



VILLAGE OF BELCARRA



PUBLIC HEARING

April 8, 2024

PUBLIC CORRESPONDENCE SUBMISSIONS

PACKAGE 1 OF 4

From: Jennifer Rodgers [REDACTED]
Subject: OCP changes
Date: Apr 7, 2024 at 7:15:57 PM
To: jennifer.rodgers [REDACTED]

*received
April 8 @ 6:57pm
statement was read out.*

Mayor and Council

Freedom of Information &
Protection of Privacy Act
Section 22(1)
(Severed portions are shaded)

During the OCP process the 2022 OCP Draft copy was forwarded to Regional Parks for comment . Their comments were covered in the " Summary of OCP Consultation Sept 6 2022 " . Unfortunately , their opening statement is factually incorrect . The rest of their comments and the changes they are requesting are all based on this factually incorrect first statement .

The section we are discussing is found on page 31 of the 2022 Draft OCP under Road Network , Parking and Transit Policy # 3 . Which in part reads " Not to develop new roads by the Village within the time frame of this Plan except for support new public road access to the southern portion of Farrer Cove , recognizing that the existing road through Belcarra Regional Park will continue as the access for this area until a new road is constructed . " This and similar wording has been in all previous OCP since 1996 .

Regional Parks opening statement says " The existing road through the park to Farrer Cove is not an authorized access . " Therefore Metro Vancouver requests section #3 wording be revised , and Delete any reference to the road " being recognized as the access " This is the statement that is incorrect .

In October 1980 the residents of Farrer Cove reached out to the Electoral Areas Committee and referred a request for Access , to Farrer Cove , through the PROPOSED Belcarra Regional Park , to the Belcarra Joint Planning Committee for discussion .

On Jan 20 1981 the Administrative Officer - Electoral Areas wrote a letter to the Chairman and Members of GVRD Board of Directors regarding " Request for Access to Farrer Cove through Belcarra Regional

Park. "

The sub committee and subsequently the Park Committee confirmed the following policy after discussion:

" Farrer Cove residents will be provided with keys to the gates on the Sasamat Lake Access road at such time that the GVRD parks Department assumes jurisdiction."

The Recommendation from the Parks Committee was " That the Board of the GVRD approve as recommended , the provision of keys to the Farrer Cove residents for the gates on the Sasamat Lake Access road , at such time that GVRD Parks Department assumes jurisdiction. "

Eight days later Jan 28 1981 the full board of the GVRD met in council chambers and voted on numerous items of which item 5.3 discussed Farrer Cove Access . That item was MOVED and SECONDED ,

That the Board approve the provision of keys to Farrer Cove residents for the gates on the Sasamat Lake Access road Belcarra Regional Park , at such time that the GVRD Park Department assumes jurisdiction.

- Carried

Therefore any and all language and Policies that were changed from the 2022 OCP Draft to satisfy Metro Parks misrepresentation of the Road Access Facts ,must be changed back to the original form and discussions regarding Farrer Cove that did not happen due to this misinformation should happen now .

