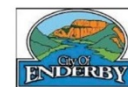




Shuswap-North Okanagan (Sicamous-to-Armstrong) Rail-Trail Corridor Agricultural Information Session

Updated: December 02, 2019

Prepared by the Rail-Trail Technical Operational Committee
In consultation with the Agricultural Land Commission



Presentation Purpose: to discuss the non-farm use application (as per Section 6 of BC Regulation #171/2002) to the ALC for a recreational trail within the Agricultural Land Reserve. . .including:

1. Background on the rail trail greenway
2. The ALC process for submitting the application and agricultural consultation prior to decision
3. Examples from the Okanagan Rail Trail
4. Time for discussion, questions, feedback



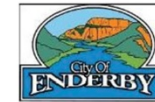
The Sicamous-to-Armstrong Rail-Trail. . .



REGIONAL
DISTRICT
NORTH
OKANAGAN

Abandoned rail corridor along west shores of Mara Lake viewed from the Hyde Mountain Lookout

Working Together. . .



. . .in Secwepemc Nation Territory

Contributing Partners:



Agricultural Consultant:



We gratefully acknowledge the support of the Province of British Columbia



Timeline to date:

- CP Rail Discontinuance 2009. . .
 - Splat sin Acquisition 2014
 - Agreement to Work Together 2015
 - Inter-Jurisdictional Team 2016
 - Provincial Support/AAP 2017
Contributing \$2.17 million
 - RDNO/CSRD Acquisition 2017
Total Cost: \$6.5 million
 - BCRDP & CSRD Area E/Sicamous
funding initiates planning 2019
 - Develop, Operate, Maintain 2020+
- (See: Inter-Jurisdictional Update Brief Feb. 2018)

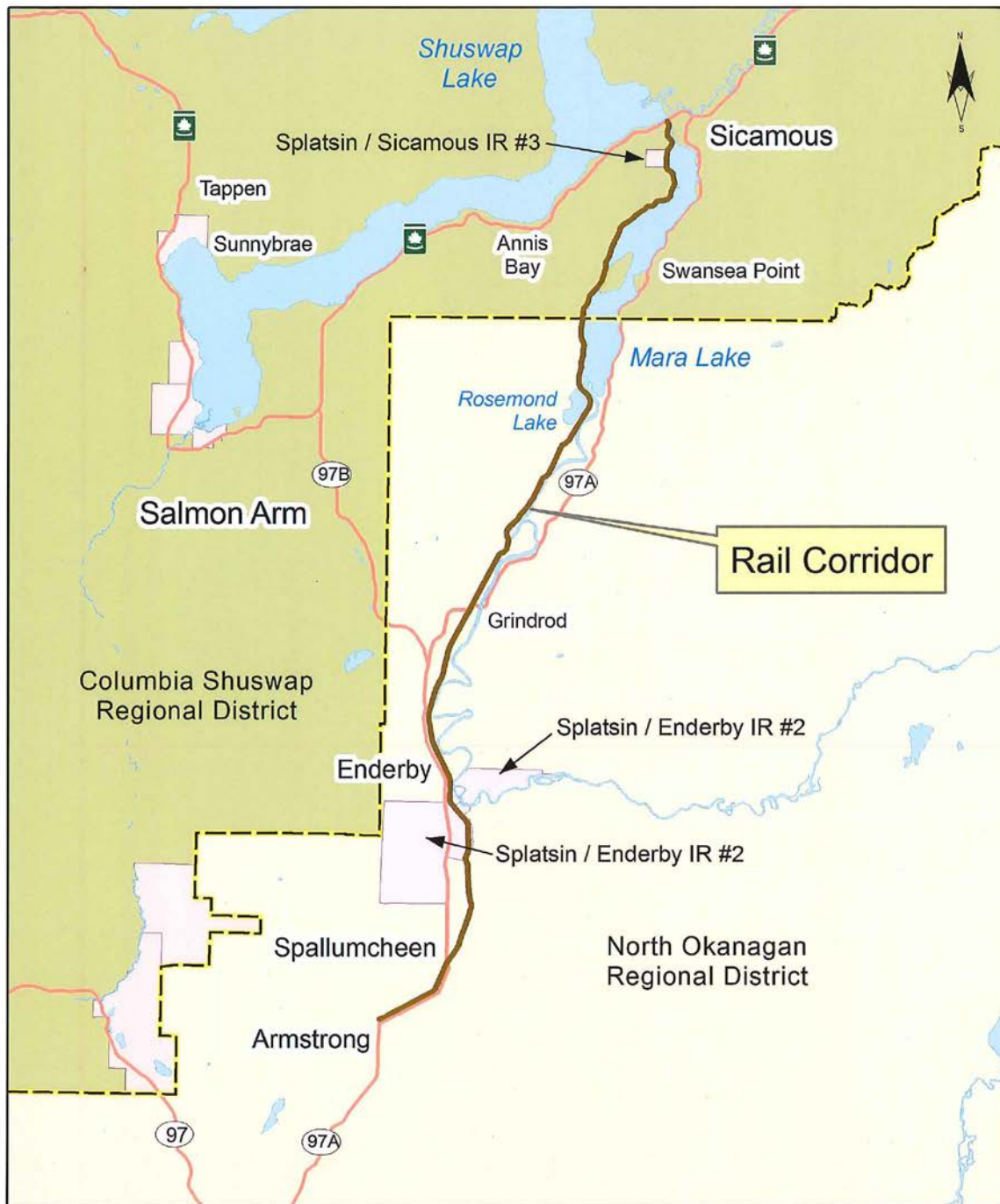
Snapshot. . .

