



VILLAGE OF BELCARRA
Revenue Generation Committee (RGC)
Interim Report
Road Ends – Policy & Actions
September 30, 2019



Submitted by Revenue Committee Members:
Tom Kim – Chair, Sharilyn Sweet- Vice Chair,
Brian Hirsch, Penny Moen and Maris Sulcs.

Recommendation to Council to create a Bylaw outlining a Policy and Actions to develop the Road Ends (RE's) as a Revenue Generating opportunity for the Municipality of Belcarra and to Amend the Official Community Plan (OCP) accordingly.

In this RGC interim report on Road Ends (RE's), it is suggested Council take a renewed perspective on the revenue potential of these valuable assets. In doing so, the Committee suggests a proactive and assertive approach in communicating with the appropriate authorities to move forward in the development of select RE's that will be beneficial to the entire Village of Belcarra.

The Revenue Generation Committee (RGC) proposes Council prepare a clear and comprehensive policy regarding the sale and use of RE's by villagers ensuring fair and equitable application.

In order to effectively monetize the revenue potential of selected RE's in the near term, this policy should be consistent with the OCP and follow due process and compliance with all applicable municipal, provincial and federal regulations. It should also consider rights-of-ways, easements and encroachments which may impact adjoining/adjacent properties in the best interests of the Village as a whole.

After thorough review of the 31 Road Ends and applicable Legislative, Regulatory & Legal Considerations described in the Revenue Generation Options for Belcarra Roads Report dated April 28, 2014, the RGC believes that the Village could potentially raise up to \$8 million from an initial sale of a select 7 RE's as detailed below. (Attachment 6)

Costs to convert the recommended RE's to register freehold lots should be budgeted at \$10,000. for each RE for an estimated \$70,000 for the initial 7 RE's.

The RGC recommends Council hold a Public Information Meeting allowing residents to express their opinions and to obtain their input prior to finalizing the plan on the sale of Road Ends.

The Mayor and Chief Administrative Officer may need to consult with the Minister of Transportation and other appropriate Provincial Ministers to clarify the procedure the Village needs to apply for the removal of the B.C. Right of Resumption, use of funds for infrastructure and debt reduction, and confirm the waterfront RE's recommended for sale do not provide public access to water as interpreted by the RGC.

Community Charter:

The Community Charter states: "...Municipal ownership and regulation of highways ensures that municipalities can manage their highways in a way that meets the needs of their communities. As well, provides control over a land source. Council may want to consider closing a highway and removing the highway dedication.

- as part of a major community redevelopment
- as a rationalization of their road network system
- as a way to remove unused highways from their land bank and generate revenue...". (Attachment 1)

Highway Closure Bylaw:

Prior to adopting a highway closure bylaw, a municipality must:

- Provide public notice in accordance with the Community Charter.
- Provide an opportunity for persons who are affected by the bylaw to make representation to Council. Ensure that a proposed highway closure does not completely deprive an owner of access to their property, unless the municipality receives consent from the property owner or compensates the owner and provides alternative access.

Village of Belcarra Official Community Plan 2011:

Section 3.2.2 Water Access: all existing road ends which currently provide, and in the future may provide, access to the beach will be retained.

Definition of Beach: "Pebble or sandy shore especially by the sea between the high and low water mark." (Attachment: 2)

RGC Interpretation: Section 41 (1) of the Community Charter:

Does **Not** apply because:

- (i) None of the three selected waterfront RE's (sites 15, 17, 29) described below provide public access to the water.
- (ii) All three sites under review are close to areas where waterfront access is already well established for both public at large and Belcarra residents.
- (iii) None of these three road ends have natural beaches. To contemplate developing the RE's so that the public can access the water would be very costly taking into consideration the need to make access to the water and at the water line itself, safe and to prevent any liability to the Municipality.

Concerning RE Site 17, except for a very narrow (perilous) section there is not "beach" but a sheer granite rock face.

- (iii) The Village of Belcarra already has major issues concerning vehicle parking & congestion for those wanting to take advantage of the forest and water, particularly during the warmer, sunnier months. Council has taken steps to address residents' concerns by limiting public parking. There is no way to accommodate parked vehicles in the proximity of the three waterfront sites being considered.

Extensive beach access is available to the public (and Belcarra residents) at Belcarra Regional Park off Bedwell Bay Road and Belcarra Bay Road; Site 16 off Salish Road; Whiskey Cove beside Site 26 at corner of Belcarra Bay Road and Whiskey Cove Lane and Site 18 off Coombe Lane. Marine Avenue provides public access to a beach in several locations. (Attachment 3: Shore line pictures)

Revenue Generation Potential of specific RE's:

RGC has investigated 31 RE's and plans to address them in groups and submit separate Interim Reports based on potential value and to streamline the process to expedite revenue potential.

