

**MONTE CREEK TO PRITCHARD
HIGHWAY NO. 1 FOUR LANING
Project No. 21931-0001**

**HIGHWAY ENGINEERING
THOMPSON – OKANAGAN REGION**



Ministry of Transportation and Infrastructure

**Application for Transportation Utility Uses in the
Agricultural Land Reserve**

Submitted to:

**Provincial Agricultural Land Commission
133 – 4940 Canada Way
Burnaby, BC V5G 4K6**

Prepared by:



**Ministry of
Transportation
and Infrastructure**

Application for Transportation Utility Uses in the Agricultural Land Reserve

Table of Contents

Tab 1	Application Form
Tab 2	Land Under Application
Tab 3	Property Acquisition Plans
Tab 4	Agricultural Assessment Report
Tab 5	Advisory to Land Owners
Tab 6	Summary of Agricultural Impacts & Mitigation/Compensation Commitments

TAB

1

Tab 1

Application Form



**APPLICATION
for Transportation, Utility
and Recreational Uses in the ALR
under the
Agricultural Land Reserve
Use, Subdivision and Procedure Regulation**

To avoid delays in processing your application, please ensure that all parts of the form are completed and that all additional documentation and fees are enclosed.

The information required by this form and the documents you provide with it are collected to process an application under the Agricultural Land Commission Act or its applicable regulation. This information will be available for review by any member of the public. If you have any questions about the collection or use of this information, contact the Commission and ask for the staff member handling the application.

Provincial Agricultural Land Commission
Room 133, 4940 Canada Way, Burnaby, BC V5G 4K6
Telephone: (604) 660-7000 Fax: (604) 660-7033
www.alc.gov.bc.ca

INSTRUCTIONS

Unless permitted under sections 2 and 3 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, a person must file an application with the office of the Commission for any of the following uses:

- a) widening of an existing road right of way;
- b) construction of a road within an existing right of way;
- c) dedication of a right of way or construction of any of the following:
 - i. a new or existing road or railway;
 - ii. a new or existing recreational trail;
 - iii. a utility corridor use;
 - iv. a sewer or water line other than for ancillary utility connections;
 - v. a forest service road under the *Forest Act*;
- d) the new use of an existing right of way for a recreational trail.

The application fee is \$400 and is payable to the Minister of Finance.

APPLICANT

This is the registered owner of the land, an agent acting on behalf of the owner, or a person with a right of entry granted by the Mediation and Arbitration Board under the *Petroleum and Natural Gas Act*, the *Mineral Tenure Act*, the *Mining Right of Way Act* or any other authority under an enactment.

LOCAL GOVERNMENT

Specify the municipality or regional district in which the property is located.

LAND UNDER APPLICATION

Copies of the Certificate of Title or Title Search Print must accompany your application.

PROPOSAL

Be clear and precise in describing the proposal and purpose of the application. Include details of any physical alteration of the land that the non-farm use will require. A plan or sketch showing the proposal is required. Explain what steps you may be proposing to reduce potential impact on surrounding agricultural lands such as landscape screening, fencing, etc.

NOTIFICATION OF AFFECTED LANDOWNERS

Persons applying for transportation and utility uses under Section 6 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation must notify the owners of the land involved in the proposal where the applicant is not the owner of the land under application. Please ensure that the attached pamphlet entitled "**Transportation and Utility Corridors and Agricultural Land - An Advisory for Landowners in the Agricultural Land Reserve**" is given to all affected landowners with land in the Agricultural Land Reserve.

SEND THE COMPLETED APPLICATION TO THE AGRICULTURAL LAND COMMISSION OFFICE.

The following **must** be enclosed:

- Application fee (\$400) payable to Minister of Finance
- Certificate of Title or Title Search Print
- Agent authorization (if using agent)
- Map or sketch showing proposal
- Photographs (optional)

INCOMPLETE OR MISSING INFORMATION WILL DELAY YOUR APPLICATION

If you have any questions about the application process, contact the Commission's office.



**APPLICATION FOR TRANSPORTATION, UTILITY OR
RECREATIONAL TRAIL USES
under Section 6 of the Agricultural Land Reserve
Use, Subdivision and Procedure Regulation**

NOTE: The information required by this form and the documents you provide with it are collected to process your application under the Agricultural Land Commission Act and regulation. This information will be available for review by any member of the public. If you have any questions about the collection or use of this information, contact the Agricultural Land Commission and ask for the staff member who will be handling your application.

APPLICANT

Name of Applicant: Ministry of Transportation and Infrastructure		Agent: Paul Christie – Talisman Land Resource Consultants Inc.	
Address: 342-447 Columbia St., Kamloops, BC		Address: 13012 Westkal Road	
	Postal Code V2C 2T3	Coldstream, BC	Postal Code V1B 1Y5
Telephone 250 828-4077	Fax 250-828-4229	Telephone 250-542-1567	Fax 250-503-1578
E-mail Maurice.LeFrancois@gov.bc.ca		E-mail paulc@talismanenviro.com	

LOCAL GOVERNMENT JURISDICTION *(List all affected jurisdictions)*

Municipality

Regional District

Thompson-Nicola

LAND UNDER APPLICATION *(Show land on plan or sketch)*

Title Number	Area Affected (Ha.)	Title Number	Area Affected (Ha.)
Lot 1, Plan KAP80215	2.8496		
Lot C, Plan 40520	.9706		
Lot 1, Plan KAP75462	2.2228		
Block A Sect. 29, Twp 19, R14, Exc. Plan KAP65971	1.9924		
Lot 1, DL 288 KDYD, Plan 65971	0.0335		
Lot B, DL 288 & Sect. 33, Twp 19, R 14, Exc. Plan KAP65971	3.2935		

Total Project Area: 11.3624 Hectares

NOTIFICATION OF AFFECTED LANDOWNERS

(Have all affected property owners with land in the ALR been notified as required by Section 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation?



Yes



No

PROPOSAL (*Show on plan or sketch*)

Please see attached Property Acquisition Plans R2-712-101RW to R2-712-105W; and Agricultural Assessment Report, Talisman Land Resource Consultants Inc.

Are there any farm activities such as livestock operations, greenhouses or horticultural activities in proximity to the proposal?



Yes (*If yes, please specify farm activity and location*)



No

TBD

DECLARATION

I/we consent to the use of the information provided in the application and all supporting documents to process the application in accordance with the *Agricultural Land Commission Act* and regulation. Furthermore, I/we declare that the information provided in the application and all the supporting documents are, to the best of my/our knowledge, true and correct. I/we understand that the Agricultural Land Commission will take the steps necessary to confirm the accuracy of the information and documents provided.

Date

Signature of Owner or Agent

Maurice LeFrancois, Reg. Proj. Mgr.

Print Name

Date

Signature of Owner or Agent

Print Name

Please ensure the following documents are enclosed with the application:

- Application fee (\$400) payable to Minister of Finance
- Map or sketch showing proposal
- Certificate of Title or Title Search Print
- Photographs (optional)
- Agent authorization (if using agent)

Provincial Agricultural Land Commission
133 - 4940 Canada Way, Burnaby, BC V5G 4K6
Telephone (604) 660-7000 Fax (604) 660-7033

TRANSPORTATION AND UTILITY CORRIDORS AND AGRICULTURAL LAND

AN ADVISORY FOR LANDOWNERS IN THE AGRICULTURAL LAND RESERVE

The purpose of this brochure is to describe the application process for pipelines, roads, recreational trails and other utility corridors in the Agricultural Land Reserve (ALR), and the rights and duties of proponents and affected landowners. It does not address compensation or other issues that may arise between a proponent and a landowner, which are private matters to be resolved between the parties and their professional advisors.

Application Process

The provincial *Agricultural Land Commission Act* protects agricultural land in BC for present and future farm use. Proponents of transportation and utility corridors through the ALR must, in addition to obtaining a landowner's permission, apply and receive permission from the Agricultural Land Commission for such development. Upon receipt of an application, the Commission may contact local governments and other agencies for their comments and recommendations. After reviewing the proposal, the Commission will make a decision and communicate this in writing to the proponent.

The proponent is responsible for notifying the affected landowners at two stages in the process:

- At the time the application is filed with the Commission, and
- When the Commission makes a decision.

If an application is approved by the Commission, the second notice must include any conditions of approval imposed by the Commission.

Landowner's Rights

As an owner of land in the ALR through which a gas, sewer or water line, road, recreation trail or other utility corridor is being proposed, you have the right:

During the Route Selection Stage

- To all information from the proponent on the options and preferred route location of the transportation or utility corridor through your property; and
- To contact the proponent and the Commission to express concerns or suggest specific changes to the preferred route location.

During the Application Stage

- To be notified by the proponent that an application under the *Agricultural Land Commission Act* has been filed for that portion of the proposal which affects your property; and
- To contact the proponent and the Commission to express concerns or make suggestions on site preparation and reclamation.

During the Approval Stage

- To be notified by the proponent of the Commission's decision, by way of a copy of the Commission's approval letter outlining the conditions of approval; and
- To view any of the proponent's site preparation and reclamation reports submitted to the Commission. (During any negotiations between a landowner and the proponent, the landowner may request construction or rehabilitation conditions beyond those specified by the Commission.)

During the Construction & Reclamation Stages

- To review all site preparation, construction and reclamation work as it proceeds; and
- To contact the Commission directly if the Commission's conditions are not being met.

To ensure that the Commission's conditions are being met, the Commission staff Agrologist will review the construction and reclamation procedures. If the procedures being used do not satisfy the approved conditions, the Commission may amend the conditions or issue a stop work order. The Commission Agrologist has the authority to modify the approval conditions, provided the modifications do not materially alter the intent of the approval.

Notification of Affected Landowners

The Commission requires the proponent to give this brochure to affected landowners. If you have any concerns about the proposal, please complete the back of this form and send it to the Commission within 14 days of receiving the notification.

The Agricultural Land Commission requires proponents of transportation and utility corridors through ALR land to notify affected landowners. If you have any concerns about the proposed transportation or utility proposal, please complete the following and send it to the Commission within 14 days of receipt of this brochure.

Please note that the information on this form and other documents you provide are collected to process an application under the *Agricultural Land Commission Act* and regulation. This information will be available for review by any member of the public. If you have any questions about the collection and use of this information, contact the Agricultural Land Commission and ask for the staff member handling the application.

Name:

Address:

Telephone:

Fax:

Email:

Title Number(s) of Affected Property:

Current Use of Property:

Company or Agency Proposing the Right of Way: Ministry of Transportation and Infrastructure

Project Name (if any): Monte Creek to Pritchard

Comments & Suggestions:

Page 11 to/à Page 26

Withheld pursuant to/removed as

s.3

TAB

2

Tab 2

Land Under Application

HWY 1 - Monte Creek
TLRC
for
BC MoT

TABLE 1
LAND UNDER APPLICATION
NEW R/W REQUIREMENTS IN ALR

2011-11-30

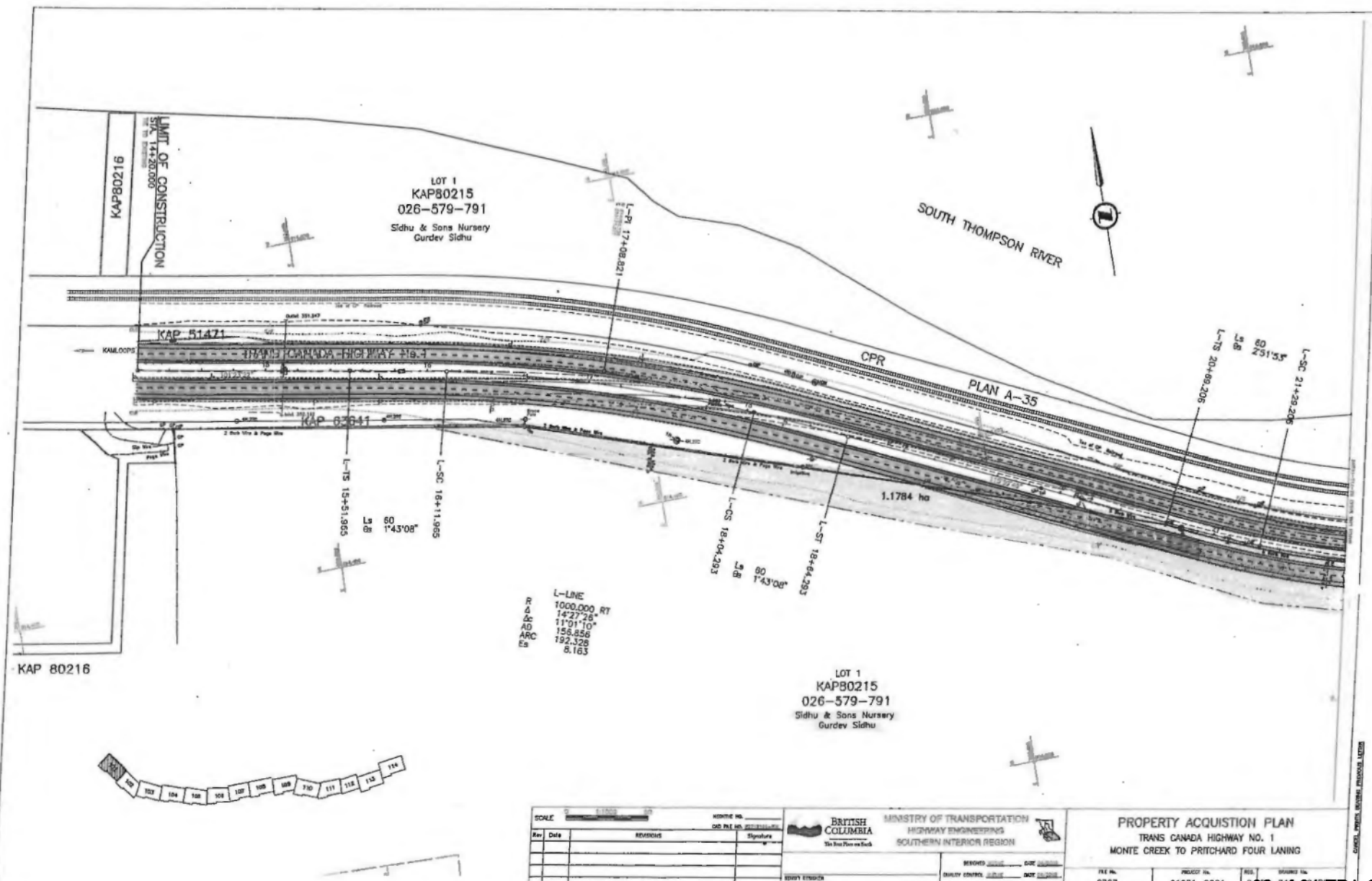
ALR Property No.	LEGAL DESCRIPTION	DRAWING NO.	OWNER	OWNER ADDRESS	NEW R/W REQ'D within ALR (ha)	COMMENTS
1	Lot 1 DL 288 & Sect 30 TP 19 Rg 14 W6M KDYD PI KAP80215	101RW, 102RW	Sidhu & Sons Nursery (G. Sidhu)	s.22	2.8496	total lot purchase (3.620 ha)
2	Lot C DL 288 & Sect 29 TP 19 Rg 14 W6M KDYD PI 40520	102RW, 103RW	W. & E. Erickson		0.9706	
3	Lot 1 DL 288 KDYD PI KAP75462	103RW	Pine Creek Holdings (D. & G. Jones)		2.2228	
4	Bk A Sect 29 TP 19 Rg 14 W6M KDYD	103RW, 104RW	K. & D. Ward		1.9924	
5	Lot B DL 288 & Sect 33 TP 19 Rg 14 W6M KDYD PI KAP50798 Exc PI KAP65971	104RW, 105RW	M. Fraser		3.2935	
6	Lot 1 DL 288 KDYD PI	104RW	D. & S. Conway		0.0335	
				TOTAL	11.3624	

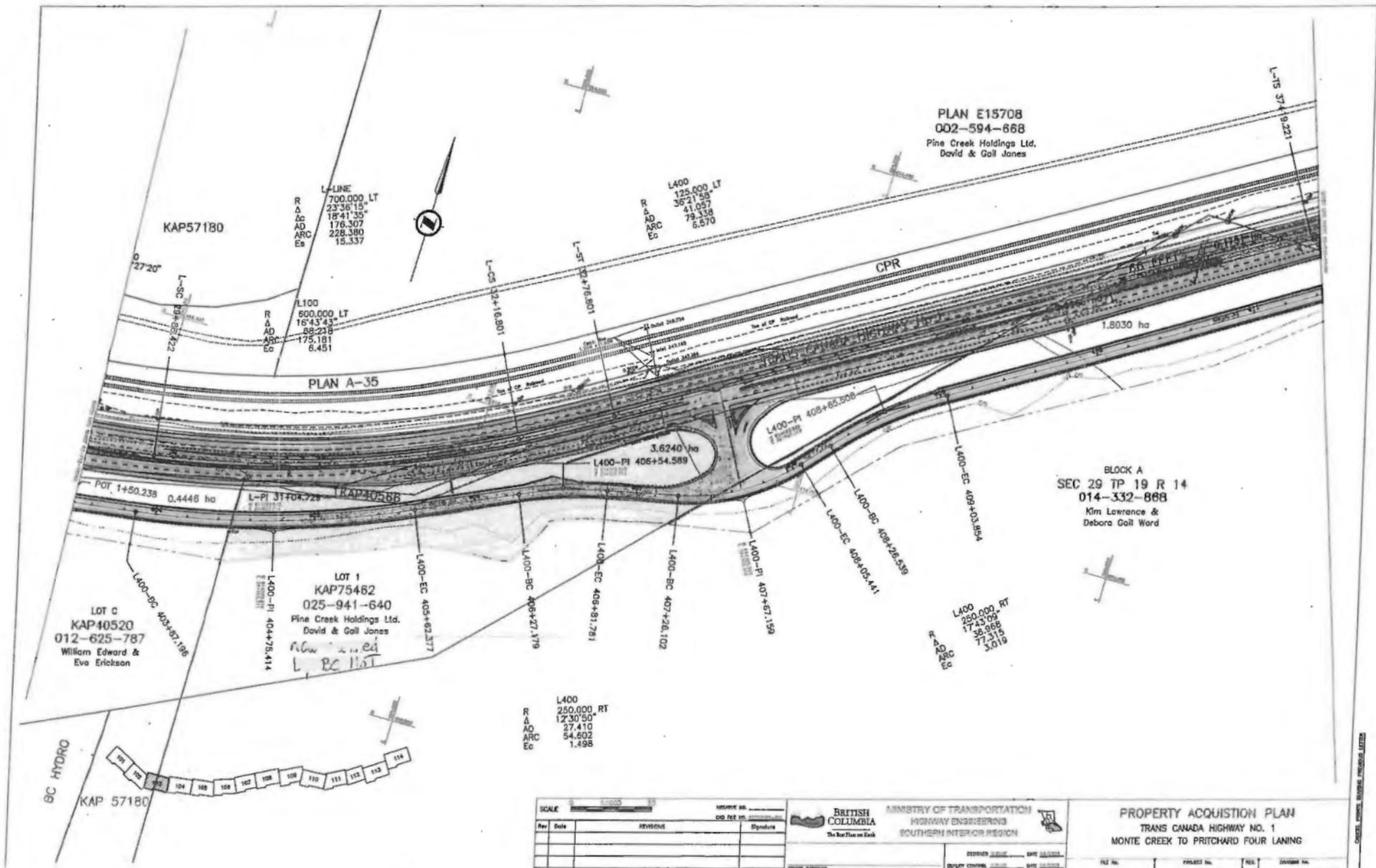
TAB

3

Tab 3

Property Acquisition Plans





SCALE		SOURCE NO.		DATE	
REV	DATE	REVISION	SIGNATURE	DATE	DATE

BRITISH COLUMBIA
The Best Place on Earth

MINISTRY OF TRANSPORTATION
HIGHWAY ENGINEERING
SOUTHERN INTERIOR REGION

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANE

DESIGNED: [] DATE: []

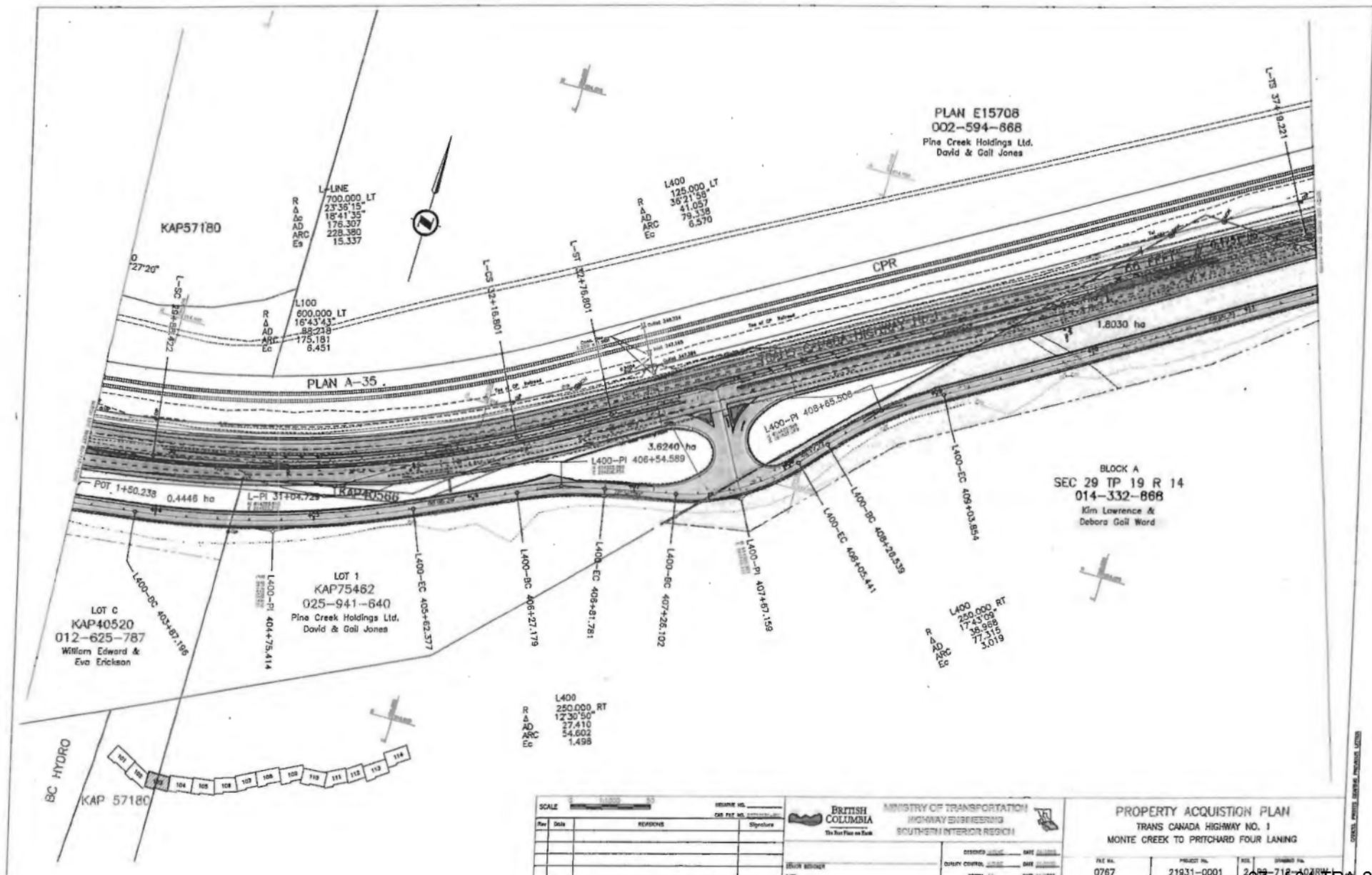
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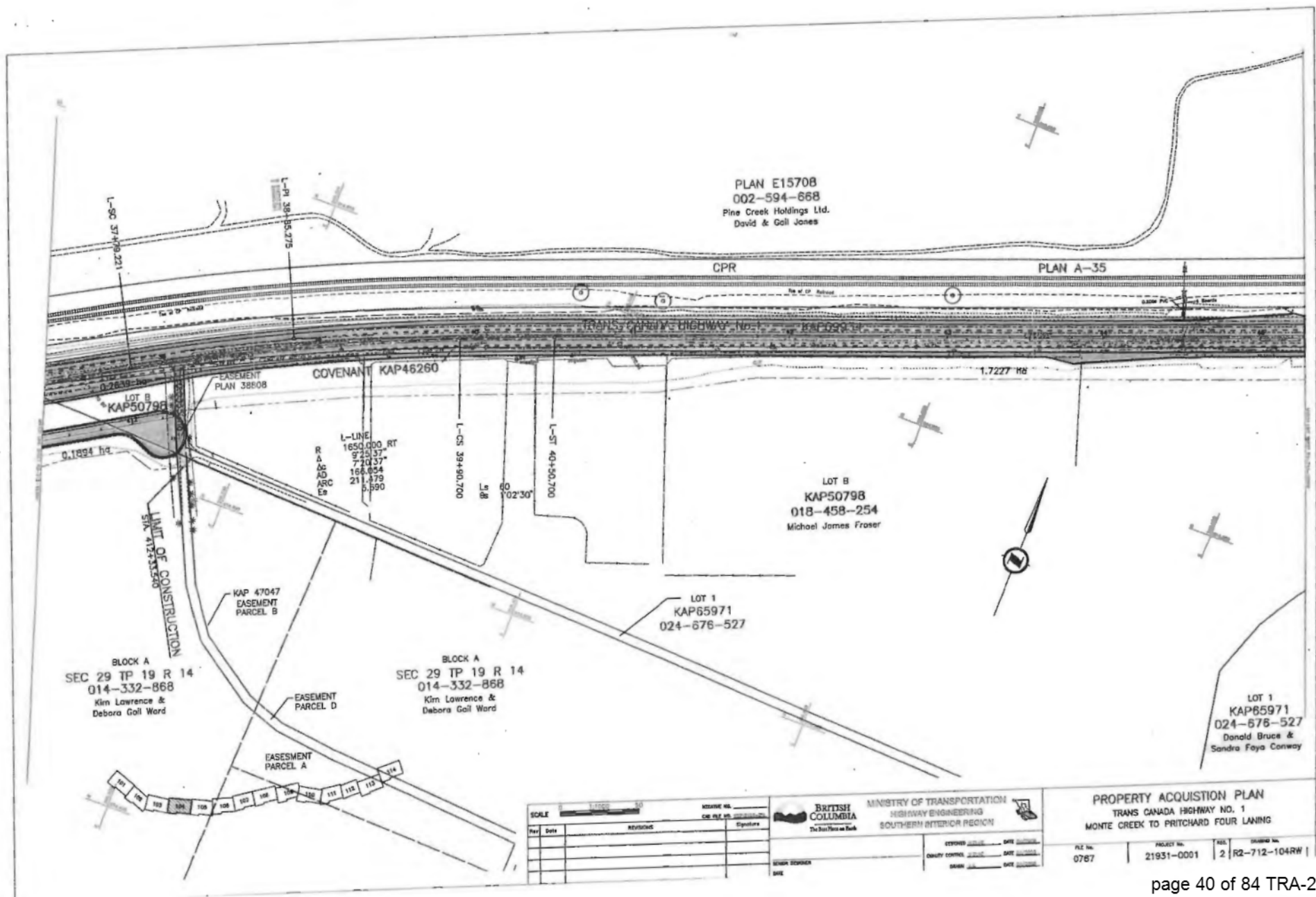
FILE NO. 17107