Roughly 50 km in length and mostly flat, it traverses lakefront shoreline, forested hillside, rivers, streams, farmland, and rural towns.

The trail will be multi use (i.e. pedestrian and cyclists). No motorized vehicles. Pedal assist E-bikes will be allowed. Dogs on leash will be allowed. Equestrian use is still under study.

Surfacing is still in the design and budgeting stage. The primary surface will be compacted aggregate, but the benefits of hard surfacing is being researched.

Currently the project is actively in design mode with studies underway for geotechnical requirements, environmental and agricultural impacts, steep slope issues, archaeological reports, cultural heritage management and water/erosion protections.





Joint Agreement to Develop, Operate, Maintain. . .

- Ensure corridor remains contiguous
- Operate and maintain as continuous recreational non-motorized greenway for walking & cycling (now)
- As well as retain future potential as continuous multi-modal regional transportation corridor (future)
- Covenant with each other a ROW for public access in perpetuity

(See: Acquisition FAQ May 2017)



Strengthening Relationships/ Unfolding the True Story. . .

- Intention to promote communication and strengthen relationships between communities & residents
- “Unfolding the true story” within **Secwepemc territory** is fundamental to this approach in the North;
- an initiative very much being led by Splat sin leadership **in partnership** with municipal/regional leadership;
- and seen as **complimenting & linking** with the Okanagan Nation Territory and rail-trail efforts to the south.

(See: MoU 2015, Pacific Caucus Presentation July 2017)

A vertical photograph on the left side of the slide shows a person walking away from the camera on a wide, gravel-covered path. The path is flanked by dry grass and shrubs under a clear blue sky.

The **Vision & Goals.** . .

- Commitment to work together cooperatively
- Unfold the true story, promote communication, strengthen relationships (Secwepemc/munic/region)
- Protect environmental, agricultural, & cultural values
- Create tourism and transportation benefits
- Revitalize Splat sin culture and connections to land
- Maximize recreational and economic potential
- Maintain continuous corridor for walking & cycling
- Future use as flexible multi-modal transportation
- Link with Okanagan Nation Territory & southern trail

(See: Splat sin Brief 2015, MoU 2015, ToR 2016, Acquisition FAQ May 2017)

Questions still to address. . .

- Equestrian use – is it compatible?
- Structural trail design (surface, trailhead, signage, etc)
- Future potential use as multi-modal corridor

(See: Splatsin Brief 2015, Pacific Caucus Brief 2016, Acquisition FAQ 2017)



Regarding **motorized** recreational use. . .

- Based on official community plans, local feedback, ecological/cultural protection goals, the desire to target destination cycle tourism, and potential co-use for future alternate transportation, **motorized recreation is not seen as a compatible use** of the corridor.

