



## REVISED - COUNCIL REPORT

**File:** 0360-20-FCC

**Date:** April 24, 2019

**From:** Farrer Cove Committee – Brian Ashford-Chair, Larry Carlsen-Vice-Chair, Sy Rogers, Lynda Spence, Bob Wilson

**Subject:** Farrer Cove Committee Progress Report

### Recommendation:

That Council direct staff to work with all appropriate parties with respect to exploring mechanisms to secure long-term legal access to Farrer Cove.

### Background:

After three Committee Meetings and numerous committee discussions, the Farrer Cove Committee has identified the most important issue facing Farrer Cove – legal access to Farrer Cove connecting directly to Belcarra Village.

The Committee is submitting a progress report to advise Council that Committee members unanimously recommend that a legal access route to Farrer Cove be explored utilizing the Farrer Cove Hydro right of way linking into Belcarra (hereafter, known as the North-South Connector). This decision is based on the Committee's research and evaluation, as well as previous studies, and is the same route as stated in the 2011 OCP and the 1997 OCP:

"6.3 Belcarra North Road Access: Facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long-term legal road access to Farrer Cove (South)."

(As taken from Bylaw 435, 2011 OCP, and Bylaw 252, 1997 OCP)

Legal access would make a road to Farrer Cove possible. A road could then be explored if legal access was attained. A legal road would mean that safety and other concerns, some of which are listed below, would be addressed. Without a road the current status quo conditions will continue.

1. Direct access for fighting wildfires in Farrer Cove and the surrounding forest which have become regular occurrences.
2. Second emergency access and exit route for Belcarra residents and other visitors in the event of emergencies such as medical trauma, fire, and earthquake, as well as access for water rescue in Farrer Cove.
3. Allow for a timely and safe access to the Farrer Cove Community, including north shore water access properties, for fire, ambulance, and police services, public/school buses, and power/communication lines.

4. Shortest route is the existing Hydro right of way, which has no other use, and is already maintained for Hydro and Telus servicing. A road would allow for better access to, and management of, the power/communication lines.
5. Possible future upgrades for Farrer Cove in terms of fire hydrants, a more secure source of potable and fire-fighting water, natural gas, and communication upgrades such as fibre optics – all safety issues which would improve livability for Farrer Cove residents. The Community currently relies on surface water supply.
6. A physical connection to the main Village area of Belcarra allowing for a more united and stronger community - “Community Building”.
7. Take Farrer Cove resident and visitor traffic away from White Pine Beach Park.

The proposed North-South Connector route involves crossing approximately 565 metres of Belcarra Regional Park land within Port Moody.

The Committee is asking Council to work with all appropriate parties with respect to exploring mechanisms to secure long-term legal access to Farrer Cove.

Respectfully submitted, Brian Ashford, Larry Carlsen, Sy Rodgers, Lynda Spence, Robert Wilson

Attachments (7):

1. 1997 OCP, sections 2.2, 3.2, 4.2, pages 5,7,10
2. Potential Route Plan
3. 2011 OCP, Transportation Policies, 3.3.1(e), page 8, and OCP map Schedule B.
4. 2011 OCP, Implementation, 6.3, Belcarra Road North Access, page 17.

## 2.0 BELCARRA NORTH'S VISION FOR THE FUTURE


### 2.1 GENERAL

As an Official Community Plan is intended to provide a generalized "course of action" regarding future land use and development, a key element of the Plan is a broad vision of the future. The function of this Plan is not to *predict* the future, but rather to establish the "kind of future" that the community wants for itself, and then use this vision to *influence* future actions and development. Again, it is important to distinguish between a zoning bylaw which *regulates* development and an Official Community Plan which *guides* future development.

### 2.2 ELEMENTS OF THE VISION

The fundamental aim of the community's vision is to retain the semi rural character of the area. The major reason people choose to live and enjoy the recreational opportunities in the area is because of its natural setting.

**(As amended by Bylaw 383, 2006)**

 Farrer Cove (South) will be provided with public road access and therefore will experience an increase in development activity; particularly the Camp Howdy lands. Other properties may be subdivided depending upon the availability of approved water supply and sewage disposal. Farrer Cove (North) and the Twin Islands area will rely on water access only and therefore new development will be minimal. Although these areas are physically isolated from the rest of the Village, maintaining a link with the community is important.