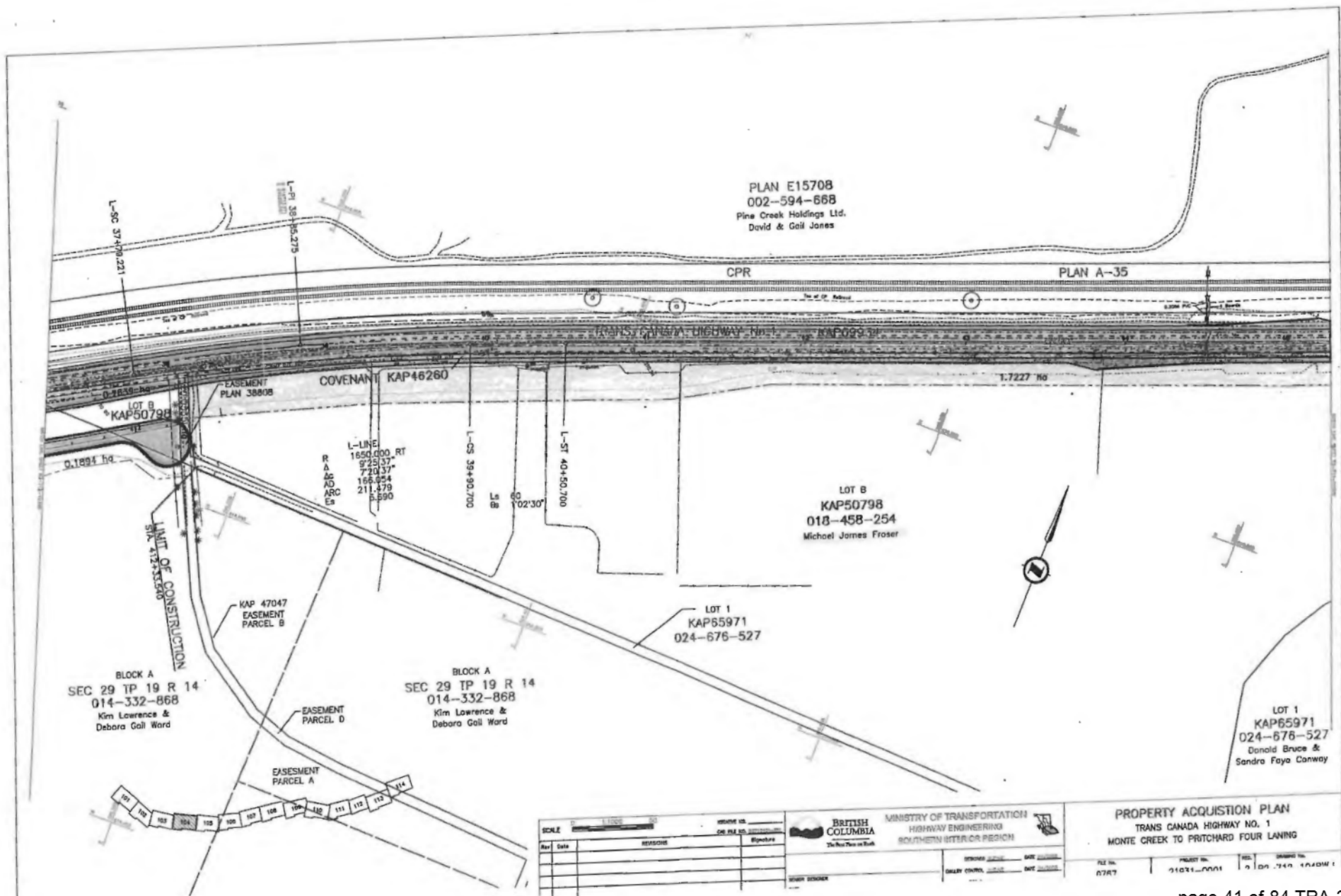
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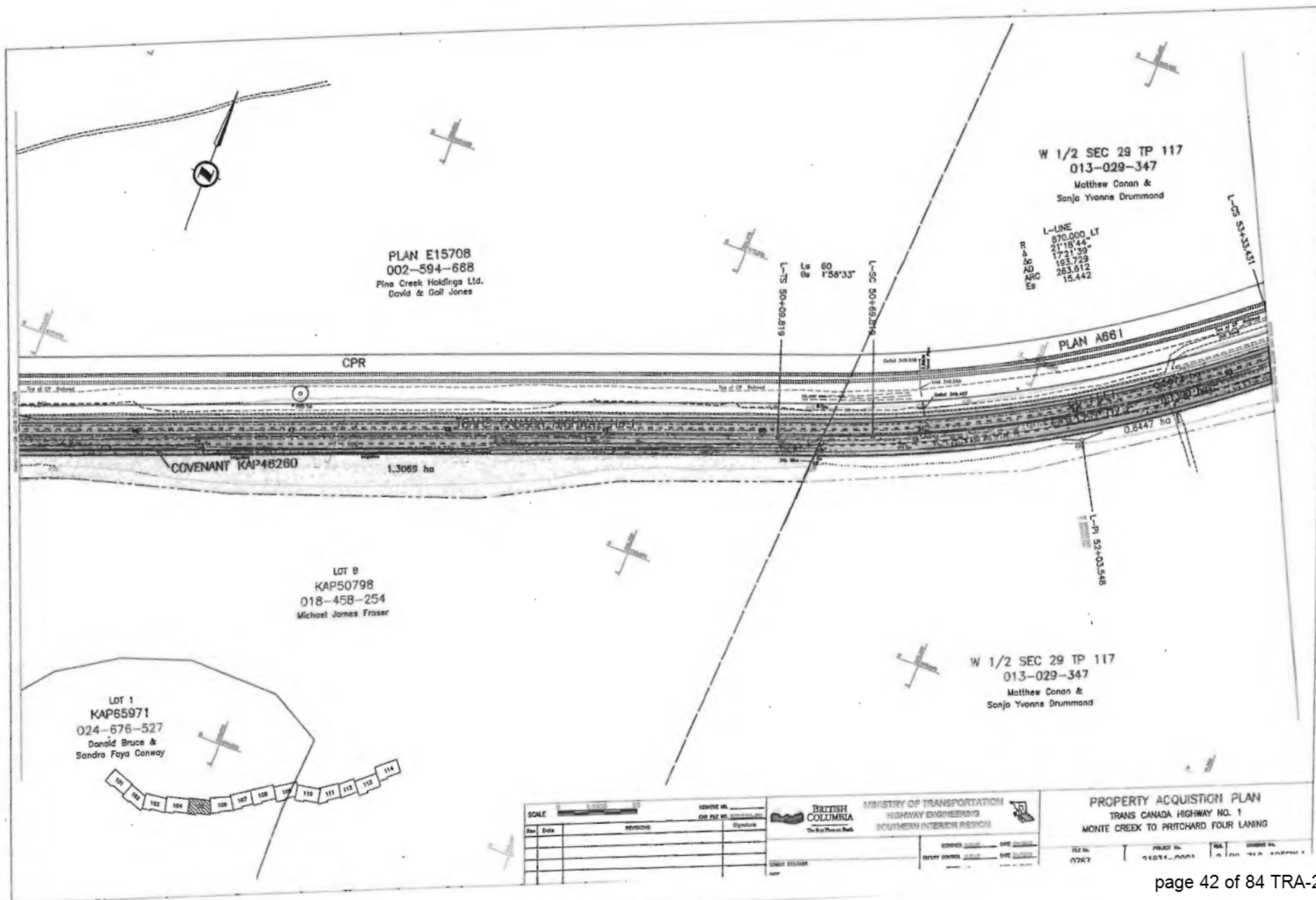
REV. 1

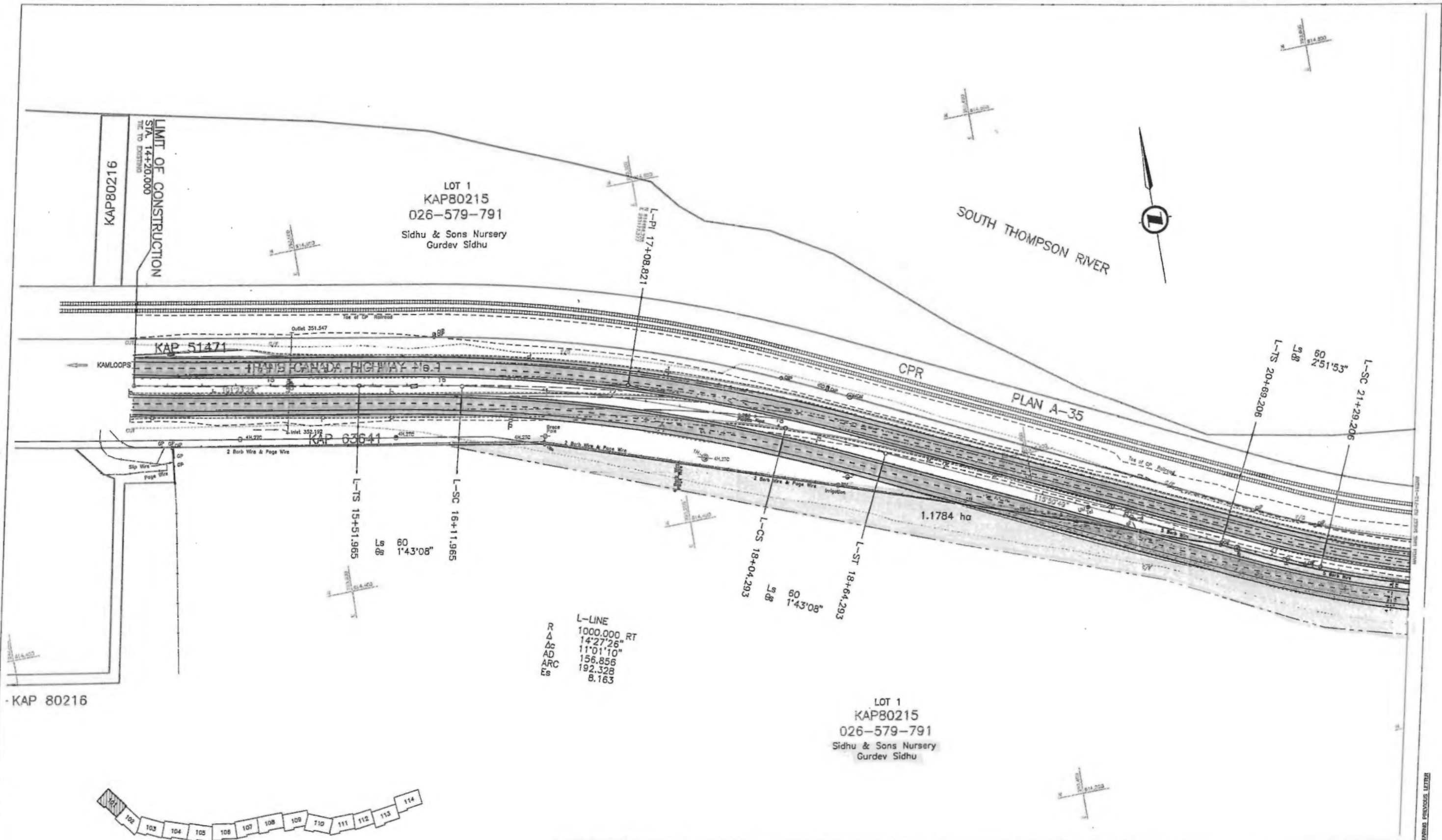
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KAP 80216

