Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX"
<Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX"

2

<Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN:EX"
<Shawn.Grant@gov.bc.ca>
Subject RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: S22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>

cc: "Corey Paiement" <cpaiement@salmonarm.ca>

Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.

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- The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
- 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).
- No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
- Re-grading requirements at accesses/driveway to remain; not shown.
- Curb and gutter to be 0.6m (Ministry Standard Specification).
- Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.
- East RONA Access – To be closed; access via 10th to be resolved.
- Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
 - The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
- Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.

- The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
- Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
- Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.
- Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
- Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
- Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
- Proposed ROW Requirements
- The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
- The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.
- Concept Drawings
- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)
 - Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; at S21
 - There is no cost allowance for import embankment fill material – based on cross sectional assumptions. an additional 10,000cm of embankment import material is needed S21
- Road base

○ Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined; S21

S21

- Pavement

○ Cost amount for bottom lift asphalt looks okay.

○ Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

○ Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times S21

S21

○ Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher; S21

- Signage and Traffic

○ Signage and line painting appears inadequate – S21

S21

○ Traffic control – see below.

- Utility relocations

○ Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect

S20

- S21

- General cost items missing S21 - includes the following.

○ Mobilization S21

○ Quality management S21

○ Traffic management S20

○ Construction supervision S21

○ Contingency S21

- S21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
telephone: (250) 371-3918
email: Grant.Irvine@gov.bc.ca

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Pages 422 through 434 redacted for the following reasons:

Not Responsive

S13

Not Responsive

"Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>

12/15/2010 07:46 AM

To "ALee@smartcentres.com" <ALee@smartcentres.com>, "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

cc "Parkes, Norm E TRAN:EX" <Norm.Parkes@gov.bc.ca>, "nhildebrand@smartcentres.com" <nhildebrand@smartcentres.com>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Wiseman, Jeff TRAN:EX" <Jeff.Wiseman@gov.bc.ca>

Subject RE: Smart Centres: comments on revised no build covenant

Hi Alan:

Here is a copy of the Covenant endorsed this morning. It has also be faxed to your office. Tara will be in touch with you regarding next steps. Thank you.

Regards,

Dave Turner

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]

Sent: Tuesday, December 14, 2010 3:58 PM

To: Knight, Tara TRAN:EX; Turner, Dave TRAN:EX

Cc: Tekano, Murray M TRAN:EX; Parkes, Norm E TRAN:EX; nhildebrand@smartcentres.com

Subject: Fw: Smart Centres: comments on revised no build covenant

Importance: High

Tara, Dave,

Can you please advise regarding status of execution of the no-build covenant?

As we have discussed over the past many days, and per my messages this afternoon the no-build has to be submitted to LTO today in order to have any chance at registration by Friday to maintain the special Salmon Arm Council Meeting which has been scheduled for 4th reading of our rezoning bylaw on Monday Dec 20.

We have been desperately trying to contact you to see if there is anything we can do to help ensure execution of this document today!

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 12/14/2010 03:56 PM -----

"Yip, Elizabeth"
<eyip@mccarthy.ca>

12/14/2010 01:07 PM

To "ALee@smartcentres.com" <ALee@smartcentres.com>, "Knight, Tara TRAN EX" <Tara.Knight@gov.bc.ca>,
"Murray.Tekano@gov.bc.ca" <Murray.Tekano@gov.bc.ca>
cc "JYap@smartcentres.com" <JYap@smartcentres.com>
Subject RE: FW: Smart Centres: comments on revised no build covenant

Tara,

Further to Alan's email below, I've incorporated your comments below except for your request to add the Transferee to page 3. This is not necessary as the Transferee is already on page 1.

Regards,

Elizabeth

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Tuesday, December, 14, 2010 10:38 AM
To: Knight, Tara TRAN:EX; Murray.Tekano@gov.bc.ca
Cc: Yip, Elizabeth; JYap@smartcentres.com
Subject: Re: FW: Smart Centres: comments on revised no build covenant

Tara,

Per my phone message, with regards to deleting Schedule A and Schedule B vs listing the location of the proposed works, Elizabeth has made a good point that just listing the works themselves without a drawing makes this too open and discounts all the work we have done to come to the functional design we currently have.

We are looking for protection that the required works are not going to have wholesale changes and we understand that MOT is looking for protection that there is flexibility within the agreement to account for changes that may still happen to the functional/detailed design.