- The RGC has estimated values based on the average of the land value of adjoining lots as stated in BC Assessment 2018. Legal, land surveying and land title registration costs will need to be taken into consideration. Similarly, costs associated with relocation of any utilities running through (over or under) the road end and established used trails.
- Sell as standalone lots, first offered to adjoining (either side of the road end) property owners.
- Sell lots by dividing in two, with each adjacent property owner consolidating her/his existing lot into one (larger) lot. The division would not necessarily be in half, but in some proportion acceptable to the two property owners for the full lot (road end).
- Provide an opportunity for property owners to purchase smaller road ends adjacent to existing properties thereby enlarging these lots for future development including subdivision potential.
- If there is no interest by the adjacent property owners then offer the lots for sale to the public.

Road Ends Group 1 estimated gross potential land value of up to \$8 million is as follows:

Note: Once authorization has been applied and accepted the RE's estimated value will need to be substantiated.

Up Land Sites:

The upland sites appear to be viable as stand alone or abutting RE's be combined.

Site: 1, Main Avenue: \$750,000. Access via Bedwell Bay Road.

Site; 2, Main Avenue: \$500,000. Neighbouring driveways on road end.

Site 20, 21 Taylor Road/Main Avenue. \$650,000.

Suggested combining the two RE's Site 20 & 21.

Existing driveway access for property adjacent to site 20 to be confirmed & existing trail to be located beside the lots' boundaries.

Waterfront:

The Waterfront RE's being proposed to sell, do not have and never have had public access, trails or a safe method to access the waterfront.

Site: 15 Belcarra Bay Road \$2,280,000. No trail. Fire Hydrant on corner.

Site: 17 Whiskey Cove Lane \$1,720,000. No public use.

Site: 29 Turtlehead Road \$2,100,000. Neighbour driveway. No public use.

Concerning Site 29 the adjacent properties have their driveway access via this RE which could negatively influence the value of the RE.

(Attachment: 4 & 5)

(Attachment 6 . Legislative, Regulatory & Legal Considerations for Road Ends)

The following steps and procedure to register the Recommended RE's.

Steps:

1. Confirm with the appropriate government and transportation authorities the ability to move forward in closing the highway dedication.
 - Removal of the BC Right of Resumption
 - Use of the funds available for the Municipality for infrastructure and debt reduction.
 - Acceptance of the authorities for the interpretation of the public access issue with the waterfront properties.
 - Municipality to have the flexibility of disposing the lots if the adjacent land owners are not interested in purchasing them (at market pricing).
2. Council to enact the appropriate Bylaws. After providing public notice in accordance with the Community Charter, obtaining feedback from the residents and any property owners affected by the Road End closure Bylaw.
3. Chief Administrative Officer to ensure the Right of Resumption has been cancelled along with the Road End dedication.
4. Council to approve a budget to cover the costs to develop the road ends.
5. Village staff to work with the Village planners to design the RE's lots for future sale.
6. Survey RE's to confirm size for evaluation and saleability.
7. Registration of the accepted RE's as individual lots in the Land Title Registry.
8. Obtain a certified appraisal to confirm the potential individual lot values.
9. (a) First Instance: Offer owners of adjoining properties the opportunity to purchase lots, legalize easements, right of ways and or encroachments.
 - (b) Second Instance: in the absence of sale to the adjoining property owners, then sell the lots to the Village principle residents, if no interest then to the public.
10. Work with Utilities to register easements for services where necessary.

Council & Village staff to include any other procedures required to complete the RE development.

Risk: The substantial revenue opportunity in the sale of RE's could be lost if we do not move forward with these recommendations.

Attachments:

1. Community Charter: Ministry of Transportation
Municipal Highway Closure & Removal of Highway Dedication. www2.gov.bc.ca
2. Definition of a beach. Refer to www.Dictionary.com
3. Photographs of the Waterfront lot's shoreline. Site 15,16,17, 26, & 29.
4. Sites: Upland 1, 2, 20, 21, & Waterfront Sites: 15, 17 & 29.
Reports of Municipal RE's with details.
5. Appendix 10.3 Map of Belcarra Showing Locations of Road Ends.
6. Legislative Regulatory & Legal Considerations for Road Ends as outlined in the 2014 Road End Report.

E&OE.

Community Charter

Municipalities have always had the right of possession of local highways but ownership was in the name of the province. The **Community Charter** gives municipalities ownership of most municipal highways. Only routes designated as arterial highways pursuant to the Transportation Act and the roads and lands described in **Section 35(2)** of the Community Charter remain in the possession of the Crown. This provides municipalities with the general authority to do the following, subject to provincial legislation:

- to regulate, prohibit and impose requirements in relation to highways as a service
- to regulate and prohibit all uses of a highway
- to restrict the common law right of public passage over a highway
- to make agreements with persons in relation to the regulation of extraordinary traffic

Since municipalities now own local highways (subject to the provincial right of resumption), provisions have been established if a municipality wants to use a portion of a highway for a different purpose, or if it wants to dispose of it. All of these provisions can be found in **Part 3, Division 5** of the Community Charter.