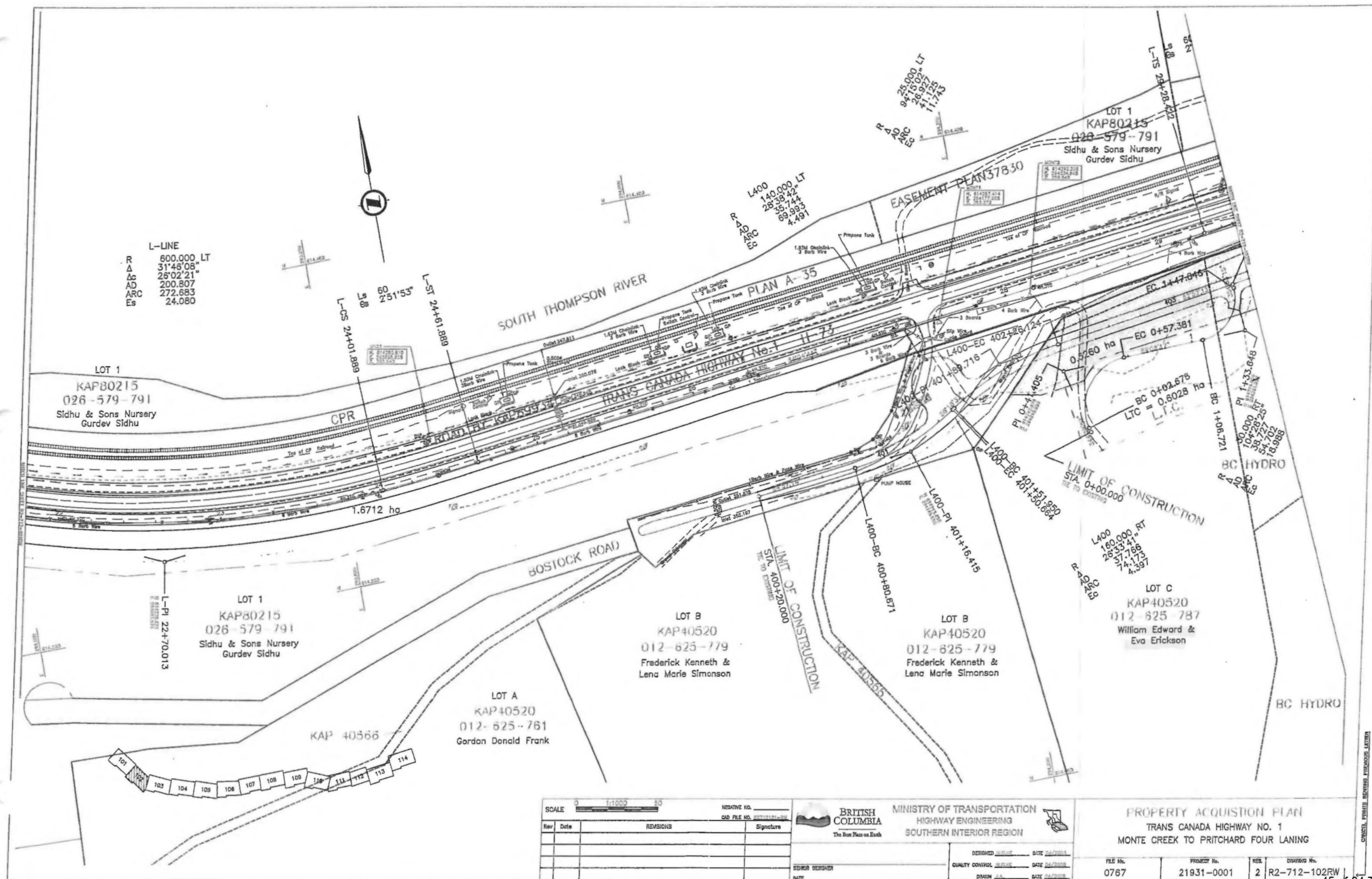
L-LINE
1000.000 RT
14'27'26"
11'01'10"
156.856
192.328
8.163

LOT 1
KAP80215
026-579-791
Sidhu & Sons Nursery
Gurdev Sidhu

SCALE		1:1000	
Rev	Date	REVISIONS	Signature

BRITISH COLUMBIA The Best Place on Earth		MINISTRY OF TRANSPORTATION HIGHWAY ENGINEERING SOUTHERN INTERIOR REGION	
DESIGNED	DATE	QUALITY CONTROL	DATE
DRAWN	DATE		

PROPERTY ACQUISITION PLAN			
TRANS CANADA HIGHWAY NO. 1 MONTE CREEK TO PRITCHARD FOUR LANEING			
FILE No.	PROJECT No.	REG.	DRAWING No.
0767	21931-0001	2	R2-712-1012W



PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debora Gail Ward


L400
250.000 RT
12°30'50"
27.410
54.602
1.498

L400
250.000 RT
17°45'09"
38.968
77.315
3.019

LOT 1
KAP75462
025-941-640
Pine Creek Holdings Ltd.
David & Gail Jones

LOT C
KAP40520
012-625-787
William Edward &
Eva Erickson

SCALE		1:1000		50	
Rev	Date	REVISIONS		CAD FILE NO.	Signature

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DESIGNED BY	DATE 04/2003	QUANTITY CONTROL	DATE 04/2003
SENIOR DESIGNER	DATE	DRAWN BY	DATE

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANEING

FILE No.	PROJECT No.	REV.	DRAWING No.
0767	21931-0001	2	R2-712

PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debara Gail Ward

L400
250.000 RT
12°30'50"
27.410
54.602
1.498
R
AD
ARC
Ec

L400
250.000 RT
17°43'09"
38.968
77.315
3.019
R
AD
ARC
Ec

L400
125.000 LT
36°21'58"
41.057
79.338
6.570
R
AD
ARC
Ec


L-LINE
700.000 LT
23°36'15"
18°41'35"
176.307
228.380
15.337
R
AD
ARC
Es

L100
600.000 LT
16°43'43"
68.218
175.181
6.451
R
AD
ARC
Ec

LOT 1
KAP75462
025-941-640
Pine Creek Holdings Ltd.
David & Gail Jones
*now called
L, BC H&T*

LOT C
KAP40520
012-625-787
William Edward &
Eva Erickson

SCALE		NEGATIVE NO.	
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Rev	Date	REVISIONS	Signature

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DESIGNED <u>ELITE</u>	DATE <u>04/03/03</u>	QUALITY CONTROL <u>ELITE</u>	DATE <u>04/03/03</u>
DRAWN <u>ELITE</u>	DATE <u>04/03/03</u>		
SENIOR DESIGNER			
DATE			

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANEING

FILE No.	PROJECT No.	REG.	DRAWING No.
0767	21931-0001	2	R2-712

PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debora Gail Ward

LOT C
KAP40520
012-625-787
William Edward &
Eva Erickson

LOT 1
KAP75462
025-941-640
Pine Creek Holdings Ltd.
David & Gail Jones

L400
250,000 RT
12'30"50"
27.410
54.602
1.498
R
Δ
AD
ARC
Ec


L400
250,000 RT
17'43"09"
38.968
77.319
3.019
R-Δ
AD
ARC
Ec

L400
125,000 LT
36'21"58"
41.057
79.338
6.570
R
Δ
AD
ARC
Ec

L-LINE
700,000 LT
23'38"15"
18'41"35"
176.307
228.380
15.337
R
Δ
AD
ARC
Es

L100
600,000 LT
16'43"43"
88.218
175.181
6.451
R
Δ
AD
ARC
Ec

SCALE			NEGATIVE NO.	
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Rev	Date	REVISIONS	Signature	

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DESIGNED BY	DATE	QUALITY CONTROL BY	DATE
DRAWN BY	DATE		
SENIOR DESIGNER	DATE		

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANING

FILE No.	PROJECT No.	REV.	DRAWING No.
0767	21931-0001	2	R2-712-103RW

PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

CPR

PLAN A-35

TRANS/CANADA HIGHWAY No. 1

COVENANT KAP46260

EASEMENT
PLAN 38808

LOT B
KAP50798

1.7227 ha

L-LINE
1650.000 RT
9'25'37"
7'20'37"
165.054
211.479
5.590

L-CS 39+90.700

L-ST 40+50.700

LOT B
KAP50798
018-458-254
Michael James Fraser

LOT 1
KAP65971
024-676-527

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debra Gail Ward

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debra Gail Ward

KAP 47047
EASEMENT
PARCEL B

EASEMENT
PARCEL D

EASEMENT
PARCEL A

LOT 1
KAP65971
024-676-527
Donold Bruce &
Sandra Faya Conway

SCALE		NEGATIVE NO.	
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Rev	Date	REVISIONS	Signature

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MINISTRY OF TRANSPORTATION
HIGHWAY ENGINEERING
SOUTHERN INTERIOR REGION



SENIOR DESIGNER
DATE

DESIGNED DATE
QUALITY CONTROL DATE
DRAWN DATE

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANE

FILE NO. 0767	PROJECT NO. 21931-0001	REV. 2	DRAWING NO. R2-712-104RW
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PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

CPR

PLAN A-35

TRANS CANADA HIGHWAY No. 1

KAP69934

COVENANT KAP46260

1.7227 ha

LOT B
KAP50798

EASEMENT
PLAN 38808

L-LINE
1650.000 RT
9'25'37"
7'20'37"
166.054
211.479
5.690

L-CS 39+90.700

L-ST 40+50.700

LOT B
KAP50798
018-458-254
Michael James Fraser

LOT 1
KAP65971
024-676-527

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debara Gail Ward

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debara Gail Ward

LOT 1
KAP65971
024-676-527
Donald Bruce &
Sandra Faya Conway

LIMIT OF CONSTRUCTION
STA. 412+33.540

KAP 47047
EASEMENT
PARCEL B

EASEMENT
PARCEL D

EASEMENT
PARCEL A

SCALE		NEGATIVE NO.	
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Rev	Date	REVISIONS	Signature
SENIOR DESIGNER		DATE	

DESIGNED <u>WJG</u> DATE <u>01/2008</u>	
QUALITY CONTROL <u>WJG</u> DATE <u>04/2008</u>	
DRAWN <u>JA</u> DATE <u>01/2008</u>	
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PROPERTY ACQUISITION PLAN			
TRANS CANADA HIGHWAY NO. 1			
MONTE CREEK TO PRITCHARD FOUR LANE			
FILE No.	PROJECT No.	REC.	DRAWING No.
0767	21931-0001	2	R2-712-104RW

PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

CPR

PLAN A-35

TRANS CANADA HIGHWAY NO. 1

COVENANT KAP46260

LOT B
KAP50798

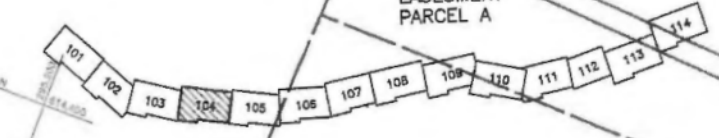
LOT B
KAP50798
018-458-254
Michael James Fraser

LOT 1
KAP65971
024-676-527


LOT 1
KAP65971
024-676-527
Donald Bruce &
Sandra Foya Conway

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Deborah Gail Ward

BLOCK A
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014-332-868
Kim Lawrence &
Deborah Gail Ward



SCALE		NEGATIVE NO.	
0 1:1000 50		CND FILE NO. 21931-0001	
Rev	Date	REVISIONS	Signature



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MINISTRY OF TRANSPORTATION
HIGHWAY ENGINEERING
SOUTHERN INTERIOR REGION

