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City of Salmon Arm  
 Agricultural Advisory Committee

On March 12<sup>th</sup> 2025 you allowed me to present an application for consideration. I was looking for support in the subdividing of an acreage at 4670 30<sup>th</sup> Ave. NE Salmon Arm. All though I was not successful in my application I did leave with a few questions answered.

During the meeting reasons for the refusal to forward to council were given. In this letter I'd like to address a few of those.

A big concern of mine is that in order to farm the east portion of my land I'm required to drive farm Equipment 4km on public roads crossing the busy Trans Canada Highway twice. Once at an uncontrolled Intersection and the other across traffic. One AAC member felt this isn't a problem or an unreasonable risk. His comment was that he drives farm equipment on roads in front of his farm often.

I have to ask what roads is he referring to?

Based on City of Salmon Arm numbers 2500 highway trucks along with thousands of smaller vehicles travel past our property daily. No other roads in Salmon Arm have this volume of traffic. Over 21000 vehicles travel through Salmon Arm daily. Several serious accidents involving highway traffic and farm equipment have taken place in front of our property over the years and the traffic volume is only increasing. Supporting the driving of farm equipment on this busy highway will only have more negative outcomes. This is a risk that historically been deemed unacceptable by the ALC.

Interestingly Aubree Jeffrey recently told me that she decided not to stop on the highway in front of our property because of the high traffic volume.

If driving farm equipment for 4km on public roads including the Trans Canada highway and crossing twice is an unacceptable risk what can be done to farm this piece of land. Land that is separated from the rest of the property by an unstable hillside, un farmable wetlands and Canoe Cr.?

One AAC member suggested investing money in the development of a road from the upper western portion of land to the land east of Canoe cr.

Below are pricing estimates from a Ministry of Forests Engineer who manages road and bridge building.

Widen, retain, cap and install necessary drainage to an existing trail on the hillside.	\$40,000
Build road bed across wet land using rock capping with smaller material	\$18,000
Build and install bridge approaches on both sides of Canoe Cr.	\$10,000
Purchase and install a 12-meter bridge	\$75,000

The \$143,000 construction cost to develop a road down a hillside that is recognised by the City of Salmon arm to have a high risk for erosion then build road across wet lands to a creek where a bridge would be installed. All in order to farm a small piece of land is financially irresponsible and environmentally risky.

None of this road building guarantees that the wet lands bordering the road can be farmed.

This in no way contributes to an enhancement of the agricultural capacity of the land.

Under the right to farm from the ALC I'm not required to engineer the development of the hillside.

I can with out direction build what ever I feel is necessary. This is one reason the city has tried to gain Control of development within its boundaries. ALR land managed by the ALC.

I was offering the City of Salmon Arm the opportunity to secure some control over a hillside that they deemed at risk. If this hillside was developed and more erosion happened it could negatively affect the farm land its borders.

In the past the City of Salmon arm along with other stake holders; MOE, DOF, FOC, BC hydro has sat down together and discussed roles and responsibilities in regards to Riparian zones and other environmentally sensitive areas. One of the outcomes of these discussions has resulted in the city requiring covenants on riparian zones on land under development.

An AAC member commented that he didn't want to see more houses bordering the Trans Canada Highway. Why? How would another house bordering the highway negatively affect farming on the land in question? Accessibility issues are preventing this land from being farmed.

The building of a permeant road across the wetlands to the bridge crossing would use up farm more land than the foot print of a residence if one was built bordering the highway.

The ALC has already said its working to promote smaller more affordable properties for farming. This was reiterated by an AAC member who was at the meeting virtually on the 12<sup>th</sup>.

This parcel of land is what the ALC is looking for. It's a small parcel of low-quality agricultural land. Which means its also cheaper and more affordable for new farmers.

Forwarding my application fits the mandate that the City of Salmon Arm tasked you with.

- It would follow City policy by protecting environmentally sensitive agricultural land.
- Adheres to all federal and provincial legislations
- Would follow ALC regulations if approved.
- Enhances agricultural capacity by encouraging small farm operations
- A realignment of property lines that would promote agriculture

Regards

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