Municipal ownership and regulation of highways ensures that municipalities can manage their highways in a way that meets the needs of their communities. As well, it provides control over a land resource. Councils may want to consider closing a highway and removing the highway dedication:

- as part of a major community redevelopment
- as a rationalization of their road network system
- as a way to remove unused highways from their land bank and generate revenue or create a park

Municipalities who want to dispose of the property for a closed highway must do so in accordance with the property disposal rules set out in **Part 3, Division 3** of the Community Charter. If a municipality plans to dispose of property for a closed highway that removes public access to a body of water, it must do one of the following:

- provide alternative public access to the same body of water
- set aside money in a reserve fund to acquire property that will provide public access to that body of water

Section 35 (8) of the Community Charter provides a provincial right to resume property that was once a highway for the following purposes:

- for the purpose of or in relation to a Provincial arterial highway
- creating a park
- making a recreation area
- setting aside an ecological reserve
- for any other transportation purpose

These rights-of-way can be resumed under the **Park Act**, the **Ecological Reserve Act** or the **Protected Areas of British Columbia Act**. The Minister of Transportation can remove the right of resumption; alternatively the Minister of Transportation can enact **BC Regulation 245/2004**, which sets out the circumstances where the right is automatically removed. The Ministry of Transportation is currently developing its approach to the removal of the right of resumption. For further information, municipalities may contact the Manager, Transportation Policy at **(250) 953-3068**.

This guide is a living document; it is subject to change without notice. Please check the Rural Subdivisions Website (http://www.th.gov.bc.ca/permits/Subdivision_Home.asp) to make sure you version is sufficiently current.

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Municipal Highway Closure & Removal of Highway Dedication

Municipalities have ownership of most municipal highways subject to the B.C. government's right of resumption. Municipalities also have the authority to regulate and prohibit activities in relation to highways, and to permanently close highways. A municipality may use a portion of a highway for another purpose, or dispose of it.

Municipal highways include municipal streets, roads, lanes, bridges and viaducts as defined in the *Community Charter*.

Highway Closure Bylaw

Municipalities may permanently close a highway and remove its highway dedication by bylaw. The highway closure and dedication removal may be done in a joint bylaw or separately.

Prior to adopting a highway closure bylaw, a municipality must:

- Provide public notice in accordance with the *Community Charter*.
- Provide an opportunity for persons who are affected by the bylaw to make representations to council.
- Deliver notice of its intention to close a highway to operators of utilities who council considers will be affected by the closure. The operator of a utility affected by a closure may require the municipality to provide reasonable accommodation of the utility's works. If the municipality and utility are unable to reach an agreement, the matter must be settled by arbitration under the [Arbitration Act](#).
- Ensure that a proposed highway closure does not completely deprive an owner of access to their property, unless the municipality receives consent from the property owner or compensates the owner and provides alternative access
- Refer any highway closure bylaws to the Minister of Transportation and Infrastructure for approval where the proposed highway closure is within 800m of an arterial highway. Specified Ministry of Transportation and Infrastructure regional and district staff may grant such approval on behalf of the Minister of Transportation and Infrastructure.
 - [Regional & District Contacts for the Ministry of Transportation and Infrastructure](#)

Prior to adopting a highway dedication removal bylaw, a municipality must:

- Provide public notice in accordance with the *Community Charter*.
- Provide an opportunity for persons who are affected by the bylaw to make representations to council.
- Obtain consent of the owner of property in the rare circumstance in which the highway in question is part of a subdivision, where the highway has not been developed and the owner of the land who created the subdivision continues to own all the parcels.

Raising Land Title

Once the highway closure bylaw and removal of highway dedication bylaw are adopted by the municipal council, and the removal of highway dedication bylaw is filed in the appropriate Land Title Office, the property ceases to be a highway. The highway dedication is then cancelled and title to the property will be registered in the name of the municipality in accordance with the *Land Title Act*.

In order for title to be raised in the name of the municipality, the Land Title Office requires that municipalities submit the bylaw and plan package, the property transfer tax form and fee to the Registrar of Land Titles.

As raising title and disposing of the land may occur in close conjunction, note also the Land Title Office filing requirements for property disposal.

- [Learn more about property ownership and disposal](#)

Disposing of Property

Once land title is raised, municipalities that want to dispose of the property must do so in accordance with the property disposal rules set out in the *Community Charter*.

If a municipality plans to dispose of property for a closed highway that removes public access to a body of water, it must either provide alternative public access to the same body of water, or set aside monies in a reserve fund to acquire property that will provide public access to the same body of water.

