

*CACHE CREEK
TO THE
ROCKIES PROGRAM*

**Trans Canada Highway
Existing Conditions Report**

**APPENDIX 3
AGRICULTURE**

Fall, 1998



**BRITISH
COLUMBIA**

**Ministry of Transportation
and Highways**

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1.0 Introduction

This report was prepared in response to a request by Barbara Archer, Manager for Environmental Services, on behalf of the Project Management Team (PMT) of the Cache Creek to the Rockies Program (CCRP), Ministry of Transportation and Highways (the Ministry) to Dan Schroeter Consulting Inc. (DSCI) to supply agricultural assessment and consulting services associated with the CCRP. The report is one deliverable associated with contracts between DSCI and the Ministry or directly with the Ministry's Project Design Teams (PDTs) for the various highway design sections. For the agricultural assessment, the applicable highway sections, and associated PDTs, are as follows:

- Cache Creek to Monte Creek: Urban Systems, Kamloops
- Monte Creek to Sorrento West: Stantec Consulting Ltd., Kamloops
- Sorrento West to Ford Road: McElhanney Consulting Services Ltd., Surrey
- Ford Road to Canoe: Reid Crowther & Partners Ltd., Victoria
- Canoe to Taft Road: Graeme & Murray Consultants Ltd., Victoria
- Victor Lake to Mt. Revelstoke Park West: Delcan Corporation, New Westminster
- Mt. Revelstoke Park West to Donald: UMA Engineering Ltd., Burnaby
- Donald to Roth Creek: SNC Lavalin Inc., Vancouver

No agricultural assessment work was carried out in the two remaining highway sections, from Taft Road to Victor Lake, and from Roth Creek to Yoho, because no agricultural resources are present within these sections.

This report contains an overview of agriculture within the Highway 1 study corridor from Cache Creek to the Rockies, an explanation of methodology for mapping the agricultural sensitivity of the corridor to highway improvements, and a description of the results of the agricultural sensitivity assessment for each of the above highway design sections and, within each section, for each separately rated length of the corridor section, from west to east.

2.0 Overview of Corridor Agricultural Resources and Use

The study corridor from Cache Creek to the Rockies contains a wide variety of agricultural resources and uses, and spans a number of the agricultural regions of the province. In general, agricultural resources and use are concentrated in the westernmost five highway design sections (that is, in the study corridor between Cache Creek and Taft Road). East of Taft Road few agricultural resources exist along the corridor, and little agricultural use is evident.

High capability lands are found throughout the western portion of the study corridor, with notable concentrations in the Semlin, South Thompson, White Creek, Salmon, and Eagle river valleys. However, the western portion of the study corridor incurs a climatic moisture

deficit during the growing season, such that these high capabilities can only be realized where access to economic sources of irrigation water is available. In general, the moisture deficit and the necessity for irrigation decreases as one moves eastwards along the corridor.

Agricultural uses found in the study corridor principally involve livestock operations. Among livestock operations, beef operations predominate in all portions of the corridor, but dairy enterprises, as well as a few horse and exotic livestock (llamas, ostriches, mohair goats, pheasants) operations were also noted. Cultivated lands on livestock farms and ranches are typically devoted to feed crop production, including forage and fodder crops, and improved pasture. Naturally occurring grasslands and open forest areas are used for grazing throughout the corridor.

Some non-livestock agricultural operations are also found in the study corridor. These include the numerous high-value ginseng operations found between Cache Creek and Chase, and a few horticultural operations (fruit, vegetables) found in the South Thompson Valley east of urban Kamloops, in the Salmon Arm area, and in the Eagle Valley east of Sicamous.

Few roadside farm retail outlets exist along the corridor. Most of these are in the Salmon Arm and Sicamous areas, or in the Eagle Valley east of Sicamous.