(See: Splatsin Brief 2015, Pacific Caucus Brief 2016, Acquisition FAQ 2017)



approx. 50 kms

approx. 26 kms

approx. 50 kms

approx. 125 kms



Linking:

- Sicamous
- Mara
- Grindrod
- Enderby
- Splat sin
- Armstrong
- CSRD Area E
- NORD Area F
- Township of Spallumcheen

Organizational Structure. . .

- **Inter-jurisdictional Governance Advisory Committee**
↓
(Splatsin, CSRD, RDNO) established for policy, planning and decision making
- Jointly held **technical operational committee** created to
↓
design, construct and maintain the trail
- **Project management and administrative support** has
↓
been secured through the Shuswap Trail Alliance
(See: Terms-of-References, 2019)



1. Inter-jurisdictional body
(policy, planning, and decision-making)



2. Jointly held operational body (construct and maintain)



3. Project Management & Administrative Support (STA)



4. Technical staff, regional partners, community leadership, working groups, & sub-contractors, (as needed) – to implement:

- a) Short-term management
- b) Capital development (design/build)
- c) Long-term management plan
- d) Funding strategy & fund-raising
- e) Communications & PR (community engagement)
- f) Inter-regional collaboration

Inter-Jurisdictional Terms-of-Reference. . .

- Have been developed and approved (2019)
- A co-management agreement for joint operation of the Rail Trail is currently being developed



Photo: Splatsin, CSRD, & RDNO Governance leadership sign the Rail Trail joint Memorandum-of-Understanding to work together.

Key Management Goals:

Development strategy must address. . .

- Protect **sensitive habitat** and natural environments
- Protect **archeological & culturally** significant sites
- Preserve and **protect agricultural** values
- **Prevent** vandalism, garbage, noise, & **unwanted use**
- Long-term **access & safety** for pedestrian & bicycle use
- Connections to **local amenities**, destinations, & routes
- Potential co-use for **alternative transportation** solutions
- **Link with Okanagan** to create greenway to Osoyoos

(See: Splatsin Brief 2015)

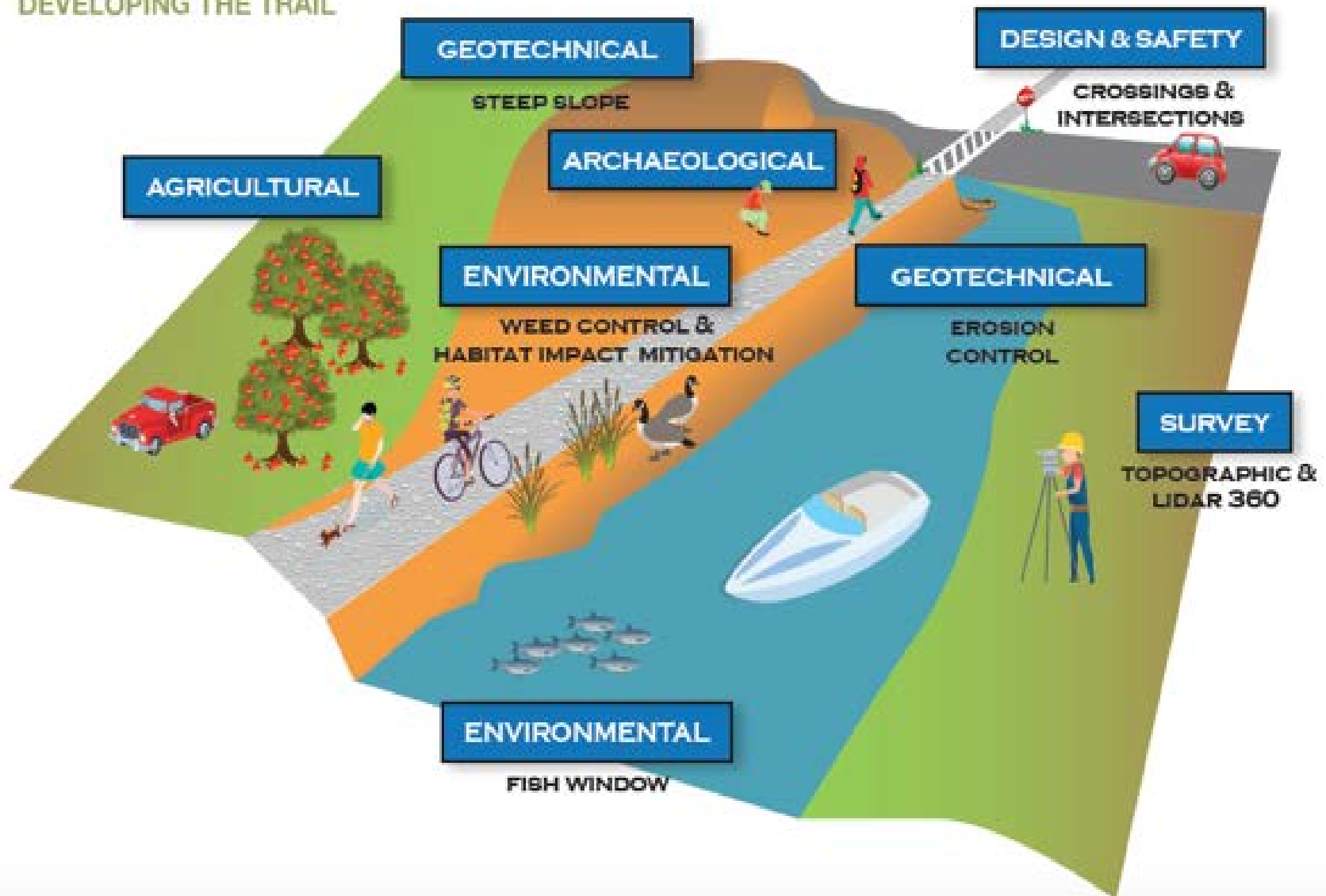
And **ongoing management** will include. . .