Provincial Right of Resumption

The *Community Charter* provides a provincial right to resume property that was once a highway for the purposes of:

- An arterial highway
- Other transportation purposes

- A park, conservancy, recreation area, ecological reserve or other area established under the *Park Act*, the *Ecological Reserve Act*, the *Protected Areas of British Columbia Act* or the *Environment and Land Use Act*.

The right of resumption may be removed by order of the Minister of Transportation and Infrastructure.

Under the Resumption of Highways Regulation, the right of resumption is automatically removed if the relevant municipality files with the Land Title Office a statement certifying the following three facts, the:

- Municipality has, by bylaw, closed the highway and removed its dedication
- Closed highway is not adjacent to a park, conservancy, recreation area, ecological reserve or other area established under the *Park Act*, the *Ecological Reserve Act*, the *Protected Areas of British Columbia Act* or the *Environment and Land Use Act*; and,
- Closed highway land is to be disposed of for either of the following two purposes:
 - In exchange for land necessary for the purpose of improving, widening, straightening, relocating or diverting a highway
 - To one or more adjacent land owners for the purpose of consolidating it with the landowners' existing adjacent parcel or parcels of land.

The certifying statement from the municipality must be satisfactory to the Land Title Office. Typically, this means a written statement from the municipality that:

- Identifies the closed highway land
- States the three conditions in the regulation
- Certifies that the land at issue satisfies those conditions and therefore the right of resumption is to be removed
- Is signed by the corporate officer and is accompanied by the prescribed Land Title Office fee

If the corporate officer of the municipality can certify that the transaction meets the circumstances set out in the regulation, then the municipality does not need a specific order removing the right of resumption from the land. Instead, the right of resumption is automatically removed on the date that the certifying statement is filed in the Land Title Office.

The municipality is responsible for satisfying itself that the three conditions in the regulation are met. This means the municipality is responsible for confirming the boundaries of the road in question and, in relation to the second condition (parks and conservancies), is responsible for confirming those boundaries relative to the boundaries of provincial parks and similar areas.

To assist in determining the location of a road relative to provincial parks and similar areas, a municipality can obtain a list of provincial parks and protected areas in its region from the [appropriate Ministry of Environment regional office](#).

For any situations not covered by the regulation, a municipality may still seek removal of the provincial right of resumption. That may be done through an order from the Minister of Transportation and Infrastructure. To seek such an order, municipal staff may contact:

Transportation Policy Branch
Ministry of Transportation and Infrastructure
Phone: [250 953-3068](tel:250-953-3068)

Legislation

- [Community Charter, Part 3, Division 5 — Highways](#)
- [Community Charter, s. 94 - Requirements for public notice](#)
- [Resumption of Highways Regulation](#)
- [Arbitration Act](#)
- [Land Title Act, s. 120 - Municipal bylaw cancelling highway or public square dedication](#)

Related Links

- [Property Ownership & Disposal](#)

Contact Information

Contact us if you have questions about municipal highway closure and removal of highway dedication.

Victoria Office:
[250 387-4020](tel:250-387-4020)

Toll Free:
[1-800-663-7867](tel:1-800-663-7867)

Mailing:

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<https://www.dictionary.com/browse/beach?s=t>



beach

[beech] [SHOW IPA](#)

[SYNONYMS](#) | [EXAMPLES](#) | [WORD ORIGIN](#)

noun

an expanse of sand or pebbles along a shore.

the part of the shore of an ocean, sea, large river, lake, etc., washed by the tide or waves.