3.0 Methods

The agricultural sensitivity mapping was interpreted from the following data inputs:

- 1:8 000 black and white aerial photography flown in September, 1998
- an initial drive-by inspection of the entire corridor on October 16th and 17th, 1998.
- video filming of relevant portions of the highway RoW and adjacent ALR or other agricultural lands, taken between October 18th and November 16th, 1998.
- detailed field checking along the RoW and intersecting roads to verify agricultural land use, carried out between November 17th to 20th, 1998. This field checking did not involve any contact with property owners or farm/ranch operators, or any entry onto private property. Because of this, and due to the late date of the observations relative to the growing season, some use interpretations are speculative and may be incorrect.
- BCLI land capability for agriculture as shown on 1978 1:50 000 mapping produced by the 1978 Select Standing Committee on Agriculture (SSCA). The SSCA study amended the BCLI ratings in some instances. For the purposes on interpreting agricultural sensitivity, the improved ratings were used, reflecting land capability with any required irrigation or drainage in place. Where preliminary field inspection clearly indicated an

inappropriate rating (for example, where cultivation was observed on Class 6 or 7 lands), the rating was revised accordingly.

- ALR boundaries, taken from the most recent available 1:50 000 and 1:10 000 ALR mapping produced by the B.C. Agricultural Land Commission (ALC). These boundaries were transferred to the photomosaic bases used for the existing conditions mapping. Because these bases were not ortho-rectified, the ALR boundaries depicted on them should be regarded as approximate only, particularly in the portions of the study corridor where the ALC only publishes ALR boundaries at 1:50 000.

Using the above inputs, agricultural sensitivity was interpreted according to the following methodology:

- a study area comprising lands within 50 m of the Highway 1 RoW was defined.
- an agricultural sensitivity bar was added to the 1:10 000 existing conditions mapping.
- the agricultural sensitivity bar was sub-divided into corridor lengths of differing agricultural sensitivity
- sensitivity ratings were assigned to each corridor length as indicated in the following table:

Sensitivity Rating	Land Description
High	1. areas of suspected cross-RoW machinery or livestock movement
	2. non-cultivated lands rated majority BCLI Classes 1-2, within the ALR
	3. cultivated lands rated majority BCLI Class 1-3, within the ALR
Moderate	1. non-cultivated lands rated majority BCLI Classes 3-4, within the ALR
	2. cultivated lands rated majority BCLI Classes 4-5, within the ALR
	3. cultivated lands rated majority BCLI Classes 1-4, outside the ALR
Low	1. non-cultivated lands rated majority BCLI Classes 5-7, within the ALR
	2. cultivated lands rated majority Class 5, outside the ALR
Nil	1. non-cultivated lands outside the ALR (all other lands)

- where agricultural sensitivity differed between the westbound (WB) and eastbound (EB) portions of the corridor, the corridor length was rated according to the conditions found on the side of the corridor most sensitive to highway improvements.
- where a railway RoW abuts the existing highway RoW and buffers adjacent ALR or other agricultural lands from possible highway improvements, the agricultural sensitivity of such corridor lengths was rated solely according to the conditions found on the side

of the corridor not adjacent to the railway.

- where a point-specific agricultural feature was present along the corridor, its presence and point-specific agricultural sensitivity was noted as follows:
 - ◇ was inserted in the agricultural bar to denote a High sensitivity feature
 - was inserted in the agricultural bar to denote a Moderate sensitivity feature
 - was inserted in the agricultural bar to denote a Low sensitivity feature

Examples of point-specific agricultural features found within the study corridor include the following: private access points in farm, ranch or grazing lands; cattle underpasses; irrigation pipe crossings of the highway RoW; pumphouses located adjacent to the highway RoW; farm headquarters or other major farm buildings or facilities located adjacent to the highway RoW, and; farm retail outlets located near the highway RoW.

- the agricultural sensitivity of point-features was assigned based on a qualitative interpretation of the agricultural importance of the feature, but in general was defined as follows:

Sensitivity Rating	Point-Feature Description
High	1. points of suspected cross-RoW machinery movement
	2. cattle underpasses
	3. farm headquarters areas adjacent to the RoW
	4. major farm buildings or facilities adjacent to the RoW
	5. farm retail outlets adjacent to the RoW
Moderate	1. irrigation pipe crossings of the RoW
	2. pumphouses located adjacent to the RoW
	3. most private farm/ranch/range accesses, except as otherwise noted
Low	1. range accesses, outside the ALR

- in general, the agricultural sensitivity of corridor lengths and the above agricultural point-features were rated independently; however, where a number of point-features were present within a given corridor length and had a higher sensitivity rating than the overall corridor length, the length rating was adjusted to a higher sensitivity rating than would otherwise be the case based on ALR status, land capability, and presence of cultivated lands alone.
- ratings for corridor lengths were depicted on the sensitivity bar on the existing conditions mapping as "High", "Moderate", "Low", or "Nil", or where space was limited as "H", "M", "L", or "N".