Thank you

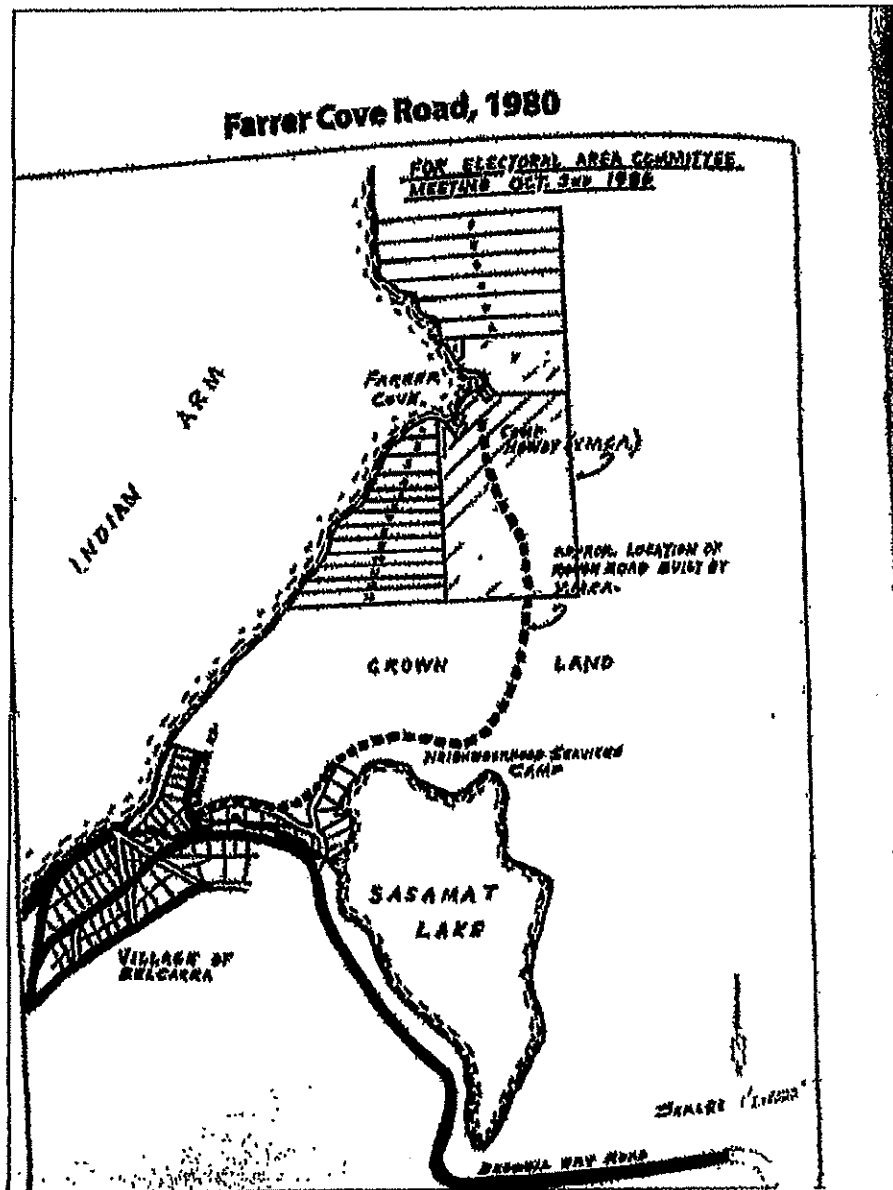
Sy Rodgers

Belcarra

Freedom of Information &
Protection of Privacy Act
Section 22(1)

(Severed portions are shaded)

This is a map from 1980 showing the approximate location of the Farrer Cove Rd. This map was sent with the request for Access. to the Electoral Area Committee in 1980 prior to GURD granting of said Park.



*received April 8, 2024
- statement was read out*

Dear Mayor Ross and Council,

My name is Zachary Kyra-Derksen, and I speak for both myself and my mother Suzanne Kyra.

We are Farrer Cove (South) residents speaking in response to the 2023 Draft OCP. We feel strongly that there are two major issues that need to be addressed in the upcoming 2024 OCP:

One. Farrer Cove South subdivision requirements should be changed from 1 acre to .5 acres in accordance with those requirements allowed in the Village.

TWO. Statements in the OCP that suggest that Metro Vancouver Parks is in charge of Belcarra planning, growth, and future should be removed from the OCP.

On a personal note, we are extremely troubled by the lack of transparency and unilateral manner in which Metro Vancouver is able to act. Especially in regards to access to our homes in Farrer Cove.

We had a buyer contracted to purchase our home, and walked away after she was told false and misleading information by Parks regarding road access.

She was told by Metro Vancouver that commercial vehicles are prohibited, and that the road was in the process of being decommissioned. In our 25 years of living here, hearing this was a complete shock.

The reason we view this as false and misleading is because Metro Vancouver has never made a public statement regarding this, and has never informed residents of these plans.

It is unacceptable for Metro Vancouver, which we did not elect and has not conducted public hearings or made public statements about road use, to make such aggressive statements. We question their authority to restrict access to homes that have had unlimited access for decades, including construction, particularly when this access predates the park's establishment.

To resolve this, we wish that the OCP language concerning our road be reverted to its original designation as an access road, not a service road as in the current draft.

Additionally, the OCP must state that we are allowed commercial vehicles in addition to residential use. If the Village Bylaw states that a home can be built, how is Parks able to have authority to over ride this historical right of residents?

This is what caused our sale to collapse, and was beyond stressful to learn from our buyer that she was told Parks would not allow her commercial vehicle access to build a home. Especially as the Village bylaws allow it, and two new homes have been built on the lot next to us within the past few years.

Furthermore, if only residential vehicles are allowed, how else are we to clean septic tanks, fill propane tanks, and make general repairs, etc.

We urge the Village to defend its residents against Metro Vancouver's apparent eagerness to restrict access to our homes and violate historical road use.