the area adjacent to a seashore: *We're vacationing at the beach.*

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Site 26



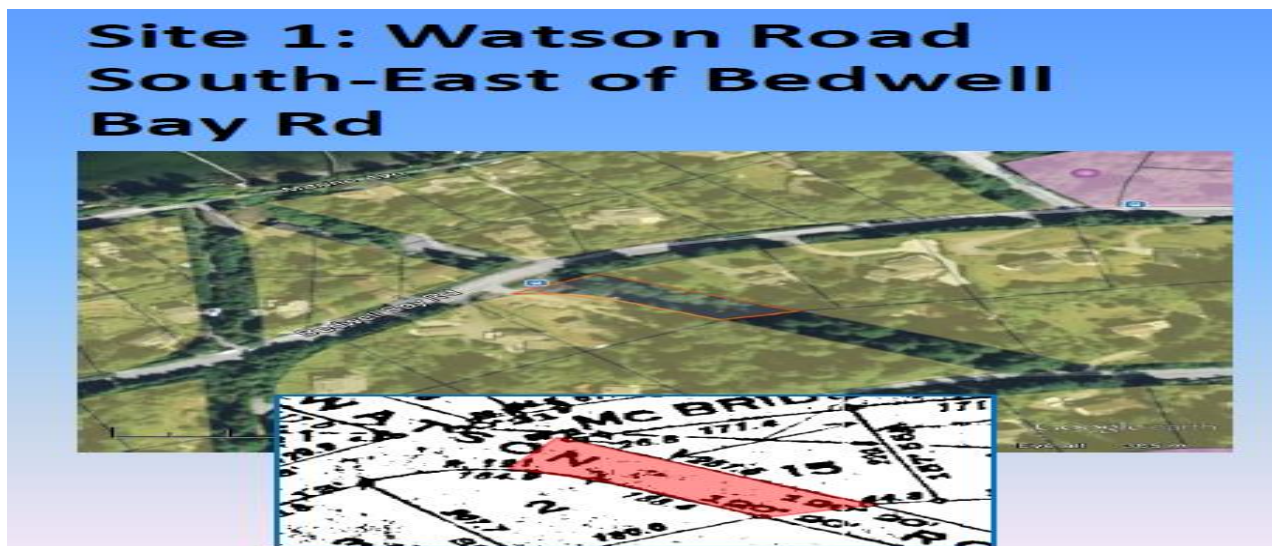
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Site 1: Watson Road South-East of Bedwell Bay Rd West of Cul de sac	See Appendix 10.1 & 10.2 of 2014 Road Ends (RE) Report on Village website:- 2014 04 28 Revenue Generation Options FULL REPORT Final.pdf; & www.bccassessments.ca.				
Assessed Potential , prior to essential checking of Village & Land Title Office records (E&OE)	Recommended to investigate further as a saleable lot. Check Easements & Right of Way				
Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
3374 » 3344 Bedwell Bay Rd	15		\$1,647,000	25,897	\$63.60
3438 » 3430 Bedwell Bay Rd	2		\$1,684,000	28343	\$59.42
		L	W	Area	Est \$/ft. ²
Road End Site 1	RE1	see sketch below		12,000	\$62.50
Gross Potential estimate			\$750,000		

Remarks

No apparent physical restrictions to convert to a saleable lot.
Possible, combine all or part w/Site 2



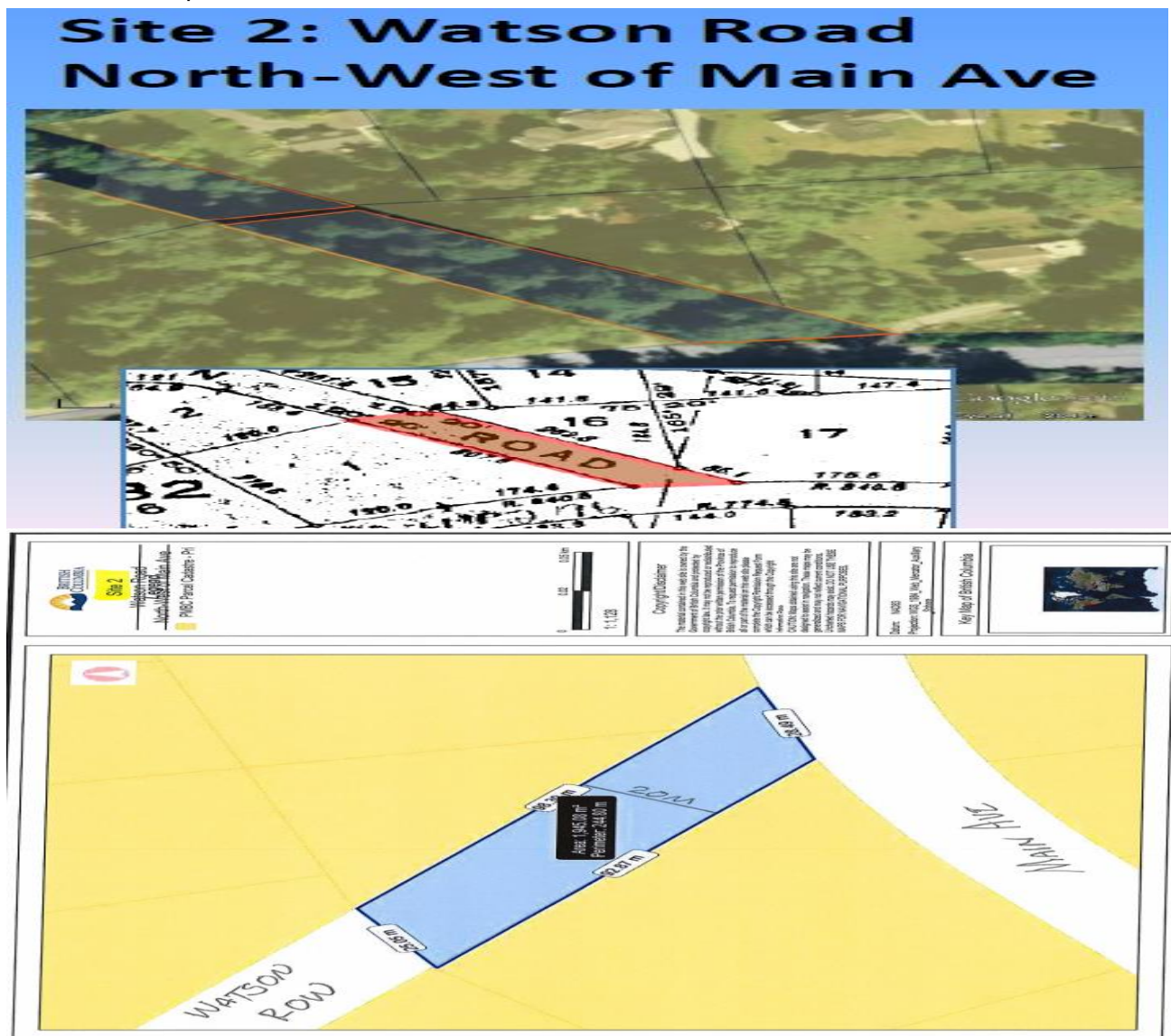
Site 2: Watson Road North-West of Main Ave	See Appendix 10.1 & 10.2 of 2014 Road Ends (RE) Report on Village website:- 2014 04 28 Revenue Generation Options FULL REPORT Final.pdf; & www.bcassessments.ca.				
Assessed Potential , prior to essential checking of Village & Land Title Office records (E&OE)	Recommended to investigate further as a saleable lot. Check Easements & Right of Way				
Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
3307 Main Ave	16		\$1,182,000	17112	\$69.07
3315 Main Ave	1		\$1,362,000	55970	\$24.33
		L	W	Area ft ²	Est \$/ft. ²
Road End Site 2 estimate	RE2	see sketch below		20,929	\$23.89
Gross Potential			\$500,000		