- a brief, point-form description of the key characteristics of each separately rated corridor length is provided in the following section outlining results. For the purposes of these descriptions, agricultural capability (as opposed to agricultural sensitivity) was defined as follows:

Capability Rating	Improved BCLI Land Capability for Agriculture Ratings
high	lands rated majority BCLI Classes 1-2
moderate	lands rated majority BCLI Classes 3-4
low	Lands rated majority BCLI Class 5
non-arable	Lands rated majority BCLI Classes 6-7

4.0 Results

The following presents agricultural sensitivity mapping results by highway design section and, within each section, by separately rated corridor lengths identified by segment number (per the CMP designation) and the Ministry's Landmark Kilometre Inventory (LKI) index.

4.1 Cache Creek to Monte Creek

Segment 920

0.00 (Highway 97) to 1.46: Nil

1.46 to 10.09: High

- high capability
- cultivated and non-cultivated ALR lands
- pumphouses adjacent to highway RoW, plus at least one irrigation pipe crossing
- two major feedlots adjacent to highway RoW near 3.49 and 7.03
- possible livestock crossing point at 7.97
- possible machinery crossing point at 9.57
- numerous private farm/ranch accesses present

10.09 to 10.80: Moderate

- moderate capability adjacent to EB lane; predominantly non-arable lands adjacent to WB lane
- non-cultivated ALR lands

10.80 to 12.10: High

- high capability
- cultivated and non-cultivated ALR lands
- private farm/ranch accesses present

12.10 to 12.30: Low

- non-arable lands
- non-cultivated ALR lands

12.30 to 12.84: High

- high capability
- non-cultivated ALR lands

12.84 to 13.67: Low

- non-arable lands
- non-cultivated ALR lands

13.67 to 15.00: High

- high capability adjacent to EB lane; predominantly non-arable lands adjacent to WB lane
- cultivated and non-cultivated lands adjacent to EB lane; non-cultivated lands adjacent to WB lane
- pumphouse adjacent to highway RoW
- private farm/ranch accesses present

15.00 to 15.40: Low

- non-arable lands
- non-cultivated ALR lands
- private farm/ranch accesses present

15.40 to 15.86: High

- high capability lands adjacent to EB lane; predominantly non-arable lands adjacent to WB lane
- cultivated ALR lands adjacent to EB lane; non-cultivated ALR lands adjacent to WB lane

15.86 to 16.03: Low

- non-arable lands
- non-cultivated ALR lands

16.03 to 17.32: Nil

- private farm/ranch accesses present

17.32 to 17.43: High

- high capability
- non-cultivated ALR lands adjacent to EB lane

17.43 to 17.76: Nil

17.76 to 17.85: High

- high capability
- non-cultivated ALR lands adjacent to EB lane

17.85 to 19.60: Nil

- private farm/ranch accesses present

19.60 to 20.00: High

- high capability
- non-cultivated ALR lands

20.00 to 20.43: Nil

20.43 to 22.65: High

- high capability
- cultivated and non-cultivated ALR lands
- pumphouse adjacent to highway RoW
- private farm/ranch accesses present

22.65 to 22.90: Nil

22.90 to 23.80: Moderate

- moderate capability
- uncultivated ALR lands adjacent to EB lane
- private farm/ranch accesses present

23.80 to 24.86: Nil

24.86 to 25.05: Moderate

- moderate capability
- uncultivated ALR lands adjacent to EB lane

25.05 to 25.35: Nil

25.35 to 28.08: Moderate

- moderate capability
- uncultivated ALR lands
- possible livestock RoW crossing point at 25.69

28.08 to 28.35: Nil

28.35 to 28.43: Low

- non-arable lands
- non-cultivated ALR lands
- private farm/ranch accesses present

28.43 to 28.70: Moderate

- moderate capability
- non-cultivated ALR lands
- private farm/ranch accesses present