On that basis, Elizabeth is proposing to include the schedules and the text listing the location of the proposed works and add some wording to allow for flexibility on both.

She will provide you with something very shortly including your revisions below as well as the points above. Thanks.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN-EX" <Tara.Knight@gov.bc.ca>

12/14/2010 08:59 AM

To: <ALee@smartcentres.com>

cc:

Subject: FW: Smart Centres: comments on revised no build covenant

Hi Alan,

The following recommendations I made yesterday didn't make it into the attached document:
(note: I am referring to document no. "DOCS-9904856-v4-<OTI_No_Build.DOC")

- Page 1, item 6: include civic address 850c 16th Street NE and the postal code needs corrected to V1E 4S4
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: MOTI shall be replaced with 'Transferee' and use throughout the document
- Page 4: add as an item (E) 'The owner proposes to develop the Lands.'
- Page 5, item 1 (a): MoT has not given final approval for the Schedule A plan, therefore, delete 'all as shown on the sketch plan attached hereto as Schedule A'
- Page 5, item 1 (a): add as an additional item 'The Transferor has completed the road dedication required to complete the Works to the satisfaction of the Transferee'
- Page 5, item 1 (a): add as an additional item 'the intersection improvements to the TCH and municipal road 10th Street SW',
- Page 5, item 1 (a) (vi): delete this condition as the detailed plan has not been approved by this Ministry
- Page 6, item 2 (a): delete
- Page 6, item c: include 'Provincial Public Highway Permit Application'
- Page 7, item d: include in the address, 850c 16th Street NE and the postal code needs corrected to V1E 4S4
- Schedule A: delete
- Schedule B: delete

Please make the required changes and send back to me.

Thank you

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: Yip, Elizabeth [mailto:eyip@mccarthy.ca]
Sent: Monday, December 13, 2010 9:10 PM
To: Knight, Tara TRAN:EX
Cc: ALee@smartcentres.com; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: RE: Smart Centres: comments on revised no build covenant

Tara,

I am the external counsel for SmartCentres. I have incorporated your comments in the attached draft. Your only comment that I've trouble is that you ask that add section 1(d) all Works to be completed to the satisfaction of the Ministry. I can't agree to this comment since if this is the case, my client can't start building until the highway works are constructed. I've changed this so our client can start building after entering into a servicing agreement with you.

If in order, please execute the clean copy and return a copy to me by email and mail. If you have further comments, please advise. We are aiming to file the package tomorrow morning.

mccarthy
tétrault

Regards,

Elizabeth H. Yip

Partner

T: 604-643-7188

F: 604-622-5898

Email: eyip@mccarthy.ca

McCarthy Tétrault LLP

Suite 1300, 777 Dunsmuir Street

P.O. Box 10424, Pacific Centre

Vancouver BC V7Y 1K2

www.mccarthy.ca

PLEASE, think of the environment before printing this message.

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December, 13, 2010 2:34 PM
To: Yip, Elizabeth; JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centres: comments on revised no build covenant

FYI, some further MOTI comments

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on: 12/13/2010 02:32 PM -----

"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/13/2010 02:34 PM

To: <ALee@smartcentres.com>
cc:
Subject: Smart Centres: comments on revised no build covenant

Hi Alan,

Thank you for your below email. We spoke briefly on Friday and I had indicated I had a quick look at the proposed covenant and identified a few items (we need (1) road improvements to be dedicated, designed & constructed and (2) we have no authority over building occupancy), however, I would send my complete review on Monday.

I have reviewed the attached no build covenant and further to my email sent today at 11:33am (attached) all those comments remain valid including the following corrections:

- Page 2: signature block for the Ministry – not required although it can be there
- Page 4 when naming the parties it usually more clearly shows who are the Transferors and Transferees or Covenantors and Covenantees
- Page 4 first line in bold – this can remain if you want
- Page 5 & 6: titles/headings – these can remain if you want
- Page 5, item 1 (a): as per my previous email, plus add (vii) the internal municipal road through the Lands
- Page 5, item 1 (c): as per my previous email instead of bonding replace with 'Irrevocable Letter of Credit'
- Page 5: add section 1(d) all Works to be completed to the satisfaction of the Ministry
- Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry – not required

If you have any questions, please contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www38.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Monday, December 13, 2010 9:35 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: JYap@smartcentres.com; nhildebrand@smartcentres.com
Subject: Fw: Smart Centers requirements prior to 4th reading - No Build Covenant rev1

6

Tara,

As requested I have asked our lawyer to revise Clause 1 and 2 under the Grant section to incorporate the items you wanted addressed. Specifically, the no build is in effect until there is an accepted design, dedication, and Letter of Credit posted for Hwy 1 between 30th St and 10th Ave. For the internal frontage road, the no build is in effect until there is an accepted design as it relates to its functionality with Hwy 1.