**(As amended by Bylaw 383, 2006)**

Another important theme is the promotion of environmentally sensitive growth and development. People who live in Belcarra North do so because of the natural environment and the opportunities it offers for the enjoyment of the outdoors. Protection of the area's natural amenities, including the watershed, is essential to maintaining the quality of life for its residents. **(As amended by Bylaw 383, 2006)**

The two (2) goals - retention of the semi-rural character and protection of the natural environment – form the basis for Belcarra North's vision of the future. All proposals, be they large or small, will be measured against this vision to ensure that future changes work towards achieving this vision and not against it.

**(As amended by Bylaw 383, 2006)**

### 3.1.3 Civic Institutional


- a) Due to its isolated location, public facilities such as schools, fire halls, works yard, etc. shall not be developed in the area during the time frame of this Plan.
- b) No major upgrading of B.C. Hydro's transmission line is anticipated during the time frame of this Plan. **(As amended by Bylaw 383, 2006)**

### 3.1.4 Regional Park

- a) Pursuant to Section 992 of the *Municipal Act*, the Village will require money to be deposited with the Village for future park land acquisition in lieu of the 5% land requirement, as a condition of subdivision approval.
- b) Within the time frame of the Plan, no local park development will be undertaken by the Village.
- c) The portion of Belcarra Regional Park within Belcarra North shall be designated Regional Park on the Land Use Plan. Use of the land within this portion of Belcarra Regional Park shall be restricted to passive recreational pursuits such as hiking trails. As part of the Camp Howdy development proposal, approximately 16 ha (40 acres) will be transferred to the GVRD to be included within Belcarra Regional Park. Notwithstanding that Belcarra Regional Park caters to passive recreational pursuits in Belcarra North, a portion of the park land will be reserved to enable the YMCA to continue to operate a day camp facility. The dedication of this land as park will satisfy the 5% park land dedication requirement specified in Section 3.1.4(a).  
**(As amended by Bylaw 383, 2006)**
- d) The block of Crown land immediately north of Belcarra Regional Park shall be considered for future park use and therefore has been designated Future Park. This land may eventually be included within Indian Arm Provincial Park.

## 3.2 ACCESS AND SERVICING POLICIES

### 3.2.1 Road Access

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- (a) The primary vehicular access to Farrer Cove (South) will no longer be provided through White Pine Beach. A new public road will be provided to access the area, including the Camp Howdy lands and the other properties in Farrer Cove (South), the general alignment of which is conceptually identified on Schedule B. Notwithstanding that a portion of this road passes through Belcarra Regional Park that is within the City of Port Moody, the Village expects that it would be responsible for the ongoing maintenance of the new road. Accordingly, agreements will be entered into between the three parties.  
**(As amended by Bylaw 383, 2006)**
  - (b) The design of the new Farrer Cove Road and its connection with Senkler Road will be undertaken so as to minimize impact on the existing residents along Senkler Road. **(As amended by Bylaw 383, 2006)**



### **3.3.6 Wildland Interface Protection (As amended by Bylaw 383, 2006)**

- a) The preparation of a Wildland Interface Protection Plan will be required for major developments such as the one proposed for the Camp Howdy lands. The Plan shall address forest fire protection measures such as: non-combustible roofing and siding material, green spaces and landscape vegetation, perimeter protection buffers, evacuation routes and water supplies. **(As amended by Bylaw 383, 2006)**
- b) Zoning Bylaws and / or restrictive covenants will establish specific requirements for building within Wildland Interface areas and will be implemented during the subdivision and/or building permit approval process. **(As amended by Bylaw 383, 2006)**

## **4.0 IMPLEMENTATION**

### **4.1 ZONING BYLAW**

The G.V.R.D. Zoning Bylaw that was in effect when Belcarra Village North became part of the Village will need to be replaced. An amendment to the Village of Belcarra Zoning Bylaw No. 85 will be enacted so that the area can be governed with the same bylaw as the rest of the Village. Some new zoning provisions to implement the policies of this Plan will be required, particularly related to permitting more than 1 single family dwelling on a property.

### **4.2 ROAD ACCESS**

\* The Village will facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long term legal road access to Farrer Cove (South).

### **4.3 GREEN ZONE LANDS**

In the G.V.R.D. Livable Region Strategic Plan, Belcarra Regional Park and the Crown land to the north has been included with the Green Zone. All the other land in Belcarra North has been designated "Area Under Municipal Consideration" on the basis that G.V.R.D. was informed that an OCP was being prepared for the area.