28.70 to 32.30: High

- high capability
- cultivated and non-cultivated ALR lands
- possible livestock crossing point at 32.67
- private farm/ranch accesses present
- Indian Reserve land status limits ALC jurisdiction over land use

32.30 to 33.14: Moderate

- moderate capability
- non-cultivated ALR lands
- private farm/ranch accesses present
- Indian Reserve land status limits ALC jurisdiction over land use

33.14 to 35.84: Low

- non-arable lands
- non-cultivated ALR lands
- private farm/ranch accesses present
- Indian Reserve land status limits ALC jurisdiction over land use

35.84 to 49.19: Nil

- range accesses present

49.19 to 52.07: Low

- non-arable capability
- non-cultivated ALR lands
- cattle underpass at 49.46 - high sensitivity point-feature
- range accesses present

52.07 to 53.05: High

- high capability adjacent to WB lane; non-arable lands adjacent to EB lane
- cultivated ALR lands adjacent to WB lane; non-cultivated ALR lands adjacent to EB lane
- possible livestock crossing point at 53.03
- private farm/ranch accesses present

53.05 to 53.41: Low

- non-arable capability
- non-cultivated ALR and non-ALR lands
- range access present

53.41 to 56.22: High

- predominantly high capability
- cultivated and non-cultivated ALR lands
- possible livestock and/or machinery crossing points at 54.41, 55.07, and 56.07
- at least one irrigation pipe crossing
- numerous private farm/ranch accesses present

56.22 to 57.46: Low

- non-arable lands
- predominantly non-cultivated ALR lands (some pasture adjacent to EB lane)
- private farm/ranch accesses present

57.46 to 59.00: High

- predominantly high capability adjacent to EB lane; non-arable lands adjacent to WB lane
- cultivated and non-cultivated ALR and non-ALR lands adjacent to EB lane; predominantly non-cultivated non-ALR lands adjacent to WB lane
- numerous farm buildings and farm/ranch HQ areas adjacent to EB lane
- numerous private farm/ranch accesses present

59.00 to 59.76: Low

- non-arable lands
- non-cultivated ALR lands adjacent EB lane
- private farm/ranch accesses present

59.76 to 62.65: Nil

- private farm/ranch accesses present

62.65 to 63.62: Low

- non-arable lands
- non-cultivated ALR and non-ALR lands
- cattle underpass at 63.28 - high sensitivity point-feature
- private farm/ranch accesses present

63.62 to 63.92: Nil

63.92 to 64.47: Moderate

- low to moderate capability adjacent to EB lane; non-arable lands adjacent to WB lane
- cultivated and non-cultivated ALR lands adjacent to EB lane; non-cultivated ALR lands adjacent to WB lane
- feedlot adjacent to EB lane near 64.41
- one private farm access present

64.47 to 66.42: Low

- non-arable lands

- non-cultivated ALR lands

66.42 to 70.97: Moderate

- predominantly moderate capability
- non-cultivated ALR lands
- private ranch/range accesses present

70.97 to 72.00 (Highway 5): Low

- predominantly moderate capability
- non-cultivated ALR lands

Segment 2050

0.00 (Highway 5) to 3.14: Low

- predominantly moderate capability
- non-cultivated ALR lands
- possible private ranch/range accesses present

3.14 to 6.70 (Highway 5A): Nil

Segment 2060

0.00 (Highway 5A) to 5.37 (Highway 5): Nil

Segment 925

0.00 (Highway 5) to 5.32: Nil

5.32 to 5.57: Moderate

- moderate capability
- non-cultivated ALR land adjacent to EB lane; non-cultivated ALR land near WB lane buffered by CPR RoW
- ! isolated ALR block

5.57 to 6.45: Nil

6.45 to 6.77: High

- moderate capability
- cultivated and non-cultivated ALR land adjacent to EB lane
- isolated ALR block

6.77 to 20.00: Nil

- ALR lands near WB lane between 7.45 to 7.68 and 15.71 to 17.54 buffered by CPR RoW
- one private farm access present

20.00 to 23.77: Moderate

- moderate capability
- predominantly non-cultivated ALR lands adjacent to EB lane (small holdings)
- non-cultivated ALR lands near WB lane buffered by CPR RoW