- Shared co-management (Splatsin/CSRD/RDNO)
- Monitoring & adaptation (Shuswap Trail Protocol)
- Communications, feedback, and response
- Agricultural Code of Ethics (see Okanagan Rail Trail)
- Invasive species management



Planning is Underway:

DEVELOPING THE TRAIL



Technical Design includes. . .

Typical Trail Section – 3.0–4.6 m width, similar to Okanagan Rail Trail; surface aggregate, but hard surface considered



Road Crossings – clear and appropriate signage and use of bollard posts; Hwy 97 crossings require safety assessment; designed with MoTI



Trailheads & Amenities – to be identified in consultation with the communities along the rail trail; target already established destination community hubs



Adjacent Properties: Agriculture. . .



The rail trail plan will consider things like **farm crossings**, **irrigation**, **access barriers**, and **invasive plants**.

A variety of **Encumbrance Agreements** permit special use like access across the rail-trail property to reach farms and homes. They ensure the safety and interests of adjacent owners, the rail-trail property, and trail users are appropriately managed.

Costs and Funding...

Expense Category	Estimate	Cost Projection	
Environmental assessments & compensation plan	1% of build cost	\$107,200	Plan
Traditional Use and Archeological PFR/Assessments	1% of build cost	\$107,200	
Site Survey and Terrain Mapping	2% build cost	\$214,400	Design
Engineering and design drawings			
Project Management	Over 2 years	\$450,000	Construction/Materials
Surface Construction (see /m cost projections above)	\$166/m x 50 km	\$8,300,000	
Signage – integrated trailhead and en route program	Design/print/install	\$250,000	
Highway 97 Crossings (MoTI standard light activated)	\$125,000 x 2 locations	\$250,000	
Bank Erosion and Bridge Stabilization	X 4 bridge/bank sites	\$1,200,000	
Fencing - trailheads & en route	\$12,500 x 8 sites	\$100,000	
Vault Toilets	\$15,000 x 8 sites	\$120,000	
Benches, Tables, Garbage/Recycling Receptacles	\$2500/unit x 20	\$50,000	
Landscaping - Trailhead & Rest Areas	contract	\$150,000	
Storm Sewer Works – Ditching and Culverts	contract	\$300,000	
Other – communications, asphalt testing, geotechnical	contract	\$250,000	Other
Contingency (CPI allowance 2015 - 2020)	2% x 5 years	\$1,072,000	
Combined Total	\$258/metre	\$12,920,800	