Please let me know if you have any further comments.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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----- Forwarded by Alan Lee/SmartCentres on 12/13/2010 09:30 AM -----

Alan Lee/SmartCentres

12/10/2010 09:20 AM

To: "Knight, Tara TRANEX" <Tara.Knight@gov.bc.ca>, Murray Tekano
cc: nhildebrand@smartcentres.com, Jennie Yap, EYIP@mccarthy.ca
Subject: RE: Smart Centers requirements prior to 4th reading - No Build Covenant [Link](#)

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers. As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

[attachment "MOTI NO BUILD .DOC" deleted by Alan Lee/SmartCentres] [attachment "Schedule A - V31201071-LN-12_Concept Plan.pdf" deleted by Alan Lee/SmartCentres]

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"Knight, Tara TRAN:EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>
cc: "Trevor Ward" <S22@nihildebrandt@smartcentres.com>, "Corey Paiement" <cpaiement@salmonarm.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN:EX" <Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX" <Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>
Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: S22 nhildebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4Q1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- **Plan Drawings**

- Lane, median and shoulder widths look fine.
- Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
- The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
- 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).

- No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
- Re-grading requirements at accesses/driveway to remain; not shown.
- Curb and gutter to be 0.6m (Ministry Standard Specification).
- Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
- Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.
- East RONA Access – To be closed; access via 10th to be resolved.
- Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
 - The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
- Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.
 - The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
 - Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
 - Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.

- Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
 - Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
 - Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
- Proposed ROW Requirements
 - The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
 - The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.
- Concept Drawings
 - Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)
 - Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; S21
 - There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; S21
- Road base
 - Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SG5B (as per Golder Report), require 13,500cm of SG5B & CBC combined; S21
- Pavement
 - Cost amount for bottom lift asphalt looks okay.
 - Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized; additional enclosed drainage will increase quantity as much as 4 times; S21

S21

- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher; S21

S21

- Signage and Traffic

- Signage and line painting appears inadequate -

S21

S21

- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect

S21

- S21

- General cost items missing S21 includes the following.

- Mobilization

S21

- Quality management

S21

- Traffic management

S21

- Construction supervision

S21

- Contingency

S21

- S21

Grant Irvine, P.Eng.

Senior Highway Design Engineer

Ministry of Transportation, Southern Interior Region

231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3

telephone: (250) 371-3918

email: Grant.Irvine@gov.bc.ca

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----- Message from "Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca> on Mon, 13 Dec 2010 11:32:38 -0800 -----

To: <ALee@smartcentres.com>

Subject: Comments on proposed no build covenant

Hi Alan,

I have reviewed the attached no build covenant and recommend the following amendments:

- Page 1, item 2: We'll need to see a copy of this title & plan. If plan EPP10328 is not registered we'll need a copy of Plan EPP10328 and a letter of undertaking that Plan EPP10328 will be registered concurrently with the subject no build covenant.
- Page 1, item 6: Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4 – PLEASE NOTE REVISED POSTAL CODE
- Page 2: signature block for the Ministry
- Page 3: add Transferee, Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4
- Page 4: delete first line in bold,
 - at the end of the sentence "This agreement"....add (is made)
 - when naming the Transferee use (Her majesty the queen in right of the province of British Columbia, represented by the Minister of Transportation and Infrastructure, 850c 16th Street NE, Box 100, Salmon Arm, BC, V1E 4S4) with the abbreviation of (the "Ministry") and throughout the document
 - add as an item: The owner proposes to develop the Lands.
- Page 5 & 6: delete titles/headings, Grant, Reservations etc.
- Page 5, item 1: the owner covenants and agrees with the Ministry that the owner shall not, and shall not permit anyone else to, subdivide the lands....across the Lands until the following works ("Works") have been dedicated, designed and constructed to the satisfaction of the Ministry:
 - (a) The owner has received approval from the Ministry of the Works for that portion of the Trans Canada Highway no. 1 ("TCH") west of the municipal road 30th Street SW to the municipal road 10th Street SW inclusive and any controlled access points onto a Controlled Access Highway as defined in the BC Transportation Act, such as:
 - i. The improvements to the Trans Canada Highway no. 1 ("TCH"),
 - ii. the intersection improvements to the TCH and municipal road 30th Street SW,
 - iii. the intersection improvements from the Lands to the TCH,
 - iv. the intersection improvements to the TCH and municipal road 10th Avenue SW,
 - v. the intersection improvements to the TCH and municipal road 10th Street SW,
 - vi. any controlled access points to the TCH affected by the Works; and,
 - (b) a plan for storm water management within the Lands, to the Ministry's standards and requirements, and approved by the Ministry; and,
 - (c) The owner delivers to the Ministry the required bonding to construct the ("Works") to the satisfaction of the Ministry.