23.77 to 24.92: High

- moderate capability
- predominantly cultivated ALR lands adjacent to EB lane
- cultivated and non-cultivated ALR lands near WB lane buffered by CPR RoW

24.92 to 25.35: Nil

25.35 to 25.90 (Highway 97): High

- high capability
- predominantly cultivated ALR lands adjacent to EB lane

4.2 Monte Creek to Sorrento West

Segment 935

0.00 (Highway 97) to 2.75: High

- moderate capability
- cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW
- cattle underpasses at 0.27 and 1.39 - high sensitivity point-features
- possible machinery crossing point at 2.73
- private farm access present

2.75 to 3.21: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW
- private farm access present

3.21 to 3.50: High

- moderate capability
- cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW

3.50 to 3.74: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW

3.74 to 10.70: High

- moderate to high capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW
- possible machinery crossing points at 5.28 and 6.20
- at least two irrigation pipe crossings
- numerous private farm accesses present

10.70 to 10.94: Nil

- moderate capability
- cultivated ALR lands near WB lane buffered by CPR RoW

10.94 to 13.86: High

- moderate to high capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW
- cattle underpasses at 11.71 and 13.83 - high sensitivity point-features
- possible machinery crossing point at 12.93
- at least one irrigation pipe crossing
- numerous private farm accesses present

13.86 to 14.80: Moderate

- low capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near the WB lane buffered by CPR RoW
- one private farm access present

14.80 to 15.31: Nil

- low capability
- cultivated ALR lands near WB lane buffered by CPR RoW

15.31 to 16.91: Low

- low capability
- non-cultivated ALR lands adjacent to the EB lane
- non-cultivated ALR lands near WB lane buffered by CPR RoW
- trailer park adjacent to EB lane non-conforming or conditional use within ALR
- one private farm access present

16.91 to 18.11: Nil

18.11 to 18.50: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane
- non-cultivated ALR lands near WB lane buffered by CPR RoW
- Indian Reserve land status limits ALC jurisdiction over land use

18.50 to 24.66: High

- high capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- cultivated and non-cultivated ALR lands near WB lane buffered by CPR RoW
- possible machinery crossing points at 21.35, 24.23, and 24.47
- private farm accesses present
- Indian Reserve land status limits ALC jurisdiction over land use

24.66 to 25.05: Low

- low capability lands adjacent to the EB lane
- non-cultivated ALR lands adjacent to the EB lane
- cultivated ALR lands near WB lane buffered by CPR RoW

25.05 to 27.00: High

- high capability lands adjacent to the WB lane; low capability lands adjacent to the EB lane
- cultivated ALR lands adjacent to the WB lane; non-cultivated ALR lands adjacent to the EB lane
- farm retail outlet located adjacent to the EB lane at 26.32
- farm headquarters located close to WB lane near 26.36

27.00 to 28.15: Low

- high capability lands adjacent to the WB lane; non-arable lands adjacent to the WB lane
- cultivated ALR lands near WB lane buffered by CPR RoW; non-cultivated ALR lands adjacent to the EB lane

28.15 to 31.22: Nil

31.22 to 31.67: High

- high capability
- cultivated and non-cultivated ALR lands adjacent to the WB lane
- isolated ALR block; mapped capability may be overstated

31.67 to 37.00: Nil

37.00 to 38.37: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- Indian Reserve land status limits ALC jurisdiction over land use

38.37 to 44.87: Nil

44.87 to 45.08: High

- moderate capability

- cultivated and non-cultivated ALR lands

45.08 to 45.36: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- private farm accesses present

45.36 to 45.60: High

- moderate capability
- cultivated and non-cultivated ALR lands

45.60 to 45.95: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands

45.95 to 46.04: High

- moderate capability
- cultivated and non-cultivated ALR lands

46.04 to 46.24: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands

46.24 to 46.38: High

- moderate capability
- cultivated and non-cultivated ALR lands

46.38 to 46.49: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane

46.49 to 46.75: Low

- non-arable lands
- non-cultivated ALR lands adjacent to the EB lane

46.75 to 47.30 (Coates Road): Nil

4.3 Sorrento West to Ford Road (Balmoral)

Segment 935 cont'd

47.30 (Coates Road) to 47.50: Nil

47.50 to 47.93: High

- moderate capability

- predominantly cultivated ALR lands adjacent to the EB lane
- private farm accesses present adjacent to the EB lane