Funding Commitments To-Date: Planning & Design

Economic Opportunities Fund	CSRD Area E	\$168,000
Reserve Funds	District of <u>Sicamous</u>	\$168,000
BC Rural Dividend Program	Province of British Columbia	\$500,000
In-Kind Contributions	Regional Partners	\$79,000



TRAIL APPLICATION PROCESS

Celeste Barlow
Spallumcheen Agricultural
Round Table
August 2019

Trails in the ALR

The purpose of the Agricultural Land Commission:

- preserve the ALR
- encourage farming in the ALR
- encourage local governments and First Nations to enable and accommodate farm use and compatible uses within the ALR



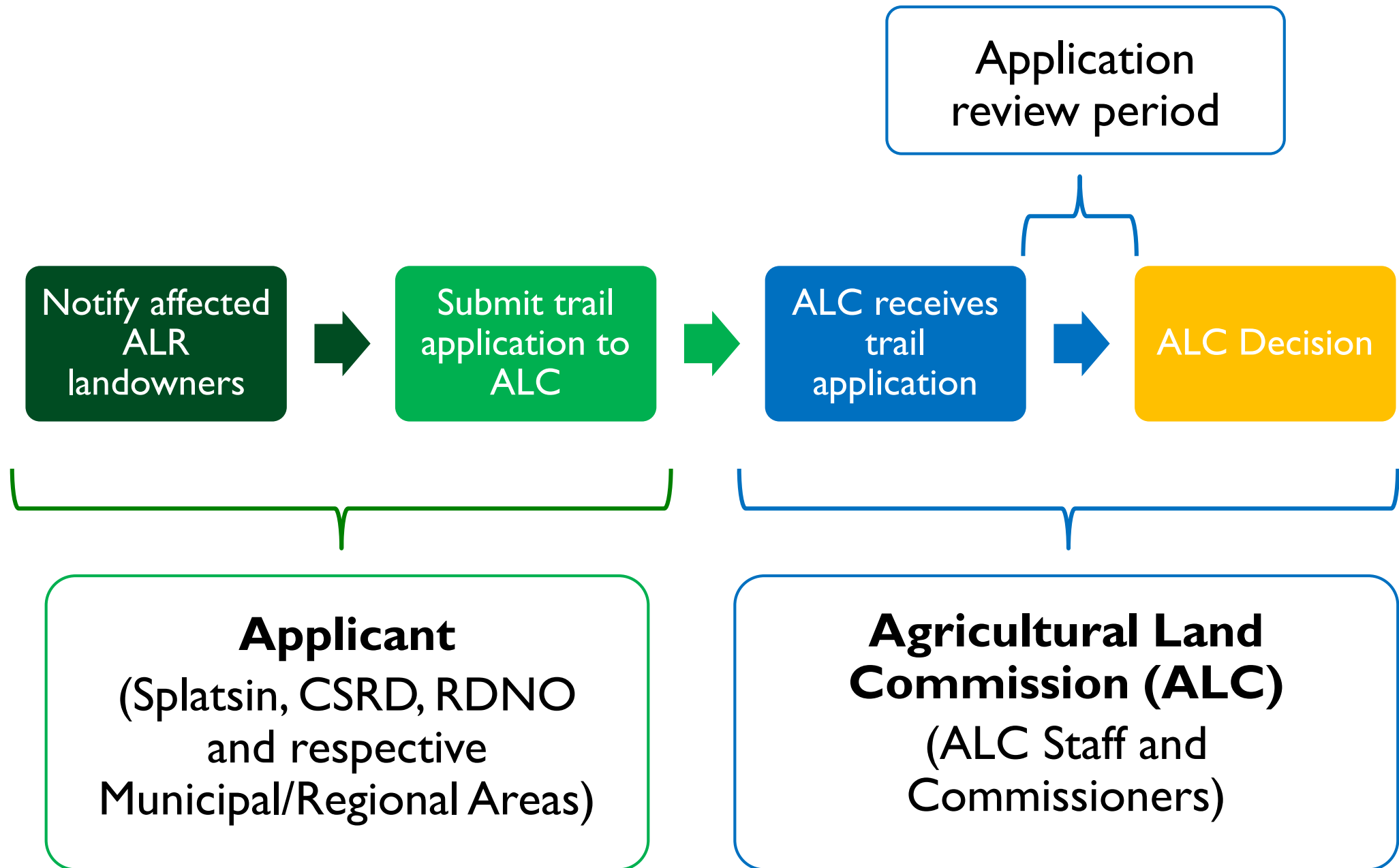


Trails in the ALR – Potential Conflict



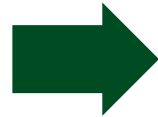
- Trespass
- Livestock harassment
- Farm machinery access
- Crop damage
- Bio-security
- Invasive plants
- Liability
- Litter
- Vandalism
- Privacy

Trail Application Process



Trail Application Information

Applicant



Required

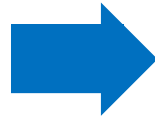
- Proof of serving notice
- Trail & routing concept
- Trail design
- Info for properties within trail corridor

Optional

- Public consultation
- Information for properties adjacent to trail corridor
- Agrologist Report
- Signage/fencing/buffer/drainage plan
- Mitigation plan affected ALR landowners

Trail Application Review Period

ALC Roles



ALC Staff

- Compile all application material to be presented to Commissioners
- Liaison between Applicant/public and Commissioners
- Can request additional information if application incomplete

Commissioners

- Decision makers
- Can request:
 - Additional information
 - Meeting with Applicant
 - Site visits

Trail Application Review Period

Commissioner Considerations



- Security & trespass
 - Harassment of animals
 - Crop damage
- Access across trail & farm vehicle access
 - Disruption of farming operation
- Vandalism/theft/fire/litter