The relevant passage in the draft OCP to which this pertains is as follows:

“Currently limited vehicular access to properties located in Farrer Cove (South) and the Evangelical Laymen’s Church (ELC) site is provided via a gated, private, gravel service road off the parking lot for White Pine Beach in temtemix’ten/ Belcarra Regional Park. Residential vehicle access to the current properties is grandfathered but Metro Parks have advised that this road cannot be used to support future subdivision or any other new residential development at Farrer Cove, or for commercial uses (either on the ELC property or any other Farrer Cove property).”

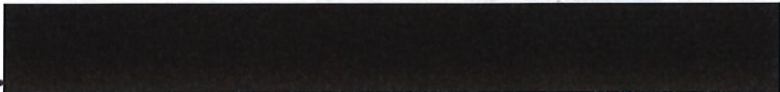
Lastly, the only long term solution is for a new road to be built to Farrer Cove. We fully support its inclusion in the OCP, and are immensely grateful to the Farrer Cove residents who have championed it.

Sincerely,
Suzanne Kyra

I WANT MY VOICE HEARD.

TO BELCARRA COUNCIL REGARDING OCP (Official Community Plan)

I Peter Struk.....(name) the undersigned,
a resident of Belcarra living at

..........(address),

Favour including in the OCP provisions that permit Council to explore in good faith: The sale of surplus municipal land.

Signed P. Struk.....

Date Apr 8 2024.....

*rec'd April 8, 2024
6:00 pm*

*received April 8, 2024
statement was read out*

April 8, 2024

Dear Mayor Ross and Council,
We believe the Draft 2024 OCP should be amended to allow subdivision in Farrer Cove (South) down to one half acre, as in the rest of Belcarra Village and as suggested in earlier drafts of the OCP.

As long as the sewage and water requirements are met, whether or not Metro Vancouver Parks would allow access to the property should not be relevant, given that the properties in Farrer Cove (South) have water access which is currently sufficient for Subdivision.

There are 8 families in Farrer Cove (South) who have undivided properties. It is extremely difficult to sell such interests given that a purchaser could not obtain financing. If these properties were allowed to subdivide, they would potentially resolve this difficulty.

We also disagree with there being any reference to Metro Vancouver Parks limiting current road access to the properties in Farrer Cove (South). Metro Parks and others have made statements and suggested that access for the residents of Farrer Cove is "unauthorized". This is misleading and incorrect. On January 28, 1981, the GVRD Board voted as follows thereby authorizing access to our properties:

"That the Board approve the provision of keys to Farrer Cove residents for the gates on the Sasamat Lake Access road, Belcarra Regional Park, at such time as the GVRD Park Department assumes jurisdiction."

In every OCP since 1996, Belcarra Council has given explicit support for access to Farrer Cove. This issue needs to be solved once and for all and it cannot be resolved by the Farrer Cove residents alone. We need tangible leadership and action by Council. We ask that this OCP not be finalized until the Farrer Cove issues are addressed.

Sincerely, Tony and Lynda Spence, [REDACTED]

Freedom of Information &
Protection of Privacy Act
Section 22(1)

(Severed portions are shaded)

Freedom of Information &
Protection of Privacy Act
Section 22(1)

(Severed portions are shaded)

From: pilgrim land [REDACTED]
Sent: Tuesday, November 28, 2023 12:08 PM
To: OCP <OCP@belcarra.ca>; Amanda Seibert <ASeibert@belcarra.ca>
Cc: Paula Richardson <prichardson@belcarra.ca>; Carolina Clark <cclark@belcarra.ca>; Joe Elworthy <jelworthy@belcarra.ca>; Jamie Ross <jross@belcarra.ca>; Janet Ruzycski <jruzycki@belcarra.ca>; Liisa Wilder <lwilder@belcarra.ca>
Subject: OCP thoughts and queries

Hello all,

Thank you for all the hard work done on the OCP thus far. It is imperative the Village gets it right this time, considering the next 5-10 years we, sadly, will see many more households here go to one resident. We also have many currently residing as a singular occupant household and on pensions that may well not suffice if taxes need to go up even more to cover our Firehall build and other costs. The OCP needs to be much more forward thinking.

Many residents do not want to see drastic changes, some want to see no changes. However, our financial sustainability is critical. I think our current Mayor and Vice Chair of the OCP have implied our finances are 'fine' which many residents, myself included, are not believing that our Village is financially stable. Many Mayors in neighbouring communities have agreed with many Belcarra residents; our finances are not in a healthy position for the future of our Village.

All residents need to be considered. There should be the ability for those currently owning duplexes to subdivide and sell as two lots. There should be the ability for Woodhaven to subdivide even smaller, if the owners so desire, and the terrain is conducive. Driving along Marine Drive in West Vancouver, or other areas of West Vancouver one can see development is not always an ugly or awful thing. Belcarra needs some diversity.