47.93 to 51.85: Nil

51.85 to 52.15: Low

- non-arable lands
- non-cultivated ALR lands adjacent to the EB lane

52.15 to 53.00: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane

53.00 to 55.40: Nil

55.40 to 57.74: High

- high capability
- cultivated and non-cultivated ALR lands
- private farm accesses present

57.74 to 57.86: Nil

57.86 to 59.60: High

- high capability
- mostly cultivated ALR lands
- private farm accesses present

59.60 to 59.76: Low

- low capability
- non-cultivated ALR lands

59.76 to 60.01: Moderate

- low capability
- cultivated ALR lands adjacent to the WB lane; non-cultivated ALR lands adjacent to the EB lane
- one private farm access present

60.01 to 60.08: Low

- low capability
- non-cultivated ALR lands

60.08 to 60.92: High

- low capability
- cultivated and non-cultivated ALR lands
- private farm access present

- possible machinery crossing at 60.28
- cattle underpass at 60.73 - high sensitivity point-feature
- farm headquarters adjacent to the WB lane near 60.87

60.92 to 61.66: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands

61.66 to 62.55: High

- moderate capability
- cultivated and non-cultivated ALR lands
- industrial uses adjacent to WB land are non-conforming or conditional uses within the ALR
- one private farm access adjacent to the EB lane

62.55 to 62.97: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- private farm accesses present

62.97 to 63.10: Low

- non-arable lands
- non-cultivated ALR lands

63.10 to 63.86 (Ford Road): High

- high capability
- cultivated and non-cultivated ALR lands
- private farm accesses present

4.4 Ford Road (Balmoral) to Canoe

Segment 935 cont'd

63.86 (Ford Road) to 65.00: High

- high capability lands adjacent to the EB lane; high and low capability lands adjacent to the WB lane
- cultivated and non-cultivated ALR lands
- car museum and industrial activities are non-conforming or conditional uses within the ALR
- private farm accesses present

65.00 to 66.00: Moderate

- moderate capability
- cultivated ALR lands
- private farm accesses present

66.00 to 66.43: High

- high capability adjacent to the EB lane; moderate to high capability lands adjacent to the WB lane
- cultivated ALR lands adjacent to the EB lane
- one private farm access present

66.43 to 66.78: Moderate

- moderate capability
- cultivated ALR lands adjacent to the EB lane
- gas station adjacent to WB lane is a non-conforming or conditional use within the ALR

66.78 to 67.71: High

- high capability
- sawmill adjacent to WB lane is a non-conforming or conditional use within the ALR
- Indian Reserve land status limits ALC jurisdiction over land use

67.71 to 68.02: Low

- low capability
- non-cultivated ALR lands
- Indian Reserve land status on lands adjacent WB lane limits ALC jurisdiction over land use

68.02 to 68.74: Moderate

- moderate capability
- non-cultivated ALR and non-ALR lands adjacent to the WB lane; cultivated and non-cultivated ALR lands adjacent to the EB lane
- one private farm access present
- Indian Reserve land status limits ALC jurisdiction over land use

68.74 to 71.02: Nil

71.02 to 72.17: Moderate

- moderate capability
- mostly non-cultivated ALR lands
- one private farm access present adjacent to the EB lane
- Indian Reserve land status on lands adjacent WB lane limits ALC jurisdiction over land use

72.17 to 73.07: High

- high capability
- mostly non-cultivated ALR lands
- Indian Reserve land status limits ALC jurisdiction over land use

73.07 to 76.46: Low

- low capability
- non-cultivated ALR lands adjacent to the WB lane; non-cultivated ALR and non-ALR lands adjacent to the EB lane
- private farm access present adjacent to the EB lane
- Indian Reserve land status limits ALC jurisdiction over land use

76.46 to 77.82: High

- high capability
- cultivated and non-cultivated ALR lands
- sawmill at 1st Ave. SW is non-conforming or conditional use within the ALR
- private farm accesses present
- Indian Reserve land status north of 1st Ave. SW limits ALC jurisdiction over land use