DESIGNED WJL DATE 24/2008
CHECKED WJL DATE 24/2008
DRAWN WJL DATE 24/2008

SENDER DESIGNER
DATE

PROPERTY ACQUISITION PLAN			
TRANS CANADA HIGHWAY NO. 1			
MONTE CREEK TO PRITCHARD FOUR LANING			
FILE No.	PROJECT No.	REG.	DRAWING No.
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PLAN E15708
002-594-668
Pine Creek Holdings Ltd.
David & Gail Jones

CPR

PLAN A-35

TRANS CANADA HIGHWAY NO. 1

KAP69914

1.7227 ha

COVENANT KAP46260

EASEMENT
PLAN 38808

LOT B
KAP50798

0.1894 ha

LIMIT OF CONSTRUCTION
STA. 412+35.540

KAP 47047
EASEMENT
PARCEL B

EASEMENT
PARCEL D

EASEMENT
PARCEL A

L-LINE
1650.000 RT
9'25'37"
7'20'37"
166.054
211.479
5.590

L-CS 39+90.700

Ls 8

60

1'02'30"

L-ST 40+50.700

LOT B
KAP50798
018-458-254
Michael James Fraser

LOT 1
KAP65971
024-676-527

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debora Gail Ward

BLOCK A
SEC 29 TP 19 R 14
014-332-868
Kim Lawrence &
Debora Gail Ward

LOT 1
KAP65971
024-676-527
Donald Bruce &
Sandra Faya Canway

SCALE		1:1000	
Rev	Date	REVISIONS	Signature

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The Best Place on Earth

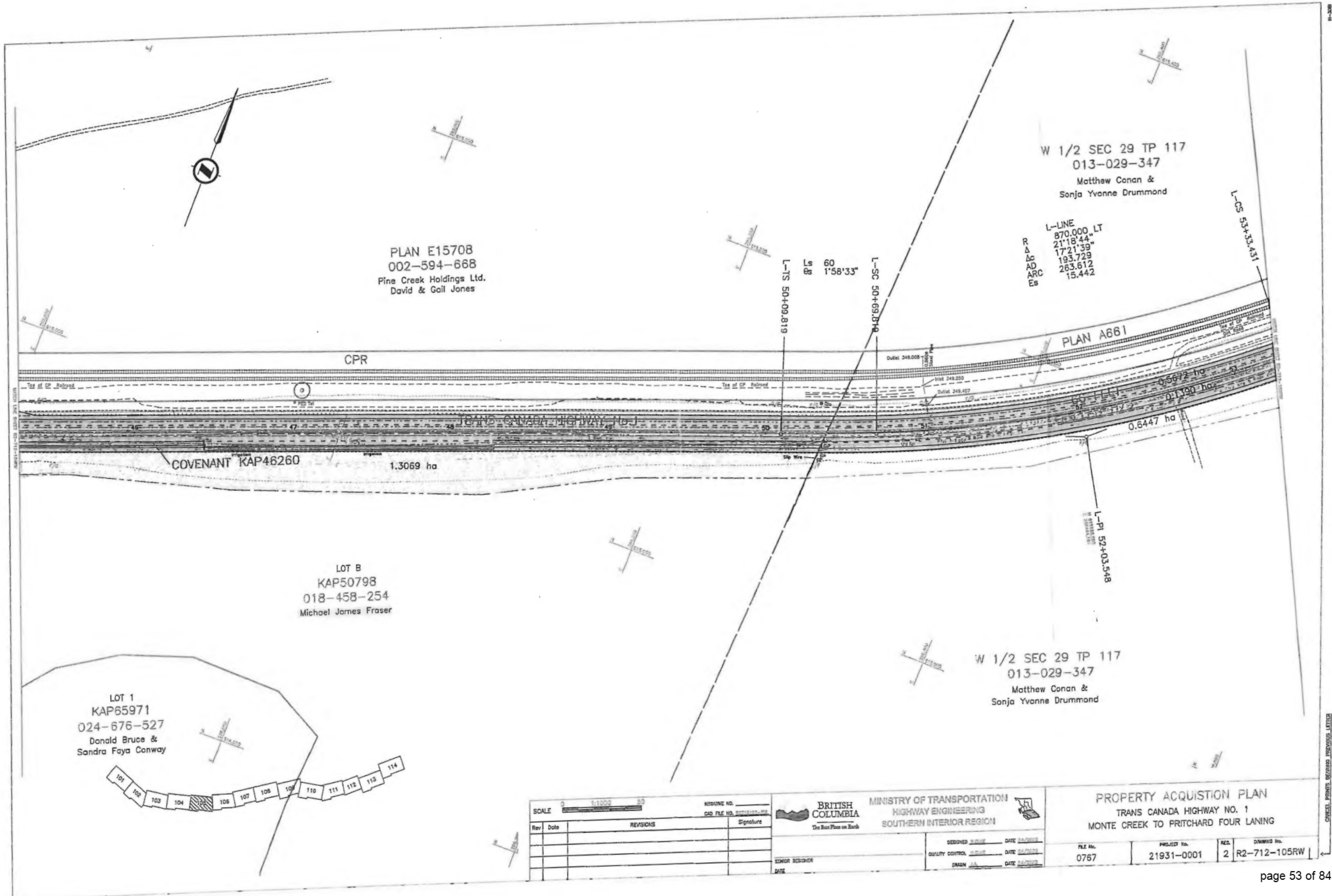
MINISTRY OF TRANSPORTATION
HIGHWAY ENGINEERING
SOUTHERN INTERIOR REGION

SENIOR DESIGNER
DATE

DESIGNED WJW DATE 01/2008
QUALITY CONTROL WJW DATE 01/2008
DRAWN WJW DATE 01/2008

PROPERTY ACQUISITION PLAN
TRANS CANADA HIGHWAY NO. 1
MONTE CREEK TO PRITCHARD FOUR LANE

FILE No.	PROJECT No.	REV.	DRAWING No.
0767	21931-D001	2	R2-712-104RW



TAB

4

Tab 4

Agricultural Assessment Report

1.0 AGRICULTURAL STUDY OVERVIEW

1.1 Project Description

The BC Ministry of Transportation and Infrastructure (BC MoT) is finalizing the detailed design for Phase 1 of the re-construction and upgrading of Highway No. 1 Trans-Canada Highway between the Monte Creek Interchange and Pritchard. Phase 1 entails widening of the 3.6 km section of the existing two lane highway east of the Monte Creek Interchange. Phase 2 will entail widening of the remaining 6.9 km of two lane highway and construction of the proposed interchange at Pritchard.

The Trans-Canada highway is the major vehicular transportation link between British Columbia and the rest of Canada; the highway from Kamloops to Monte Creek is a 4-lane facility and is continuous from Vancouver. The existing highway from Monte Creek east does not meet this standard or the country's transportation needs. A major upgrading of this aging and out-dated facility is now a 'must' in order to ensure that national and provincial objectives in regards to the safety, operation and reliability of the Trans-Canada Highway are respected and that national and provincial economic growth is not hindered due to the inadequacy of this national highway. The new four-laning will improve safety, mobility, capacity, reduce delays and improve travel times. Assured passing opportunities will be provided, because the heavy trucks will use the outside lane and leave the inside lane for faster traffic. Consolidating accesses off the highway will reduce accidents. The project will also provide safety improvements such as rumble strips on paved shoulders and roadside barriers.

The project design essentially entails widening of the existing highway to four lanes with a 2.6 m paved median, and a design speed of 100 km/hr (current posted speed is 90 km/hr). The Canadian Pacific (CP) Railway tracks are located adjacent to the north side of the highway along the entire stretch of the existing two lane highway between the Monte Creek Interchange and Pritchard. The Phase 1 widening project will take place on the south side of the existing highway, extending east from the end of the four lane section just east of the Monte Creek Interchange.

Figure 1 shows the regional location of the project, the extent of Phase 1 and Phase 2.

1.2 Study Purpose

This agricultural assessment has two primary objectives:

- 1) To assess the agricultural resources and operations potentially affected by project construction and operation in order to develop strategies to avoid and mitigate potentially negative impacts through the incorporation of sound agricultural planning measures in the engineering design; and

To form part of an application to the Provincial Agricultural Land Commission (ALC) in accordance with the requirements of the B.C. Agricultural Land Commission Act as set out under Sections 6 and 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation.

1.3 Agricultural Overview

1.3.1 Agricultural Land Reserve

The entire Monte Creek to Pritchard widening project, including the 3.6 km section proposed for upgrading in Phase 1, lies within the Provincial Agricultural Land Reserve (ALR). The ALR lying on the south side of the South Thompson River is a large, contiguous unit extending from Monte Creek on the west to past Pritchard on the east, encompassing all of the terraces and alluvial deposits along the river, as well as portions of the lower valley slopes (refer to Figure 2).

1.3.2 Agricultural Land Use

The lands within the area required to construct Phase 1 of the project, outside the existing Highway No. 1 RoW fence, are within 6 private land parcels, totaling 11.4 ha, of which about 6.1 ha are used for irrigated^{s.22} and 0.5 ha for irrigated^{s.22}. The remaining lands are natural grasslands with some shrub and tree cover (refer to Tab 2, Table 1 & Tab 6, Table 2).

1.3.3 Agricultural Land Capability

The Canada Land Inventory, Land Capability for Agriculture mapping (BCLI, 1:50,000 NTS Sheet 82-L/12 – refer to Figure 3) rates the ALR lands along the highway in the project vicinity as dominantly Class 5 with climate (droughtiness) limitations. With irrigation improvements, the Class 5 lands that are constrained by climate and droughtiness improve to dominantly Class 3 with on-going fertility (salinity) limitations.

1.4 Study Personnel

Paul A. Christie, P.Ag., R.P.Bio., carried out this agricultural assessment. Mr. Christie is a Professional Agrologist and Registered Professional Biologist who has been involved in agricultural and ALR assessments throughout the Province for over 30 years, including many highway projects for the BC MoT.

1.5 Study Contacts

The project team has maintained regular contact with the potentially affected property owners throughout the engineering design work and has incorporated many modifications to the route alignment and design as a result.

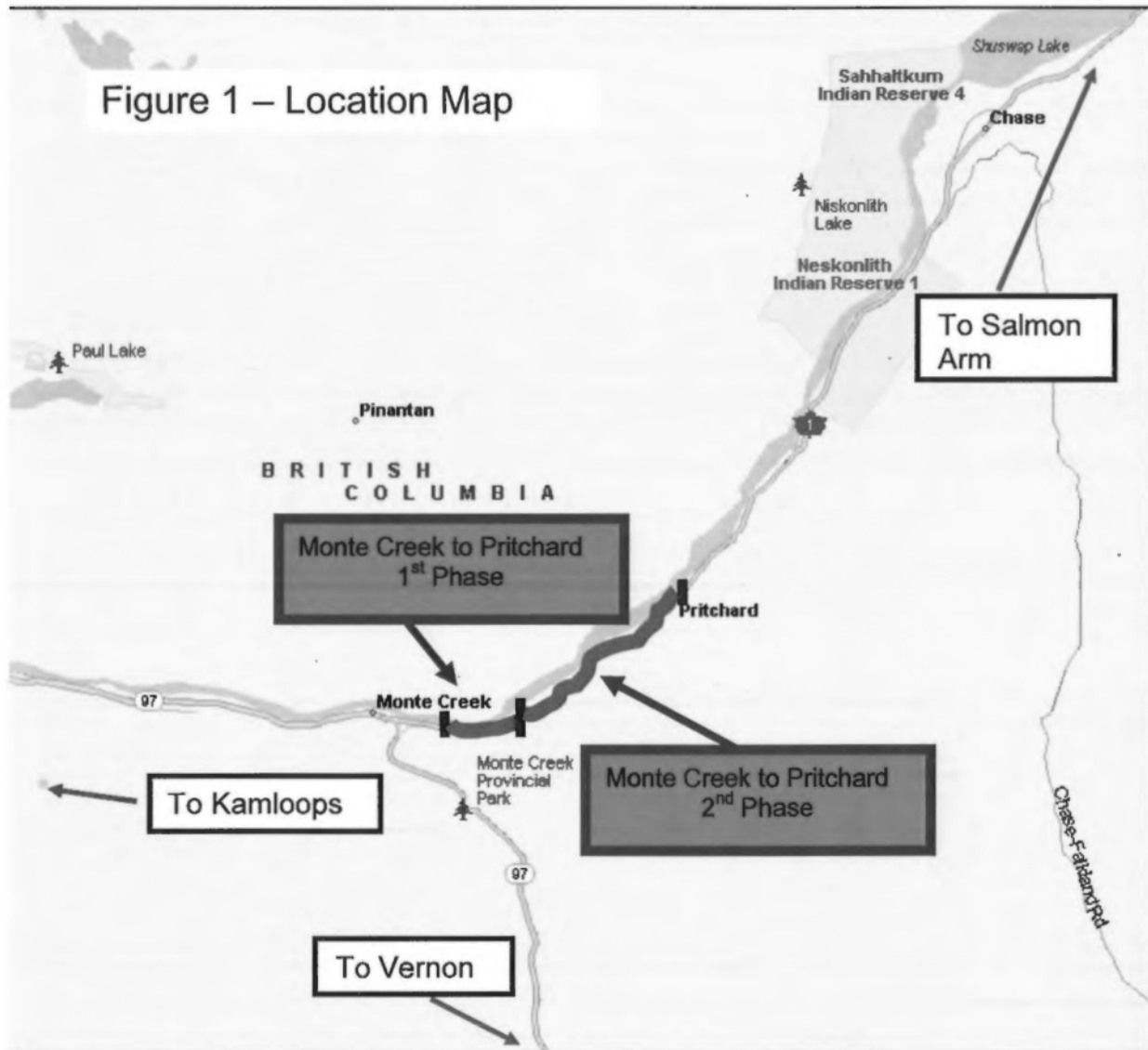
Mr. Christie had discussions with all of the property owners (except for ^{s.22}) and conducted several field tours of the route during the course of the agricultural assessment. Mr. Christie provided agricultural input to the project team throughout the design work.