 - Loss or damage of crops/machinery/structures
- Limited waste disposal facilities
- Dust & drainage
 - Erosion issues
 - Soil changes
- Invasive species



Common Trail Conditions

- Ongoing maintenance and repair
- Registration of easements to cross the trail
- Appropriate signage at entry points
- Designated parking areas
- Dogs leashed
- Litter bins at regular intervals on the trail
- Restricting motorized traffic
- Providing ALR landowners with contact information
- Fencing and buffering
- Reporting

Okanagan Rail Trail Example

Okanagan Rail Trail xwił i? swknaqinx



WELCOME TO THE OKANAGAN RAIL TRAIL!

We hope you enjoy yourself on our great trail and appreciate the beauty that surrounds you! Please help keep the trail and surroundings safe and enjoyable for other users and be respectful of the following trail etiquette.

RESPECT ALL USERS

- Travel at a safe speed, pedestrians have the right of way
- Keep right
- Pass safely

RESPECT PRIVATE PROPERTY

- The trail is public, but often the land on either side of the trail is private property

RESPECT THE NATURAL ENVIRONMENT

- Keep wildlife wild - leave it alone
- Clean up after your dog and yourself and use provided trash receptacles

**Your responsible use will help protect others,
the natural environment, and our beautiful trail.**

“Take only pictures - leave only footprints”



District of Lake Country
T: 250.766.5650
www.lakecountry.bc.ca



Okanagan Rail Trail xwił i? swknaqinx



AGRICULTURE CODE OF CONDUCT

WHEN USING THE OKANAGAN RAIL TRAIL PLEASE:

- Respect the agriculture community and the work of farmers
- Keep to the trail
- Do not trespass on farmlands
- Keep dogs on leash and under control
- Leave gates and livestock alone
- Give way to farm vehicles
- Do not block driveways or gates
- Help prevent fire and vandalism
- Remove and dispose of weed seeds in waste receptacles