- Page 5, item 3 (a): delete
- Page 6, item c: include Provincial Public Highway Permit Application
- Page 6, item 5: ...not apply, the Ministry must execute and deliver to the Owner a discharge, in registrable form, at the owners expense, of...
- Page 6, item 5 (a) & (B) include to the satisfaction of the Ministry
- Page 7, item (c) I don't believe is needed as we've deleted Page 5, item 3 (a)
- Page 7, item d: include in the address, 850c 16th Street NE
- Page 8, item K: not sure how to comment, please see the note below regarding pending litigation
- Page 8: include signature block
- Page 9: there is only one covenant.
- Schedule A: delete

Furthermore, we note that there is a pending litigation on title and we have been advised it is not feasible to register any further covenants on title while this document is on title. We have concerns with how this document affects the proposed no build covenant. This Ministry will not be signing the 4th reading of the bylaw until we've received receipt that the subject no build covenant is registered on title.

As we have recently received a revised covenant this morning, these comments may be subject to change. I will review the new revised covenant and provide comments as soon as possible.

Please feel free to contact me to discuss the above recommendations.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Friday, December 10, 2010 9:20 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: nhildebrand@smartcentres.com; JYap@smartcentres.com; EYIP@mccarthy.ca
Subject: RE: Smart Centers requirements prior to 4th reading - No Build Covenant

Tara,

Please find attached a draft copy of a no-build covenant from our lawyers.
As discussed, the basis for this document is the same no-build covenant that we are using for the City edited to be specific to MOTI.

Please advise if acceptable and we can start to finalize for signatures today.

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX"
<Tara.Knight@gov.bc.ca>

12/09/2010 02:31 PM

To: <ALee@smartcentres.com>
cc: "Trevor Ward" S22 <nhldebrand@smartcentres.com>, "Corey Paiement"
<cpaiement@salmonarm.ca>, "Turner, Dave TRAN:EX" <Dave.Turner@gov.bc.ca>, "Morris, Danny D TRAN:EX"
<Danny.Morris@gov.bc.ca>, "Tekano, Murray M TRAN:EX" <Murray.Tekano@gov.bc.ca>, "Irvine, Grant M TRAN:EX"
<Grant.Irvine@gov.bc.ca>, "Grant, Shawn D TRAN:EX" <Shawn.Grant@gov.bc.ca>
Subject: RE: Smart Centers requirements prior to 4th reading

Hi Alan,

Thank you for your below email requesting clarification.

This Ministry only requires a no build covenant be registered to all the titles prior to signing the 4th reading bylaw.

This Ministry would prefer to defer the design and construction of the road improvements (or cost estimate) as a requirement to release the no build covenant.

Please be advised that in order for this Ministry to release the no build covenant we will ensure the following, but not limited to, is completed to the satisfaction of this Ministry:

- All properties are consolidated into one property
- Site Plan of proposed development showing building locations, traffic circulation, parking, predevelopment and post development storm drainage, etc.
- Road improvements (ie. Trans Canada Highway, 30th Street SW, 10th Avenue SW and the municipal road through the property) to accommodate the additional traffic generated by the proposed development to be dedicated, designed & constructed including but not limited to road works, drainage works, utility relocation, etc.
- Property owners affected by the road improvements are made aware of the approved design drawings

Should you have any questions, please feel free to contact me.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

From: ALee@smartcentres.com [mailto:ALee@smartcentres.com]
Sent: Thursday, December 9, 2010 9:45 AM
To: Knight, Tara TRAN:EX; Tekano, Murray M TRAN:EX
Cc: S22 nhldebrand@smartcentres.com
Subject: Re: Smart Centers requirements prior to 4th reading

Tara, Murray,

Thanks for this email below and MOT's timely review.