1.6 Study Presentation

The following chapter presents the agricultural impact assessment with a general discussion of project wide measures to avoid and mitigate potential impacts, followed by an operation/property specific impact analysis.

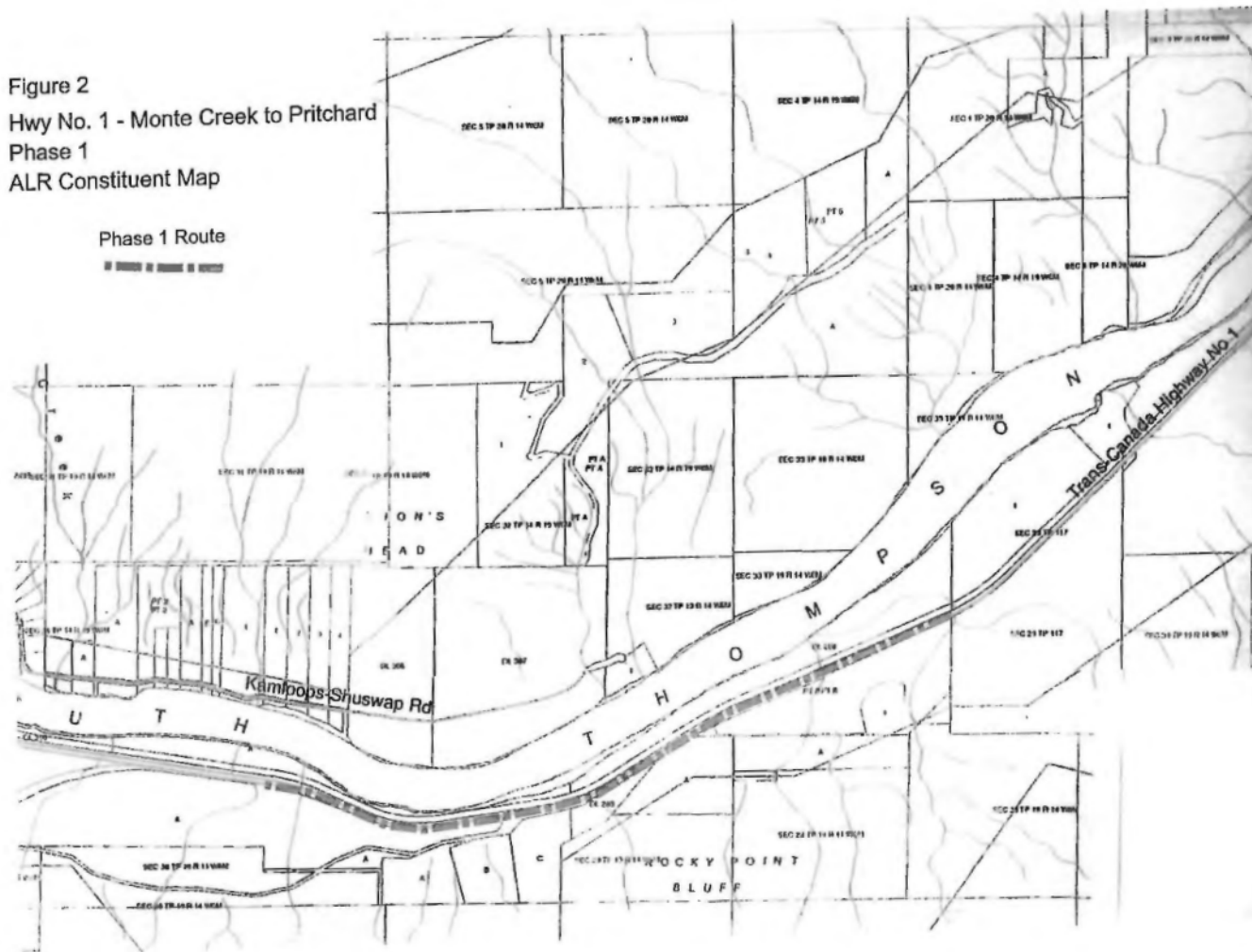
The Property Acquisition Plans (PAPs) appended to this report (Tab 3) show relevant engineering design information, the ALR boundary, legal property lines, and ownership information. The PAPs are plotted on a recent ortho-photograph base which reflects current land use.

Figure 1- Location Map



Monte Creek to Pritchard Project 21931

Figure 2
Hwy No. 1 - Monte Creek to Pritchard
Phase 1
ALR Constituent Map



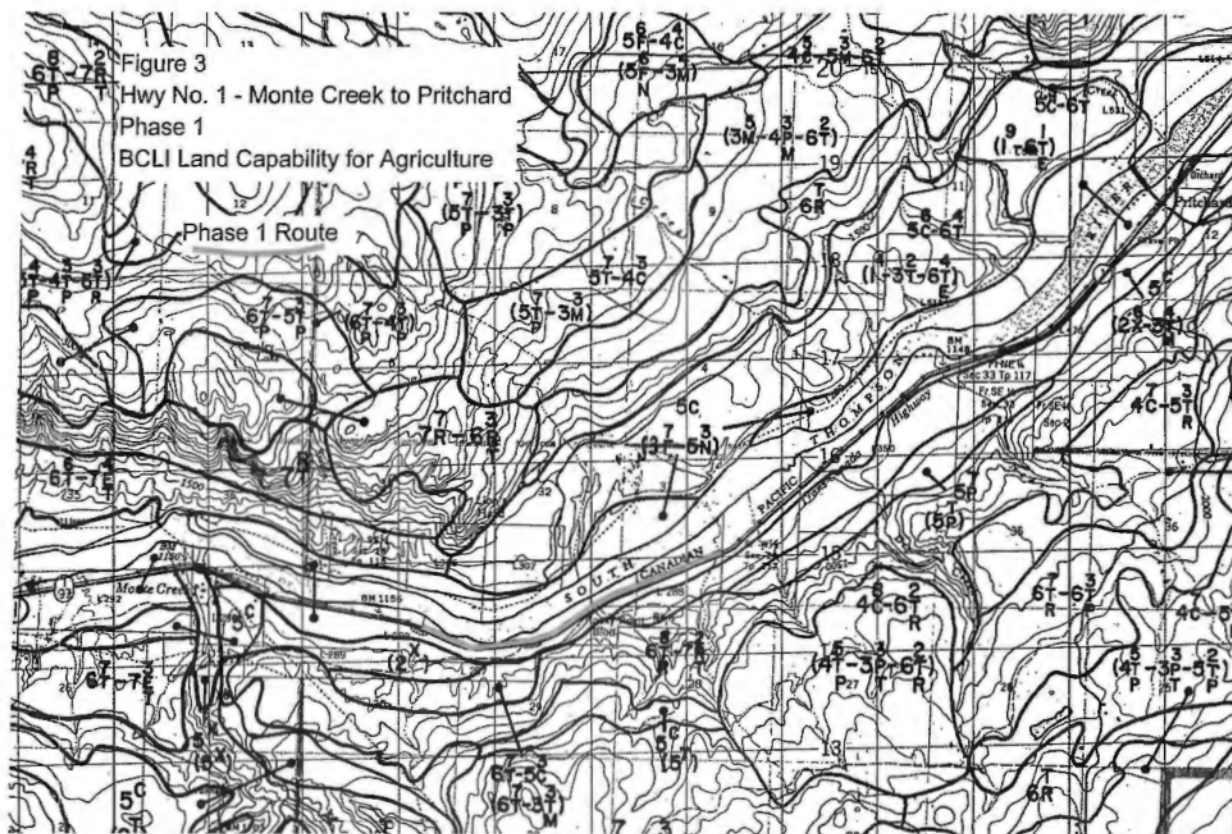
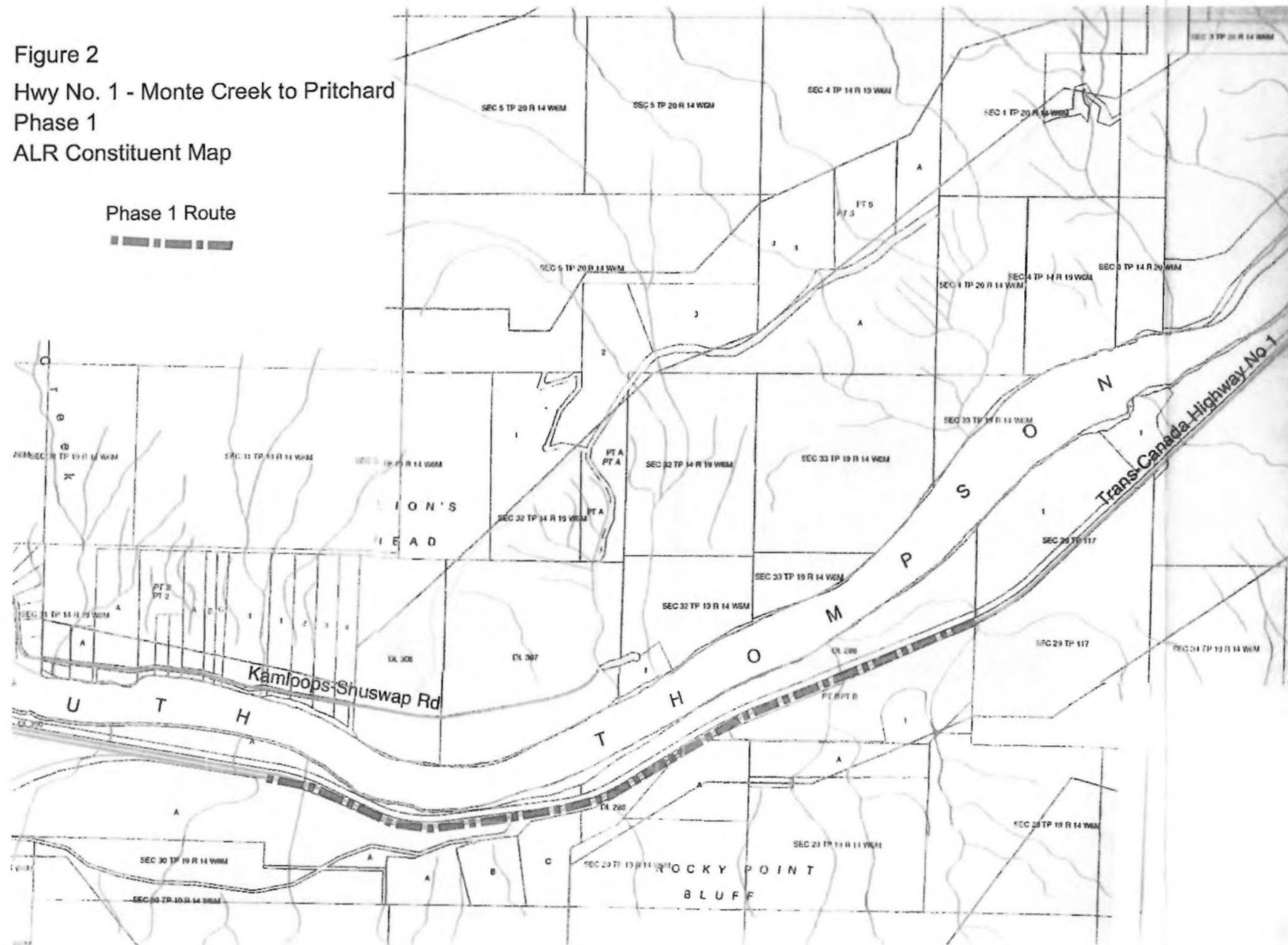


Figure 2
Hwy No. 1 - Monte Creek to Pritchard
Phase 1
ALR Constituent Map



2.0 AGRICULTURAL IMPACT ASSESSMENT

2.1 Impact Assessment Approach

The major purpose of the agricultural impact assessment is to provide the following:

- 1) Identification of impact avoidance measures to be incorporated into detailed project design, such as location of new intersections and access roads to avoid particularly sensitive or high use areas.
- 2) Assessment of the type and relative extent of lands lost within the required right-of-way (RoW), by agricultural capability class, and current land use, for each legal parcel of land.
- 3) Identification of agricultural infrastructure such as buildings, storage areas, fences, and irrigation works that may be directly impacted by project construction.
- 4) Assessment of farm access requirements, including movements across Highway No 1.
- 5) Identification of potential mitigation measures, including:
 - access re-construction;
 - re-construction of irrigation facilities;
 - repair or replacement of drainage and irrigation conduit culverts;
 - replacement of RoW fencing.