SEASONAL FARMING

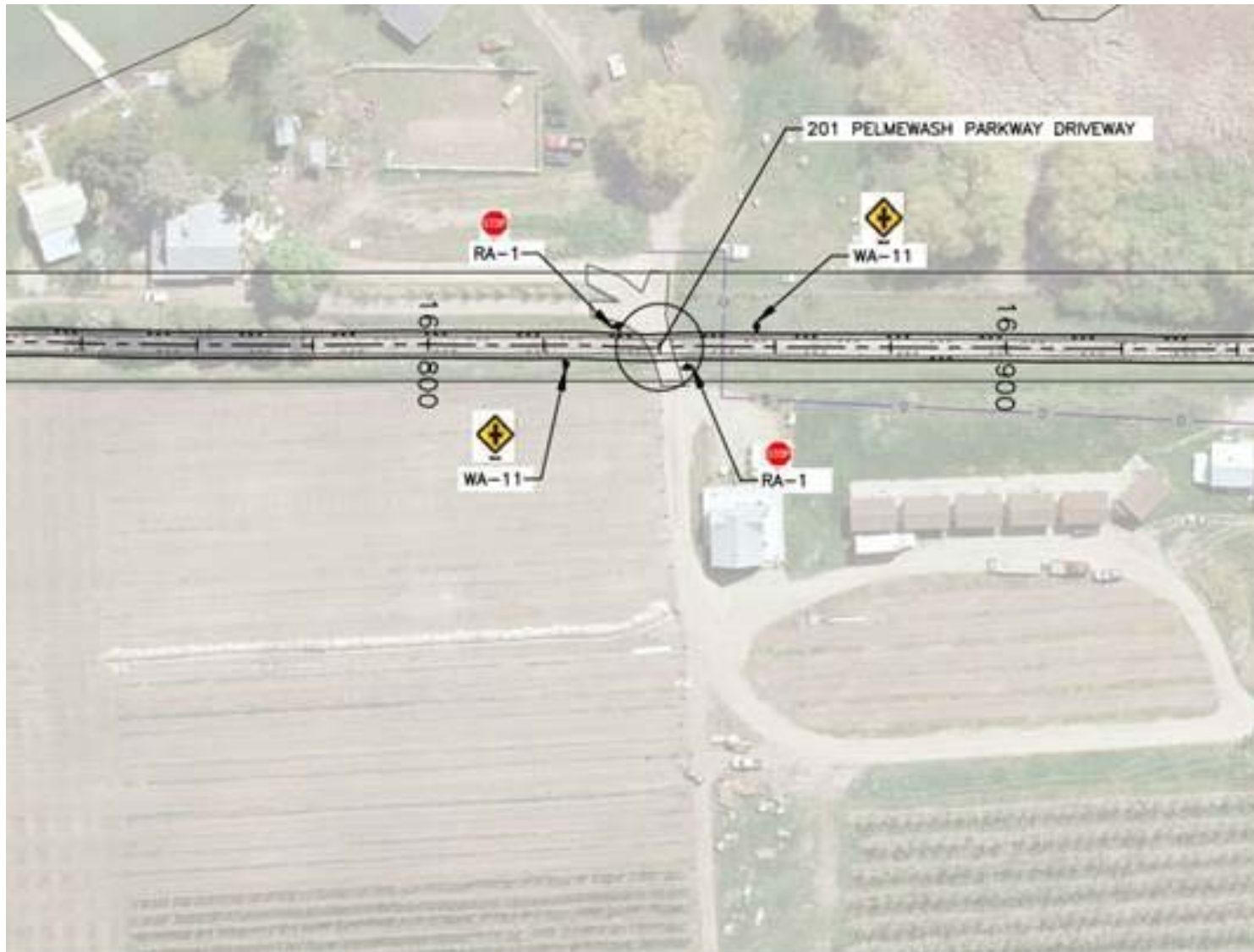
Spring:	Fertilizer Application
Spring and Summer:	Spraying for Pest Control
Summer and Fall:	Harvest
Winter:	Pruning

Under the Farm Practices Protection Act (BC), farm operators adjacent to the trail are waived of liability associated with normal farm practices.



District of Lake Country
T: 250.766.5650
www.lakecountry.bc.ca

Sample Crossing ORT





ALC Contact Information

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- Claire Buchanan
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REGIONAL
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OKANAGAN

Thank **you!**

Contact:

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railtrail@shuswaptrails.com

www.ShuswapNorthOkanaganRailTrail.ca