77.82 to 78.49: Moderate

- moderate capability
- cultivated ALR lands adjacent to the EB lane; partly cultivated ALR lands adjacent to the WB lane
- farm retail outlets present adjacent to the EB lane - high sensitivity point-features
- private farm accesses present

78.49 to 78.75: High

- high capability
- cultivated ALR lands adjacent to the EB lane

78.75 to 79.69: Nil

79.69 to 80.30: High

- high capability
- cultivated and non-cultivated ALR lands
- Indian Reserve land status limits ALC jurisdiction over land use

80.30 to 84.23: Nil

84.23 to 84.54: High

- moderate capability
- cultivated ALR lands adjacent to the WB lane

84.54 to 85.72 (Highway 97B): Moderate

- moderate capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- some cultivation of non-ALR lands adjacent to WB lane
- private farm accesses present

Segment 950

0.00 (Highway 97B) to 0.28: Nil

0.28 to 0.60: High

- moderate capability
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- one private farm access present

0.60 to 3.63: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- considerable hobby farm and rural residential use adjacent to the highway with larger-scale, more commercial agricultural operations located immediately behind such use
- numerous private farm accesses present

3.63 to 4.46: High

- high capability
- cultivated (golf course) and non-cultivated ALR lands

4.46 to 5.10: Nil

5.10 to 5.39: Moderate

- high capability
- cultivated lands outside the ALR

5.39 to 6.75 (mill entrance): Nil

4.5 Canoe to Taft Road

Segment 950 cont'd

6.75 (mill entrance) to 27.20 (Highway 97A): Nil

Segment 960

0.00 (Highway 97A) to 1.07: Nil

1.07 to 1.27: High

- moderate capability
- cultivated ALR lands

1.27 to 1.37: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the WB lane

1.37 to 1.52: High

- moderate capability
- cultivated ALR lands adjacent to the WB lane

1.52 to 1.60: Nil

1.60 to 1.71: High

- moderate capability
- cultivated ALR lands adjacent to the EB lane

1.71 to 1.88: Nil

1.88 to 2.57: High

- moderate capability
- cultivated ALR lands
- one private farm access present adjacent to the WB lane

2.57 to 2.87: Moderate

- moderate capability
- cultivated ALR lands

2.87 to 3.43: High

- moderate capability
- cultivated ALR lands
- private farm accesses present adjacent to the WB lane

3.43 to 4.30: Moderate

- moderate capability
- non-cultivated ALR lands (some rough clearing)
- private farm access present adjacent to the WB lane

4.30 to 4.62: Nil

4.62 to 5.02: Moderate

- moderate capability
- non-cultivated ALR lands
- RV park is non-conforming or conditional use within the ALR

5.02 to 6.00: High

- moderate capability
- cultivated ALR lands
- possible machinery crossing point at 5.43
- private farm accesses present

6.00 to 6.44: Moderate

- moderate capability
- non-cultivated ALR lands

6.44 to 6.68: Nil

6.68 to 7.03: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the WB lane

7.03 to 7.16: Nil

7.16 to 7.29: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane

7.29 to 11.35: Nil

- mostly non-ALR lands
- minor areas of non-cultivated ALR unsuitable for agricultural development

11.35 to 11.71: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the WB lane and associated service road

11.71 to 11.83: High

- moderate capability
- cultivated ALR lands adjacent to the WB service road

11.83 to 12.16: Moderate

- moderate capability
- non-cultivated ALR lands (some rough clearing) adjacent to the WB service road

12.16 to 14.41: Nil

14.41 to 14.55: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the WB service road

14.55 to 14.91: Nil

14.91 to 18.40: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- gas station is non-conforming or conditional use within the ALR
- all farm accesses are off service roads or other local roads

18.40 to 20.50: Nil

20.50 to 21.88: Moderate

- moderate capability
- cultivated and non-cultivated ALR lands
- one private farm access present adjacent to the EB lane

21.88 to 24.25: Nil

24.25 to 24.48: Low

- low capability
- non-cultivated ALR lands adjacent to the EB lane

24.48 to 26.53: Nil

26.53 to 26.60: Low

- low capability
- non-cultivated ALR lands adjacent to the WB lane

26.60 to 26.73: Nil

26.73 to 26.84: Low

- low capability
- non-cultivated ALR lands adjacent to the WB lane

26.84 to 27.86: Nil

27.86 to 28.65: Low

- low capability
- cultivated and non-cultivated ALR lands adjacent to the WB lane