The first section of the impact assessment addresses issues that are common to more than one owner potentially affected by the project. The second section addresses specific impacts associated with each land parcel that will be directly impacted by project construction.

2.2 Impact Avoidance

The Canadian Pacific Railway tracks lie adjacent to the north side of the existing two lane section of Hwy 1 between the Monte Creek Interchange and Pritchard. Therefore, the proposed widening entails the construction of two additional lanes on the south side of the highway. No alignment changes to Hwy No. 1 are proposed.

In order to meet four lane highway design standards and improve public safety, the project proposes to replace existing accesses to individual properties with intersections and connecting roads that will service as many properties as practical. The proposed intersections will provide dedicated left hand turn lanes to the south side of the highway while driving west. Existing, at-grade accesses on the north side of the highway will be maintained to allow right hand turn access off the highway when driving west. Left hand turns to the north side of the highway while driving east will not be allowed.

The project design incorporates alignment and configuration measures based on minimizing potential agricultural and environmental impacts. To the extent possible, the proposed alignment of the highway widening and the location of the new intersections and alignment of proposed access roads avoids potential impacts by:

- following the existing highway alignment, on the south side;
- avoiding agricultural and residential infrastructure, including residences, outbuildings, and cattle handling facilities; and
- providing continued and safer access to all properties and public roads.

2.3 Overall Project Impact Mitigation Measures

This section provides a description of potential impacts and proposed mitigation measures that are applicable to the overall project. It is followed by section 2.4 which presents property/operation specific impacts and proposed mitigation measures and compensation requirements.

2.3.1 Access Roads

Within the Phase 1 project, Bostock Road is the only public access road that currently ties in to this section of Highway No. 1. Bostock Road provides access to all of the farm and residential properties on the south side of the highway to the west of the Ward property. In order to improve lines of sight and public safety, it is proposed to relocate the Bostock Road intersection to approximately 600 m east of the current location. Service roads will be constructed to the properties west of the new intersection, as well as to those east of the new intersection that are currently serviced by the private access road used by Ward, Fraser and Conway. The existing connections to Hwy No. 1 will be closed and access to the highway reinstated via the new Bostock Frontage Road. BC MoT will liaise with the ALC regarding reclamation of the de-activated access points.

2.3.2 Fencing

The existing Highway No. 1 RoW is fenced on both sides. The fencing is generally 4 or 5 strand, standard barb wire range fencing, with some sections of page wire with a single strand of barb wire at the top. In accordance with BC MOT standards, the new RoW will generally be fenced with 5 strand barb wire on pressure treated posts. If existing fence standards are acceptable they will be replaced in kind. Cattleguards will be replaced/relocated as necessary.

During project construction, the contractor will ensure all fences are either maintained or temporarily replaced until the new fencing is in place, and will work with the affected ranchers and property owners to accommodate livestock and field management requirements. Construction workers will be notified of the need to keep all gates closed and to replace any removed fencing in a timely manner to avoid conflicts.

2.3.3 Reclamation of Decommissioned Access Roads

Decommissioned access connections to the highway will be reclaimed by ripping, removal of the road base and replanting to appropriate grasses and plants to tie in with surrounding vegetation and land use. BC MoT will liaise with the ALC on the end use and legal status of the de-activated areas.

2.3.4 Topsoil Conservation Program

Topsoil within the disturbed area of the RoW will be stripped to a depth of 25 to 30 cm from cultivated field areas and stored within the new highway RoW or on-farm at sites designated in consultation with the owners. The stockpiles will be stabilized to avoid erosion by wind and precipitation, until suitable sites for final deposition are identified. Some of the topsoil will be utilized by BC MoT for spreading on cut/fill slopes to promote the establishment of hydroseeding for erosion control. Where possible, surplus topsoil will be used within the property from which it was stripped, or it will be provided to other farm owners/operators that are directly impacted by the project.

The project Professional Agrologist and Property Agents have held meetings with all of the farm operators along the route and some have indicated that they wish to participate in the topsoil salvage program. The topsoil stripping, storage and re-use will be supervised by a qualified Professional Agrologist. The monitoring agrologist will maintain liaison with ALC staff during the course of the Topsoil Conservation Program.

The following presents the general protocols of the Topsoil Conservation Program:

1. For cultivated fields (including pasture), the organically enriched plough layer will be stripped and stockpiled for reuse. This layer is generally between 20 - 30 cm deep, so on average a depth of approximately 25 cm will be stripped. Only the organic enriched (dark coloured) topsoil will be taken. If the dark "topsoil" layer is thinner, less material will be stripped. The contractor will be instructed not to remove the lighter coloured mineral horizon (layer) under the topsoil and to avoid cutting into it with the stripping equipment.
2. The ultimate topsoil stripping timing, stockpile placement, and end use will be determined with each property owner/operator on a field by field basis. The owner will be encouraged to take the topsoil for use on nearby lands, as close to the RoW as possible (to avoid longer hauls). It will be the responsibility of the owner/operator to use the topsoil for improving the farm fields and to obtain agreement on any additional cost issues with the Ministry Representative.
3. If the affected owner/operator does not want the topsoil, it will be offered to other farm operators directly impacted by the project. In general, where practical, topsoil will be salvaged from existing, cultivated field areas, but if there is no apparent use for the soil from a given area, a decision may be made (with referral to the ALC) not to salvage the topsoil.
4. In some cases it may be necessary to store stripped topsoil within the RoW or in temporary holding areas.
5. The excavated topsoil will be handled as little as possible and stored in low windrows. If the topsoil it is to be left in place for any length of time (ie, more than 6 months), it will be seeded to an annual ryegrass cover. The stockpiles will be located on level, well drained land and if the stockpile is adjacent to any drainage pathway where runoff, erosion and deposition could occur, temporary sediment control measures, such as perimeter silt fencing, will be installed.

2.3.5 Weed Control

Prior to construction start-up, BC MoT will require the construction contractor to develop a weed management plan, with provisions for monitoring construction equipment cleanliness and weed eradication, in consultation with the affected ranchers and relevant government agencies.

2.3.6 Construction Works Yard

BC MoT will work closely with the ALC and local land owners to finalize the location of a project construction works yard, prior to the start of construction, if a works yard is required within the ALR.

2.4 Property Specific Impacts and Mitigation/Compensation Requirements

Table 2 (Tab 6) provides a summary description of the lands directly impacted by the project, by owner and legal lot description, the area and status of the required new RoW, potential impacts, and mitigation/compensation commitments proposed by BC MoT. A total of 11.36 ha of new RoW is required for the proposed project, of which 6.64 ha are currently cultivated. The area estimates presented herein reflect the current design and are subject to minor changes and will be verified by field survey prior to the start of construction.

The following sections provide brief descriptions of the agricultural resources, uses, potential impacts and proposed mitigation/compensation measures for each property that will be directly impacted by the project as part of the Phase 1 construction works.

2.4.1 Sidhu & Sons Nursery (G. Sidhu)

Based on the PAPs (Drawing No.s 101RW & 102RW) and data provided in Table 2 (Tab 6), the new RoW will require 2.85 ha of land from the 48.2 ha Sidhu property. All of this land is in irrigated hay fields. s.22

s.22

The primary access to this property on the south side of the highway is via Bostock Road. The improved (irrigated) agricultural land capability of the field area is rated as Class 3 due to soil fertility (salinity) limitations. s.22

s.22

This farm operation also has cultivated lands on the north side of the highway and railway along the South Thompson River that are accessed by an underpass located just west of the start of this 4-laning project (constructed by BC MoT as part of the previous 4-laning upgrade of Hwy No. 1).

The existing, at-grade access from Hwy No. 1 to non-cultivated lands along the river at the

northeast corner of the Sidhu property (also part of Lot 1) will be reconstructed as a right in/out access.

The BC MoT has committed to:

1. As noted above, BC MOT proposes to re-locate the current Bostock Road intersection to a site approximately 600 m to the east. The intersection will include a dedicated left hand turn lane for vehicles coming from the east and a westerly acceleration lane. The Sidhus
s.22

s.22 BC MoT has stated that the proposed location of the Intersection is the most appropriate site in terms of safety and service to all the existing property owners, visitors, workers and prospective customers that access their properties via Bostock Road.

2. Compensation for the loss of 2.8496 ha of irrigated forage lands within the RoW.

3. s.22
s.22 Some of the buried irrigation mainline or standpipes may be located within the new highway RoW. BC MoT has committed to compensating for the disruption/replacement of that portion of the existing irrigation system that is within the required RoW lands. The pump house and water system located near the Bostock Road intersection that is shared by the residents in this area may be impacted by the project and will be reinstated and relocated as necessary.

4. Topsoil will be salvaged in consultation with Mr. Sidhu.
5. The new RoW will be fenced in accordance with BC MoT highway fencing standards.

2.4.2 W. & E. Erickson

Based on the PAPs (Drawing No.s 102RW & 103RW) and data provided in Table 2 (Tab 6), the new RoW will require 0.97 ha of land from the Erickson property. The Erickson property is primarily a rural homesite with surrounding natural landscaping. The lands within the proposed RoW comprise a mix of lower sidehill slopes and level alluvial bottom land that is in rough pasture or trees, none of which is currently cultivated. The level areas are small and not suitable for commercial agriculture although they could be improved with irrigation for gardening or pasture.

s.22

The BC MoT has committed to:

6. Re-locate the current Bostock Road intersection to a site approximately 600 m to the east. BC MoT has revised the frontage road and driveway alignments in consultation with the Ericksons s.22
7. Compensation for the loss of 0.9706 ha of natural lands within the RoW.
8. The new RoW will be fenced in accordance with BC MoT highway fencing standards.

2.4.3 Pine Creek Holdings (D. & G. Jones)

Based on the PAP (Drawing No. 103RW) and data provided in Table 2 (Tab 6), the new RoW will require 2.22 ha of land from the 3.62 ha property that the Jones own on the south side of the highway. The Jones residence and farming operation are located on the north side of the Highway, between the CP R/W and the South Thompson River. The Jones property on the south side of the highway is vacant, gently sloping, open grassland on the lower slopes with wooded, rolling hillside slopes along the southern portion.

The Jones currently access their residence and farming operation on the north side of the highway and CP R/W from a driveway that intersects Hwy No. 1 across from the Bostock Road intersection. The existing two lane highway allows for both left and right hand turns into and out of the driveway but to safely access the new, four lane configuration a right in/out only will be provided for the limited traffic generated.

The BC MoT has committed to:

9. s.22

s.22 BC MOT has agreed to purchase the entire parcel (compensate for 2.2228 ha of vacant, treed and open grass land).

10. Irrigation system works (shared by Jones and Ward), including an existing concrete culvert under the highway and R/W lines that is directly across from the proposed Bostock Service Road intersection, may be disrupted during construction. BC MoT has committed to working with CP to extend or replace the culvert under the highway and R/W and to

compensate for the disruption/replacement of that portion of the existing irrigation system that is impacted by the project.

11. The new RoW will be fenced in accordance with BC MoT highway fencing standards.
12. BC MoT may offer the parcel remainder to adjoining property owners as a component of compensation or will liaise with the ALC and seek their input before disposing of the ALR severance (1.4) from this lot.

2.4.4 K. & D. Ward

Based on the PAPs (Drawing No.s 101RW & 102RW) and data provided in Table 2 (Tab 6), the new RoW will require 1.99 ha of land from the 15.7 ha Ward property. The Ward's currently cultivate about 3.25 ha of land, comprising most if not all of the arable land within the parcel, for s.22. Most of the RoW requirement through the Ward parcel is for the Bostock service road and cul-de-sac. The easterly portion of the required RoW for the service road and cul-de-sac is within an area of relatively level, land (mapped as capability Class 3) used for s.22. Based on interpretation of the orthophoto base map and field observations, about 1.2 to 1.4 ha of the fields that will be impacted by the new RoW are used for s.22. The north end of the s.22 field, about 15% of the field, is actually in Lot B which is owned by the neighbouring farm (M. Fraser). Approximately 0.5 ha of existing s.22 fields will be lost to the new RoW.