There are many young families in Belcarra and they are not just in one zone. We should be doing all we can to keep taxes low so those families can stay here. If we do not allow more subdivision, taxes will need to go up.

Sale of road ends, or whatever they are called now, needs to be a part of the OCP. Taking them out of the OCP further delays 'any' probability any will be sold. MOST residents see the imperative NEED to sell some road ends. If this means more time before OCP goes through, then so be it. We have to get this right. This should not be removed from the OCP.

Farrer Cove Special Study Zone should remain as a whole. Do not make two different zones there. It seems in doing so it only helps to stall any development and delay any chance of increasing Belcarra's tax base. Whomever made the decision to separate the ELC lands from residential area in Farrer Cove is not acting in the best long term interests of Farrer Cove, ELC or the Village of Belcarra.

Lastly, as I have said before, the Public Hearing should not be in February. Too many residents are away in yes, usually our dreariest month. This too seems it 'may' be deliberate. I hope not.

For the long term health and sustainability of the Village please use wisdom. The OCP should not be rushed through. The Village needs change to be financially sustainable for decades to come; for the younger generations that have come to our Village. I caution those who simply want to retain the character with little to no changes, that is not sustainable. We are required to build our new Fire Hall and Anmore's, that adds at least 7 Million plus the 2 or 3 Million still owing on our water. Let's not do put this debt on our children, grandchildren or the young families that have come to Belcarra.

The word in the collage of words when the OCP first came out that had the most comments was 'divided', it is this sentiment of retaining the Village and little or no change that has caused the most division. Sadly, the number that strongly want little or no change is very small, but very powerful. Those that see a healthy need for change do NOT want the character to drastically change. May wisdom prevail for our future generations.

Sincerely,
Mrs. Deborah Struk



From: Brian Ashford [REDACTED]
Sent: Saturday, December 2, 2023 9:44 AM
To: Paula Richardson <prichardson@belcarra.ca>
Cc: 'lynda spence' [REDACTED]; 'Sy Rogers' [REDACTED]
Subject: FW: Background information and History for Phil Chapman regarding Farrer Cove

Good Morning Paula,

These 3 pdf's should be sent to the Mayor and full Council so that they are on the public record. We had assumed that would be the case as that was the intent.

Thank you.

Brian Ashford, Lynda Spence and Sy Rodgers.

From: Brian Ashford [REDACTED]
Sent: Friday, November 24, 2023 3:01 PM
To: 'Paula Richardson'
Cc: 'Ian Devlin'; 'Carolina Clark'; 'lynda spence'; 'Sy Rogers'; 'Brian Ashford'
Subject: Background information and History for Phil Chapman regarding Farrer Cove

Hello Paula,

On November 15th after the OCP Committee meeting Lynda Spence had a discussion with Phil Chapman. Mr. Chapman asked Lynda to provide him with background and historical information concerning Farrer Cove

so that he can review and consider this information prior to his next meeting with the OCP committee on November 28th. Please forward this information package this afternoon to all parties who will be attending this next meeting

to give them ample time to consider.

Please confirm receipt of this message including the 3 pdf attachments.

Thank You.

Brian Ashford, Lynda Spence and Sy Rodgers

A Brief History of Farrer Cove Access

1952 - Farrer Cove South (FCS) was accessed either by water or via a trail and old logging road from Bedwell Bay near Camp Sasamat. At that time, FC lands fell under the jurisdiction of GVRD Electoral Area B.

1972 - There was an access road for FCS vehicles from Senkler Road, along Bowser Avenue and the north shore of Sasamat Lake, to Camp Wallace near Parking Lot F of what is now White Pine Beach Park. The road continued along an old logging road down to the YMCA Camp Howdy and FCS. FC residents used this road for both vehicle access and the delivery of construction materials for house building.

1981 - A GVRD report and subsequent motion dated January 20, 1981, recommended, "That the (GVRD) Board approve the provision of keys to Farrer Cove residents for the gates on the Sasamat Lake access road, Belcarra Regional Park, at such time as the the GVRD Park Department assumes jurisdiction. The motion was moved, seconded, and carried.

1978 to 1986 - With new home construction beginning in FCS, an application for a BC power line to FC was submitted by the Farrer Cove Residents Association under the Rural Electrification Program. During 1982-1984 there were ongoing discussions and correspondence between the BC Minister of Lands, Parks, and Housing, Electoral Area B, GVRD Parks, and BC Hydro in order to determine the best route for all parties for the Hydro line and the service access road required by BC Hydro in order to maintain the power lines. An application was made by residents for a disposition of Crown Land in order to build the access and service road for the new power line.