Remarks

Check utilities locations incl gas;

Properties 16 & 17 need continued driveway access

Combine all or part w/Site 1?



Site 20: Taylor Road South of Bedwell Bay Rd



Current Public Use:

- Drainage and groundwater management
- Trail network

Future/Potential Public Use:

- Public utilities
- Local road
- Drainage and groundwater management
- Retaining structure
- Adjoins municipal-owned lot 1, to west, with bus shelter and mailboxes

Historical and Current Private Use:

- Driveway access
- Private utility
- Privacy/Security
- Private occupation

Defined Community Value:

- Viewscape
- Trees and community green space
- Habitat corridor

Legislative, Regulatory, Legal Considerations:

- CC 40.4 & 41.4 Affected Utilities

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Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
3600 Main Ave»3600 Bedwell Bay Rd	4		\$1,361,000	18178	\$74.87
3642 Main Ave » 3600 Blk (=3642?) Bedwell Bay Rd	2		\$1,438,000	22881	\$62.85
		L	W	Area ft ²	Est \$/ft. ²
Road End Site20+Site21 estimate	RE20	Same as #14??		10833	\$60.00
Gross Potential			\$650,000		

Remarks

Combine with Site 21

Site 21: Taylor Road North of Main Ave



Current Public Use:

- Drainage and groundwater management
- Trail network

Future/Potential Public Use:

- Public utilities
- Local road
- Drainage and groundwater management

Historical and Current Private Use:

- Privacy/Security
- Private occupation

Defined Community Value:

- Viewscape
- Trees and community green space
- Habitat corridor

Legislative, Regulatory, Legal

Considerations:

- CC 40.4 & 41.4 Affected Utilities

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Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
3625 Main Ave.	5		\$1,504,000	21635	\$69.52
3667 Main Ave.	8		\$1,342,000	17250	\$77.80
		L	W	Area ft ²	Est \$/ft. ²
Road End Site20+Site21 estimate	RE21	135	66	10833	\$60.00
Gross Potential			\$650,000		

Remarks

Combine with Site 21

Site 15: Bedwell Bay Road West of Belcarra Bay Rd	See Appendix 10.1 & 10.2 of 2014 Road Ends (RE) Report on Village website:- 2014 04 28 Revenue Generation Options FULL REPORT Final.pdf; & www.bcassessments.ca.				
Assessed Potential , prior to essential checking of Village & Land Title Office records (E&OE)	Recommended to investigate further as a saleable lot				
Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
4593 Belcarra Bay Rd.	A		\$4,482,000	23,251	\$192.77
4615 (»4623) Belcarra Bay Rd.	1		\$2,684,000	10,000	\$268.40
		L	W	Area	Est \$/ft. ²
Road End Site RE15 estimate	RE15	200	66	13,200	\$172.73
Gross Potential			\$2,280,000		

Remarks

No apparent physical restrictions-conversion to saleable lot recommended.

No evidence of path or trail, no beach at waterfront.