In order to reduce the impacts on the field area, the BC MoT looked at other possible options for the location of the cul-de-sac but has decided that the proposed location is the most viable solution to provide safe and reasonable access considering all three users (Ward, Fraser and Conway) of this access.

The BC MoT has committed to:

13. Re-locate the current private intersection to a site approximately 450 m to the west.
14. Compensation for the loss of 1.9924 ha of s.22 field (approximately 0.5 ha) and natural lands within the RoW.
15. Irrigation system works, including an existing concrete culvert under the highway and R/W lines that is directly across from the proposed Bostock Service Road intersection (shared by Jones and Ward), may be disrupted during construction. BC MoT has committed to working with CP to extend or replace the culvert under the highway and R/W and to compensate for the disruption/replacement of that portion of the existing irrigation system

that is impacted by the project.

16. Topsoil will be salvaged in consultation with Mr. Ward.

17. The new RoW will be fenced in accordance with BC MoT highway fencing standards.

2.4.5 M. Fraser

Based on the PAPs (Drawing No.s 104RW & 105RW) and data provided in Table 2 (Tab 6), the new RoW will require 3.29 ha of land from the 29.90 ha Fraser property. Most of the area with the new RoW (3.03 ha) is in irrigated ^{s.22} (the small triangular parcel on the west side of the existing access road where the new cul-de-sac will be located is farmed by K. Ward). Mr. Fraser produces ^{s.22}

^{s.22}

The well drained, alluvial benchland is rated as improved (irrigated) BCLI Class 3 land with fertility (salinity) limitations but based on field observations and information from Mr. Fraser there does not appear to be fertility or salinity issues on these lands (which would likely be rated as Class 1 or 2 if a detailed soil survey was conducted).

The BC MoT has committed to:

18. Re-locate the current private intersection to a site approximately 450 m to the west.

19. Compensation for the loss of 3.2935 ha, mostly irrigated ^{s.22} lands, within the RoW.

20. Irrigation system works, including an existing concrete culvert under the highway and R/W lines, as well as buried main lines and stand pipes are located within the new highway RoW and/or may be disrupted during construction. BC MoT has committed to working with CP to extend or replace the culvert under the highway and R/W and to compensate for the disruption/replacement of that portion of the existing irrigation system that is impacted by the project within the ^{s.22} fields.

21. Topsoil will be salvaged in consultation with Mr. Fraser.

22. The new RoW will be fenced in accordance with BC MoT highway fencing standards.

2.4.6 D. Conway

Based on the PAPs (Drawing No. 104RW) and data provided in Table 2 (Tab 6), the new

RoW will require 0.0335 ha of the existing access road owned by the Conways. The BC MoT will compensate the Conways for the loss of this area.

2.5.1 Residual Agricultural Impacts

The Phase 1 widening project, as designed, will result in the following residual impacts on the agricultural properties and operations that will be directly impacted by project construction:

- 1) Loss of 11.36 ha of ALR land rated as improved (irrigated) Agricultural Capability Class 3 (BCLI), of which 6.64 ha are currently cultivated.
- 2) Closure of the existing, at-grade Bostock Road intersection and private intersection with Highway No. 1, which allows both left hand and right hand turns from the current, two lane highway.
- 3) Re-location and consolidation with the private intersection of the existing Bostock Road intersection. The new intersection will also be at-grade, with a dedicated protected left hand turn lane and acceleration lane for traffic heading west. There will be no provision for left hand turns across the west bound lanes into the Pine Creek Holdings Ltd. (Jones) property, for traffic heading east.
- 4) Intersections on the south side of the highway will be full movement protected "T" intersections and will provide an improved level of safety to the highway for all, including highway traffic, landowners and agricultural visitors.
- 5) Intersections on the north side of the highway, due to the proximity of the railway will be restricted to right in/out to provide the safe level of access that is required for this expressway classification of highway.

TAB

5

Tab 5

Advisory to Land Owners

COPY

September 4, 2008

Sidhu & Sons Nursery Ltd
s.22

Dear Landowner:

**Re: Project No. 21931 – Highway No. 1 – Monte Creek to Pritchard
Lot 1 DL 288 & Sect 30 TP 19 Rg 14 W6M KDYD PI KAP 80215**

In accordance with Section 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, notice is hereby given that the Ministry of Transportation & Infrastructure is applying to the Provincial Agricultural Land Commission, under the *Agricultural Land Commission Act*, for approval to construct improvements to Highway No. 1 through the Agricultural Land Reserve (ALR). Phase One of the improvement project includes the 3.7 km section of Highway No. 1 east of the Monte Creek Interchange.

The Property Acquisition Plan (attached), shows the major engineering design features and the proposed Right-of-Way requirements within your property.

The enclosed Agricultural Land Commission pamphlet "Transportation and Utility Corridor and Agricultural Land – An Advisory for Landowners in the Agricultural Land Reserve" describes the application process and the approval requirements. It also provides a form that you can submit if you choose to inform them of any concerns you may have about the project.

If you have any questions regarding this application, please contact Paul Christie, agent for Ministry of Transportation & Infrastructure at 250-542-1567 or e-mail at paulc@talismanenviro.com

Sincerely,



Maurice LeFrancois
Regional Project Manager

cc: P. Christie
K. Doyle

THE GOVERNMENT OF BRITISH COLUMBIA IS AN "EMPLOYMENT EQUITY EMPLOYER"

Ministry of
Transportation

Project Management Services

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Fax: (250) 828-4229

Web Address:
www.gov.bc.ca/tran



COPY

September 4, 2008

William & Eva Erickson

s.22

Dear Landowners:

**Re: Project No. 21931 – Highway No. 1 – Monte Creek to Pritchard
Lot C DL 288 & Sect 29 TP 19 Rg 14 W6M KDYD PI 40520**

In accordance with Section 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, notice is hereby given that the Ministry of Transportation & Infrastructure is applying to the Provincial Agricultural Land Commission, under the *Agricultural Land Commission Act*, for approval to construct improvements to Highway No. 1 through the Agricultural Land Reserve (ALR). Phase One of the improvement project includes the 3.7 km section of Highway No. 1 east of the Monte Creek Interchange.

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September 3, 2008

Kim & Debora Ward
s.22

Dear Landowners:

**Re: Project No. 21931 – Highway No. 1 – Monte Creek to Pritchard
Bk A Sect 29 TP 19 Rg 14 W6M KDYD**

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Sincerely,



Maurice LeFrancois
Regional Project Manager

cc: P. Christie
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COPY

September 5, 2008

Michael Fraser
s.22

Dear Landowners:

**Re: Project No. 21931 – Highway No. 1 – Monte Creek to Pritchard
Lot B DL 288 & Sect 33 TP 19 Rg 14 W6M KDYD PI KAP50798 Exc PI KAP65971**

In accordance with Section 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, notice is hereby given that the Ministry of Transportation & Infrastructure is applying to the Provincial Agricultural Land Commission, under the *Agricultural Land Commission Act*, for approval to construct improvements to Highway No. 1 through the Agricultural Land Reserve (ALR). Phase One of the improvement project includes the 3.7 km section of Highway No. 1 east of the Monte Creek Interchange.

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If you have any questions regarding this application, please contact Paul Christie, agent for Ministry of Transportation & Infrastructure at 250-542-1567 or e-mail at paulc@talismanenviro.com

Sincerely,

for Maurice LeFrancois
Regional Project Manager

cc: P. Christie
K. Doyle

THE GOVERNMENT OF BRITISH COLUMBIA IS AN "EMPLOYMENT EQUITY EMPLOYER"

Ministry of
Transportation

Project Management Services

Mailing Address
342-447 Columbia St.
Kamloops, B.C.
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Site Address
342-447 Columbia St.
Kamloops, B.C., V2C 2T3
Phone: (250) 828-4077
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Web Address:
www.gov.bc.ca/tran

September 3, 2008

COPY

Donald & Sandra Conway
s.22

Dear Landowners:

**Re: Project No. 21931 – Highway No. 1 – Monte Creek to Pritchard
Lot 1 DL 288 KDYD Plan 65971**

In accordance with Section 7 of the Agricultural Land Reserve Use, Subdivision and Procedure Regulation, notice is hereby given that the Ministry of Transportation & Infrastructure is applying to the Provincial Agricultural Land Commission, under the *Agricultural Land Commission Act*, for approval to construct improvements to Highway No. 1 through the Agricultural Land Reserve (ALR). Phase One of the improvement project includes the 3.7 km section of Highway No. 1 east of the Monte Creek Interchange.

The Property Acquisition Plan (attached), shows the major engineering design features and the proposed Right-of-Way requirements within your property.

The enclosed Agricultural Land Commission pamphlet "Transportation and Utility Corridor and Agricultural Land – An Advisory for Landowners in the Agricultural Land Reserve" describes the application process and the approval requirements. It also provides a form that you can submit if you choose to inform them of any concerns you may have about the project.

If you have any questions regarding this application, please contact Paul Christie, agent for Ministry of Transportation & Infrastructure at 250-542-1567 or e-mail at paulc@talismanenviro.com

Sincerely,



Maurice LeFrancois
Regional Project Manager

cc: P. Christie
K. Doyle

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TAB

6

Tab 6

Summary of Agricultural Impacts &
Mitigation/Compensation Commitments

TABLE 2
SUMMARY OF AGRICULTURAL IMPACTS AND MITIGATION/COMPENSATION COMMITMENTS

ALR Property No.	OWNER	OWNER	PARCEL SIZE	NEW R/W REQ'D with/in ALR (ha)	SEVERED REMNANT(S)	TYPE OF OPERATION	CULT'D (ha)	IMPACTS	MITIGATION/COMPENSATION COMMITMENTS
1	Sidhu & Sons Nursery (G. Sidhu)	Sidhu	48.20	2.8496	0	irrigated forage	2.8496	loss of 2.85 ha of irrigated \approx land	compensate for \approx 2 land taking
								disruption of current access at Bostock Rd	relocate Bostock Rd Intersection; provide left hand turn lane
								disruption of irrigation system	compensate for reconfiguration of irrigation system
								removal of existing Hwy fence	re-fence highway RoW
2	W. & F. Erickson	Erickson	9.39	0.9706	0	residential	0	loss of 0.97 ha of native grassland and trees	compensate for land taking
								disruption of current access at Bostock Rd	relocate Bostock Rd Intersection; provide left hand turn lane
								removal of existing Hwy fence	re-fence highway RoW
									salvage topsoil
3	Pine Creek Holdings (D. & G. Jones)	Jones	3.62	2.2228	1.3972	vacant land, forested and open hillside		loss of 2.22 ha of native grassland and trees	compensate for land taking
								disruption of current access at Bostock Rd	relocate Bostock Rd Intersection; provide left hand turn lane
								disruption of irrigation system, including concrete culvert under Hwy 1 and R/W that carries main supply line from river	extend/replace culvert under Hwy 1 & R/W; compensate for reconfiguration of irrigation system
								removal of existing Hwy fence	re-fence highway RoW
4	K. & D. Ward	Ward	15.70	1.9924	0	natural grass/scrub land & irrigated corn	0.5	loss of 0.5 ha of irrigated \approx field	compensate for lost \approx land and for excess infrastructure costs
								loss of 1.5 ha of native grassland and trees	compensate for land taking
								disruption of current access	relocate current access to new Bostock Road I/C; provide left hand turn lane
								disruption of irrigation system, including concrete culvert under Hwy 1 and R/W that carries main supply line from river	extend/replace culvert under Hwy 1 & R/W; compensate for reconfiguration of irrigation system
									salvage topsoil
								removal of existing Hwy fence	re-fence highway RoW
5	M. Fraser	Fraser	29.90	3.2935	0	irrigated forage/pasture	3.2935	loss of 3.29 ha of irrigated \approx land	compensate for \approx 2 land taking
								disruption of current access	relocate access to new Bostock Rd I/S; provide left hand turn lane
								disruption of irrigation system, including concrete culvert under Hwy 1 and R/W that carries main supply line from river	extend/replace culvert under Hwy 1 & R/W; compensate for reconfiguration of irrigation system
								removal of existing Hwy fence	re-fence highway RoW
									salvage topsoil
6	D. & S. Conway	Conway	5.71	0.0335	0	existing access road		loss of 0.335 ha of existing access road	compensate for loss of existing access road area
								disruption of current access	relocate access to new Bostock Rd I/S; provide left hand turn lane
			Totals	11.3624	1.3972		5.6431		

Page 84

Withheld pursuant to/removed as

DUPLICATE