28.65 to 29.40: Nil

29.40 to 29.70: Low

- low capability
- cultivated lands outside the ALR

29.70 to 32.02 (Taft Road): Nil

- one private farm access present adjacent to the EB lane

4.6 Taft Road to Victor Lake

Segment 960 cont'd

32.02 (Taft Road) to 53.67 (CPR Road): Nil

- no agricultural assessment was carried out within this highway design section, due to a lack of agricultural resources within the section; all of the corridor within this section is assumed to have Nil agricultural sensitivity

4.7 Victor Lake to Mt. Revelstoke National Park West Gate

Segment 960 cont'd

53.67(CPR Road) to 71.15 (Victoria Road): Nil

Segment 975

0.00 (Victoria Road) to 4.70: Nil

4.70 to 4.88: Moderate

- moderate capability
- non-cultivated ALR lands adjacent to the EB lane
- isolated ALR block

4.88 to 13.55: Nil

13.55 to 17.28: Low

- low capability (significant component of moderate capability)
- non-cultivated ALR lands adjacent to the EB lane

17.28 to 18.28 (Park west gate): Nil

4.8 Mt. Revelstoke National Park West Gate to Donald

Segment 975 cont'd

18.28 (Mt. Revelstoke National Park west gate) to 30.55 (Park east gate): Nil

- no agricultural assessment was carried out within the Mt. Revelstoke National Park portion of this highway design section; however, due to a lack of agricultural resources within the portion of the corridor, agricultural sensitivity is assumed to be Nil throughout.

30.55 (Mt. Revelstoke Park east gate) to 48.35 (Glacier National Park west gate): Nil

- no agricultural resources or use documented

48.35 (Glacier National Park west gate) to 38.44 of Segment 980 (Glacier National Park

east gate): Nil

- no agricultural assessment was carried out within the Glacier National Park portion of this highway design section; however, due to a lack of agricultural resources within the portion of the corridor, agricultural sensitivity is assumed to be Nil throughout.

Segment 985

0.00 to 31.62: Nil

31.62 to 31.73: Moderate

- moderate capability
- cultivated lands outside the ALR

31.73 to 32.20: Nil

32.20 to 32.81 (Big Bend Highway): High

- moderate capability
- some cultivated lands outside the ALR, found on both sides of the highway; cultivation near EB lane buffered by CPR RoW
- possible machinery and/or livestock crossing at 32.27 - high sensitivity point-feature
- possible farm machinery use of RoW between crossing point and intersection with Big Bend Highway, including possible use of intersection itself

4.9 Donald to Roth Creek

Segment 985 cont'd

32.81 to 34.17: Nil

34.17 to 34.51: Low

- low capability
- cultivated lands outside the ALR adjacent to the WB lane
- one private farm access present

34.51 to 37.57: Nil

37.57 to 38.14: Low

- low capability
- cultivated lands outside the ALR
- private farm accesses present

38.14 to 39.59: Nil

39.59 to 41.70: Moderate

- access to low to moderate capability lands

- access to cultivated and non-cultivated ALR and non-ALR lands adjacent to the Blaeberry River Road and/or CPR RoW
- possible crossing and use of highway RoW by farm machinery between Blaeberry School Road and Blaeberry River Road

41.70 to 53.10: Nil

53.10 to 53.88: Moderate

- low capability assumed (non-arable rating assigned by BCLI is incorrect; extensive areas have been cultivated)
- cultivated and non-cultivated ALR lands adjacent to the EB lane
- agricultural use outside the ALR on lands adjacent to the WB lane

53.88 to 56.06 (Highway 95): Nil

Segment 990

0.00 (Highway 95) to 11.10 (Roth Creek): Nil

4.10 Roth Creek to Yoho Park West Boundary

Segment 990 cont'd

11.10 (Roth Creek) to 25.93: Nil

- no agricultural assessment was carried out within this highway design section, due to a lack of agricultural resources within the section; all of the corridor within this section is assumed to have Nil agricultural sensitivity