Site 15: Bedwell Bay Road West of Belcarra Bay Rd



Site 15: Waterfront

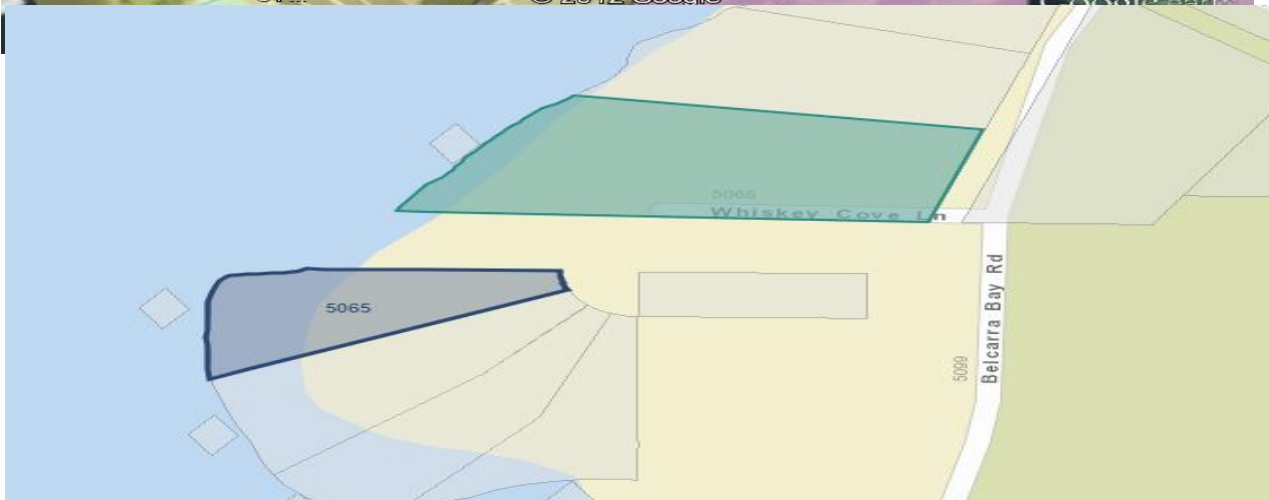


Site 17: Whiskey Cove Lane West of Cul de sac	See Appendix 10.1 & 10.2 of 2014 Road Ends (RE) Report on Village website:- 2014 04 28 Revenue Generation Options FULL REPORT Final.pdf; & www.bcassessments.ca.				
Assessed Potential , prior to essential checking of Village & Land Title Office records (E&OE)	Recommended to investigate further as a saleable lot				
Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
5163 Whiskey Cove Lane	A		\$3,393,000	39,642	\$85.59
5065 Whiskey Cove Lane	Rem 43		\$3,302,000	16,706	\$197.65
		L	W	Area	Est \$/ft. ²
Road End Site RE17 estimate	RE17	135	66	8,910	\$193.04
Gross Potential			\$1,720,000		

Remarks

No apparent physical restrictions-conversion to saleable lot recommended.

No evidence of path or trail, mostly granite cliff at water's edge



Site 17: Whiskey Cove Lane



Site 17: Waterfront



Site 29: Road at 100 Block of Turtlehead	See Appendix 10.1 & 10.2 of 2014 Road Ends (RE) Report on Village website:- 2014 04 28 Revenue Generation Options FULL REPORT Final.pdf; & www.bcassessments.ca.				
Assessed Potential , prior to essential checking of Village & Land Title Office records (E&OE)	Recommended to investigate further as a saleable lot Check Easements & Right of Way				
Adjoining Properties (estimate)	Appendix 10.3 ref	Occupant	Land Value	Area ft ²	\$/ft. ²
135 Turtlehead Rd	15		\$2,080,000	8728	\$238.31
155 Turtlehead Rd	1		\$2,669,000	9814	\$271.96
		L	W	Area	Est \$/ft. ²
Road End Site RE17 estimate	RE29	137	66	9,040	\$232.30
Gross Potential			\$2,100,000		