To be clear, my understanding of the email below is that once we revise the cost estimate as acceptable to the Ministry and register a no-build covenant, MOT will proceed with signing the 4th reading bylaw. The other details noted will be worked on concurrently/subsequently.

Can you please confirm?

SmartCentres

Alan Lee P.Eng., MBA | Director, Engineering - Western Region | Phone: 604-448-9112 ext 19 | Fax: 604-448-9114
[#201-11120 Horseshoe Way, Richmond, BC, V7A 5H7]

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"Knight, Tara TRAN:EX" <Tara.Knight@gov.bc.ca>

12/09/2010 08:43 AM

To: <ALee@smartcentres.com>
cc: "Corey Paiement" <cpaiement@salmonarm.ca>
Subject: Smart Centers requirements prior to 4th reading

Hi Alan,

This Ministry has reviewed (1) the cost estimate submitted in your Dec 2 email and (2) the drawings, reports etc included in your Dec 3 email and offer the comments below. Prior to 4th reading we will require a cost estimate prepared & signed by a professional engineer in an amount acceptable to this Ministry.

Furthermore, this Ministry will require a no build covenant in favour of the Minister of Transportation and Infrastructure registered on all titles prior to 4th reading. This covenant is required to ensure road dedication is protected for the road improvements required to accommodate the additional traffic

created by the change in land use/proposed development. We can discuss the details of the no build covenant.

Should you have any questions, please feel free to contact me.

Tara Knight
District Development Technician

Ministry of Transportation and Infrastructure

Box 100, Salmon Arm, BC, V1E 4G1

Ph: 250-833-3374

Fax: 250-833-3380

Development Approvals website: http://www.th.gov.bc.ca/Development_Approvals/home.htm

Drawing Review

- Plan Drawings
 - Lane, median and shoulder widths look fine.
 - Lanes – Understand there are discrepancies between lengths for turn lane storage, intersection approach and departure (merge) lanes as shown on the plans versus the Synchro model. Shawn Grant working with Trevor Ward to clarify this and taper length requirements.
 - The SB to WB right turn (from 30th Street to Highway 1) does not accommodate the design vehicle (WB20); prepared to accept over-tracking into second lane on highway (as this can occur during highway red phase), however movement should be initiated from the SB through/right lane.
 - 30th Street intersection – 3 of 4 curb returns do not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - 30th Street North – No information on the development of SB approach lanes (to Highway 1) and set back spacing/alignment for proposed interim and future access to properties in the NW quadrant (service road continuity beyond the site).
 - No details shown for the interim road system intended for future service road continuity beyond the site; (concerns with meeting a municipal standard and sufficient widths on curves to accommodate design vehicle wheel paths).
 - Re-grading requirements at accesses/driveway to remain; not shown.
 - Curb and gutter to be 0.6m (Ministry Standard Specification).
 - Mid-Block (Smart Centers East) Access – Raised island not large enough to effectively discourage left turns out; require raised quadrant island for EB right turns; does not accommodate pedestrians between highway shoulder and side road shoulder/sidewalk.
 - Frontage Access (Travel Lodge) – Entrance throat width and horizontal curve not wide enough to accommodate design vehicle without blocking inbound traffic; need to address.