Consistent with Schedule A – Land Use Plan, the G.V.R.D. will be requested to designate the non-Green Zone lands as Urban, the classification that G.V.R.D. utilizes for non-Green Zone land in the Strategic Plan.

### **4.4 WATERSHED MAPPING**

Mapping will be undertaken of the watersheds for creeks that are used as a source of domestic water supply. Such mapping will be undertaken in consultation with appropriate government agencies, particularly GVRD Parks and the Ministry of Environment, Lands and Parks. The waterfront policies of the Plan may be updated after the mapping exercise has been conducted.

## 3.0 Policies and Actions

### 3.2.6 Port Metro Vancouver

Recognizing that all physical works in the foreshore require the approval of Port Metro Vancouver, the Village shall request the Port Metro Vancouver to respect the policies and regulations of the Village when granting licenses, and to refer all applications to the Village in situations where the Village is the upland owner.

## 3.3 TRANSPORTATION POLICIES

### 3.3.1 Road Network

- a) The roads system as shown on Schedule B - Circulation System Map, will function as the road network that is required to handle vehicular traffic over the next 5 to 10 year period.
- b) Bedwell Bay Road will continue to function as the major collector route for Village residents.
- c) Tum-tumay-whueton Drive will continue as the major access road for Belcarra Regional Park picnic and staging area.
- d) Other than minor upgrading and improvements of the existing road system, no new roads will be developed by the Village within the time frame of this Plan.
- e) The Village supports new public road access to the southern portion of Farrer Cove within Belcarra North, recognizing that the existing road through Belcarra Regional Park will continue as the access for this area until a new road is constructed. The general alignment of a new road is conceptually identified on Schedule B.

Since a portion of this road passes through Belcarra Regional Park and the City of Port Moody, the Village acknowledges that the road will not be constructed until agreements are entered into amongst the Village, Metro Vancouver, Port Moody and the Crown that address such issues as: road alignment, road design, ownership, and operation and maintenance.

The capital costs to develop a new road to municipal standards, including the potential upgrading of the bridge across Windermere Creek and the potential upgrading of the Senkler Road / Bedwell Bay Road intersection, will not be borne by the Village but by other third parties such as the owners and developers of Belcarra North properties.

The design of the new Farrer Cove Road and its connection with Senkler Road will be undertaken so as to minimize impact on the existing residents along Senkler Road.

- f) The existing access road from White Pine Beach to Camp Howdy will be retained in its existing gravel surface condition, its primary use for access by emergency and service vehicles.
- g) Use of municipal road allowances by private individuals shall be subject to Council Policy.

### 3.3.2 Path Network

- a) Pedestrian and bike paths may be constructed on undeveloped rights-of-way or on new roads to provide for safe and alternative pedestrian and bike movements throughout the Village and to help reduce greenhouse gas emissions subject to their need for other municipal purposes.
- b) Rights-of-way within or adjacent to Belcarra Regional Park will only be developed for trails with the mutual agreement of the Village and Metro Vancouver.
- c) The two parts of Marine Avenue will continue to be joined by footpath at Young Road.
- d) Council will aim to see the path system through the headlands of Bedwell Bay integrated into the general path system.



## 6.0 Implementation

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### 6.1 Bylaws

Review Zoning and Subdivision Bylaws to ensure consistency with the Official Community Plan.

### 6.2 Agency Liaison

- a) Liaise with all government agencies with regards to implementing regulatory bylaws and procedures.
- b) Continue to maintain liaison with the Vancouver Port Corporation regarding all matters related to the sustainability of the Bedwell Bay.
- c) Continue to maintain an ongoing liaison with Metro Vancouver regarding the development of Belcarra Regional Park.



### 6.3 Belcarra North Road Access

Facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long term legal road access to Farrer Cove (South).

### 6.4 Trail Committee

Form a committee of residents to assist the Village in enhancing the trail network within the community.

### 6.5 Municipal Lands Tree Policy

Review the *Tree Management Policy – Public Lands* with the intent of striking a balance between tree retention and view retention.