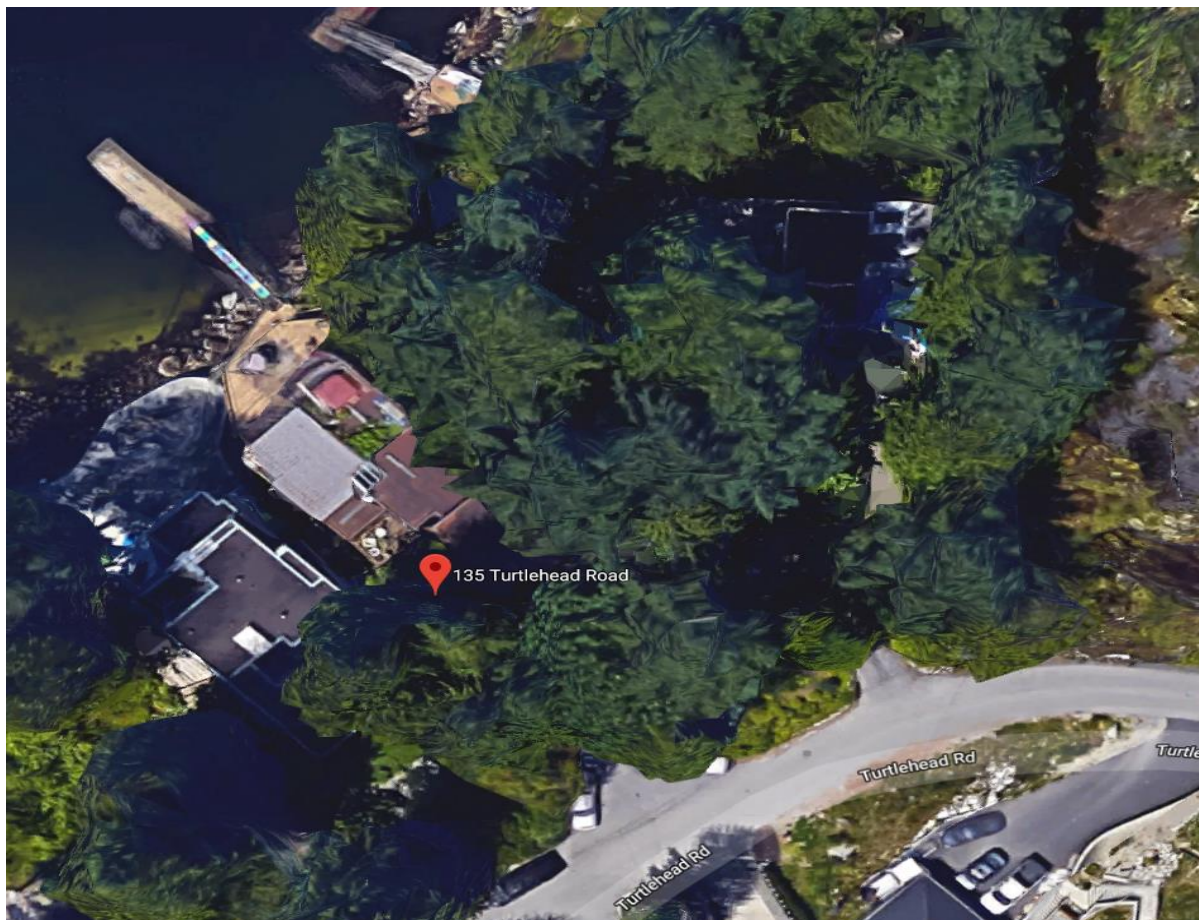
Remarks

Adjoining lots using this RE for driveway access.

No evidence of path or trail, no natural beach.

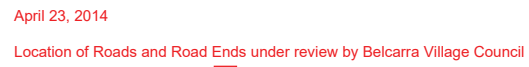


Site 29: Road at 100 Block of Turtlehead



Site 29 Waterfront





Legislative, Regulatory & Legal Considerations for Road Ends as Outlined in the 2014 Road End Report

Legislation, Regulatory & Legal Considerations for Road Ends (RE):

- Community Charter: Part 3 Division # & 5. – Highways:
- Community Charter s .94 –Requirement for public notice;
- Resumption of Highways Regulation: Section 35 (8) of the Community Charter:
- Arbitration Act:
- Land Title Act s. 120 –Municipal Bylaw cancelling highway:
- Belcarra does not have any Arterial Highways: Chief Administrative Officer confirmed.
- Referencing Revenue Generation Options for Belcarra Road Report dated April 28, 2014.
- LTA Sec 86 Approving Officer Requirements: all RE sites
- Community Charter (CC) Sec 26 Property Disposal: all RE sites.
- CC Sec 40.1 A Road Closure Bylaw: all RE sites
- CC 40.4 & 41.4 Affected Utilities. RE Sites: 1, 2, 20, 21, 15, & 29.
- CC 35.2 d Determine status of Road in park.
- LTA 96 Confirm Natural Boundary. RE Sites: 15, 17 & 29.
- Zoning Bylaw No. 253, 1996 (rescinded); Zoning Bylaw 510, 2018
- Review Gazette notice N114263
- Trees & Community Green space
- Stream set backs from water: RE Site: 2, & 4.
- Fraser Health Notice of Septic System
- CC 41.1 Shore land Revenue Limitation. RE Site: 15, 17 & 29. (see interpretation)
- Consent from owners affected by the road closure.
- Public meeting of Villagers
- Communicate with Village property owners affected by the Road Ends.
- Purchased by GVRD from private parties. RE 31.