- East RONA Access – To be closed; access via 10th to be resolved.
- Protected Tee Intersection – WB to SB lefts (from Highway 1) does not accommodate WB20 (cuts across side road stop bar); need to address.
- Profile and Typical and Template Cross Section Drawings – not provided.
- Geotechnical Report
 - The Stantec geotechnical report appears somewhat preliminary, providing limited information and no test results were referenced to substantiate recommendations. The geotechnical report prepared by Golder Associates in 2005 for the Hwy 1 Upgrades West of 30th Street was referenced and provides substantially more information to rely on. This includes reference stripping depths in order of 0.5m, water table considerations and SGSB depth of 450mm (this will affect quantities). Also, Ministry practice to apply a 300mm layer of 25mm CBC (no 75mm layer).
 - The Stantec report assumptions do not appear consistent with plans. Since there were no typical or template cross sections provided in the submission, estimates taken from the plan drawings which indicate widening of the road template between 4 and 6m each side depending on the location; no sidewalk involved.
 - Drainage Strategy – The intent is to identify areas to be addressed as part of the detailed design and will affect the overall cost estimate.
 - The need for oil-water separator noted in the environmental report, although emphasis on development site drainage.
 - Highway drainage requirements for the extension and serviceability of highway cross culverts yet to be identified and addressed.
 - Highway drainage requirements for pavement runoff yet to be fully addressed. Noted curb, gutter and catch basins presumed for the development frontage, however, the implication on adjacent lands due to open shoulder runoff from a wider pavement structure yet to be fully addressed with either adequate ditches or enclosed drainage system.
 - Utility Relocation Strategy – The intent to identify relocations that will be necessary for the detailed design, affecting costs and rights of way.
 - Above ground pole moves yet to be resolved; is there sufficient ROW for set-backs?
 - Underground utilities, for example, the existing water main on the south side of Highway 1 to be relocated to 2m from ROW edge (which is typically 3m minimum beyond the embankment toes) as per Ministry Utility Policy; yet to be addressed.
 - Proposed ROW Requirements
 - The submitted drawings lack clarity on necessary ROW requirements for off-site (Highway) improvements; understand additional information yet to be provided.
 - The ROW drawings should indicate requirements to accommodate with the necessary offsets relative to embankment toes and relocated utilities.

- Concept Drawings

- Appear to show new pavement areas; Ministry does not typically accept tack-on widening without full width overlay at top lift; see cost estimate review.

Cost Estimate Review – The following was undertaken for the Highway 1 improvements only. Due to limited design information, cross section assumptions were made to assess adequacy of the proposed quantities and cost estimates.

- Sub-grade preparation (grading)

- Cost allowance for sub-grade preparation including stripping and excavations (suitable and unsuitable for embankment fill) appears substantially inadequate - based on assumptions of average additional width through the project length (averaging 5m per side), total excavation volumes in the order of 8,000cm; S21

- There is no cost allowance for import embankment fill material – based on cross sectional assumptions, an additional 10,000cm of embankment import material is needed; S21

- Road base

- Road base gravels substantially inadequate - based on assumed construction cross section, including 450mm SGSB (as per Golder Report), require 13,500cm of SGSB & CBC combined; S21

- Pavement

- Cost amount for bottom lift asphalt looks okay.
- Amount for top lift pavement should be approximately twice the amount shown to cover full width top lift overlay. Ministry does not typically accept tack-on widening without full width overlay at top lift. S21

- Drainage

- Concrete curb and gutter quantity to be revisited – highway drainage requirements have not been finalized: additional enclosed drainage will increase quantity as much as 4 times; S21
- Drainage cost allowance appears inadequate – existing highway culvert extensions, additional manholes, catch basins and leads will drive the costs higher S21

- Signage and Traffic

- Signage and line painting appears inadequate S21
- Traffic control – see below.

- Utility relocations

- Expect above ground and under-ground (water main) relocations (per Ministry policy) – expect S21
- S21
- General cost items missing S21 - includes the following.
 - Mobilization S21
 - Quality management S21
 - Traffic management S21
 - Construction supervision S21
 - Contingency S21
- S21

Grant Irvine, P.Eng.
Senior Highway Design Engineer
 Ministry of Transportation, Southern Interior Region
 231 - 447 Columbia Street, Kamloops, B.C. V2C 2T3
 telephone: (250) 371-3918
 email: Grant.Irvine@gov.bc.ca

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#9904856-v4-MOTI_No_Build.DOC" deleted by Alan Lee/SmartCentres]

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Thursday, May 19, 2011
9:59 AM

Knight, Tara TRAN:EX

From: Knight, Tara TRAN:EX
Sent: Wednesday, December 15, 2010 9:26 AM
To: 'ALee@smartcentres.com'
Cc: 'Corey Paiement'
Subject: Smart Centres: Require Permit Application for road works

Hi Alan,

Please fill out and submit a *Provincial Public Highway Permit Application* with design plans attached (weblink found in the signature block below) for the road works on the TCH and the Controlled Accesses for the municipal road through the subject property.

Please be advised that this Ministry has a Duty to Consult with the First Nations prior to approving the permit and works commencing. This Ministry requires a certain amount of time to initiate consultation for these highway works.

The sooner you submit the application, the sooner we can initiate our process.

Tara Knight

District Development Technician
Ministry of Transportation and Infrastructure
Box 100, Salmon Arm, BC, V1E 4G1
Ph: 250-833-3374
Fax: 250-833-3380
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