### 6.6 Alternative Housing Design Guidelines

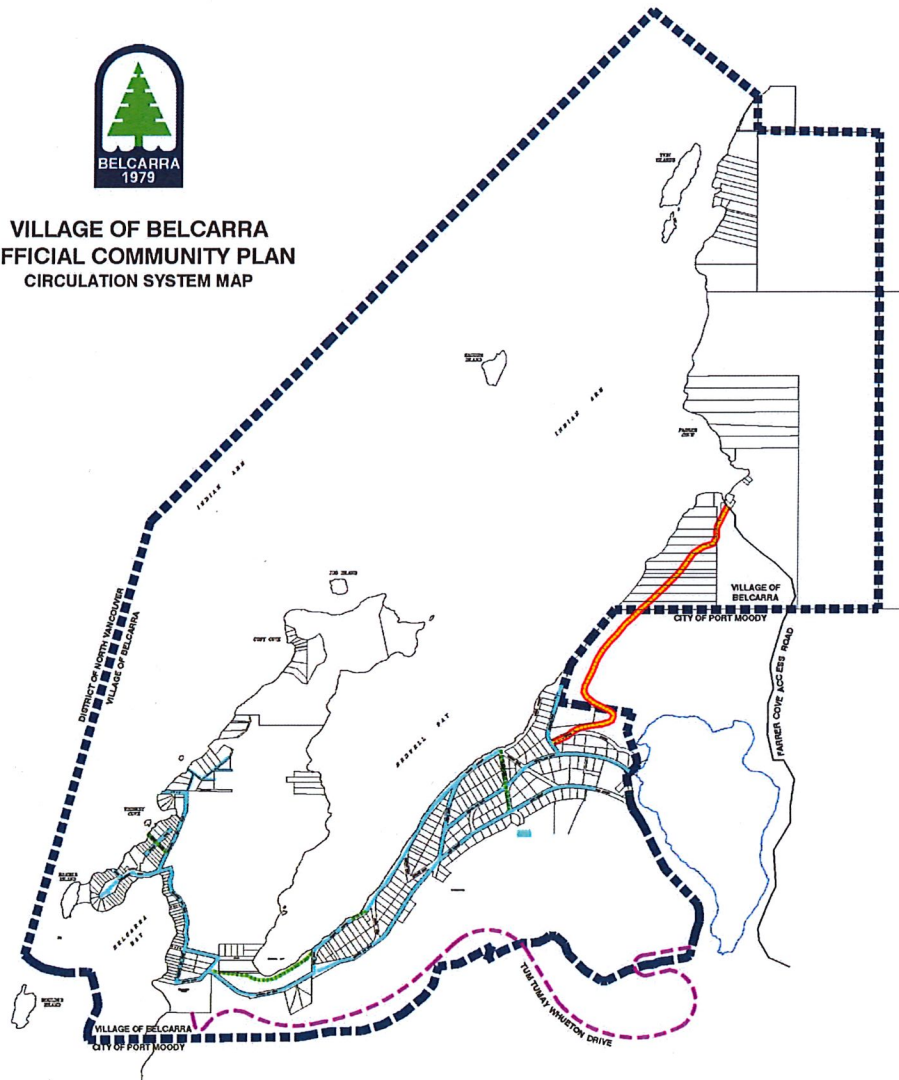
Prepare a series of guidelines that demonstrate Council's intentions regarding the alternative housing proposals referenced in Policy 3.1.1(c).

### 6.7 Monitoring

Monitor development activity and community changes within the Village to determine whether the OCP policies and designations are still relevant or require change. The plan should be subject to a major review every 5 - 10 years.



**VILLAGE OF BELCARRA  
OFFICIAL COMMUNITY PLAN  
CIRCULATION SYSTEM MAP**



**SCHEDULE B  
OF VILLAGE OF BELCARRA  
OFFICIAL COMMUNITY PLAN DESIGNATION**

0 50 100 200 400 600 800 1000 METRES

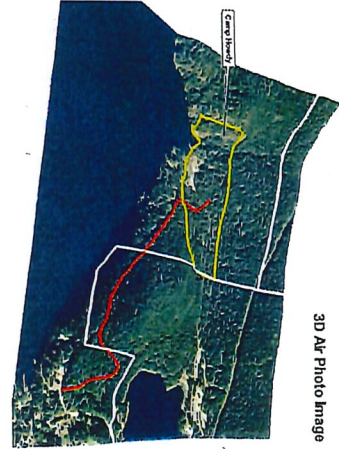
**LEGEND**

-  EXISTING DEVELOPED ROADS
-  EXISTING PATHS
-  PROPOSED FARRER COVE ACCESS ROAD



# YMCA Camp Howdy - Access Road

3D Aerial Photo Image



We build strong kids,  
strong families, strong communities.

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