1984 - On August 16th, 1984, the Hydro Line project was given the final go ahead by all Parties. FC residents contracted a road builder to clear and construct a 30 foot wide road with the purpose of delivering power to 19 houses and cabins in FC South and North. The \$85,000 cost of the road project was born by FC residents and YMCA Camp Howdy.

1981 - 1984 - FC residents and the YMCA spent more that \$50,000 and hundreds of hours of labour to upgrade the gravel road to FC. This allowed for better vehicle access for residents and bus access for YMCA Camp Howdy campers.

1986 - On May 29, 1986, the Province approves an Order in Council for a Crown Grant transferring 1000 acres of land, including Sasamat Lake, for inclusion in the Belcarra Regional Park Plan of White Pine Beach. In June, 1986, the Ministry of Forest and Lands took over all functions relating to Crown Lands.

1987 - The new road to White Pine Beach opens. FC North and South residents are provided with gate keys to the new access road to FC. The Senkler Road access is closed to traffic.

1988 - The Crown Grant of Lands to Belcarra Regional Park was completed in November 1988.

1993 - FC, along with Twin Island, are incorporated within Belcarra's municipal boundaries.

1997 - 2023 - The Village of Belcarra's Official Community Plans has stated, OCP Section 6.3 Belcarra South Access: "Facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long-term legal road access to Farrer Cove (South)."

2023 - The most recent draft of the 2023 OCP has shifted to the use of language such as “consider supporting”, “could” or “may” on many FCS points and defers many initiatives and decisions regarding road access to Metro Parks, rather than Belcarra Council taking the lead on this important issue.

November 23, 2023

Phil Chapman, Consultant

cc Paula Richardson, CAO, Village of Belcarra prichardson@belcarra.ca

Ian Devlin, Chairperson, OCP Committee

Carolina Clark, OCP Committee Council member cclark@belcarra.ca

Dear Mr. Chapman,

Prior to the November 15, 2023, OCP Committee meeting, Sy Rodgers asked the Committee and Mr. Chapman, by email, only two questions. As residents are not allowed to speak at these meetings, only observe, Sy asked for the Committee to discuss these questions. Even though the meeting ended early, the questions were not read out and discussed. There was some overlapping discussions which touched on the two issues but neither question was clearly articulated or clearly answered. Therefore, the two questions will be repeated with the hope they will both be read out to the Committee and discussed at the next OCP meeting on November 28, 2023.

1) In the September 2022 Draft, Farrer Cove South (FCS) was made a separate residential Zone. This Zone had been asked for by the residents of FCS. In the September 2023 Draft, this was reversed and the ELC lands were joined as one Zone and referred to as a Special Study Area. What new information came forward that changed the minds of the Committee to completely reverse the 2022 decision?

2) In the 2022 Draft, FCS allowable lot size for subdivision was reduced from one full acre, a designation that had been in place for over 50 years, to one half acre. This half acre allowable lot size was changed at the request of FC residents. In the 2023 Draft, the ability to subdivide any size property in FCS was completely removed. What new information changed the minds of the Committee to make such a drastic change after a 50 year history of allowing property subdivision, to now remove all options to subdivide? Is the Committee fully aware that no subdivision of any land in FCS is what is now being suggested? How is this possibly of benefit to the residents of FCS or Belcarra?

Question 1

In regards to question one, which deals with FCS requesting a separate Zone, it is clear from listening to the last OCP meeting that the Committee is not fully informed on the differing issues facing the residents of FCS and the ELC. It is unfortunate that we in FCS have not been given the opportunity to speak at length with the Committee and Planner to answer the many questions which Committee members must have.

The ELC and FCS residential are two separate and very distinct areas. The ELC lands are predominantly flat with low rise hills, while the FCS residential area is much steeper and similar in terrain to Senkler Road. The ELC land is 75 acres in size and rectangular in shape. FCS is 35 acres in size and also rectangular in shape. We are two separate areas in both land zoning and intentions regarding land use. The ELC have been zoned Institutional/Commercial for the past 60 years and have aspirations to grow the Commercial side of their business. They are not interested in a residential designation. In contrast, FCS has always been a residential area and does not wish to change that vision or designation.

The only commonality the ELC and FCS share is the desire to have a public road into the area. To that point, three FC Committee members (Brian Ashford, Sy Rodgers, and Lynda Spence) meet at least once a month with Bryant Ko, President of ELC Canada, to discuss new issues and update each other on ongoing discussions with outside parties. Both groups share the same Engineering firm but have separate Legal teams as we both work towards the common goal of realizing a public road to Farrer Cove. Both parties have agreed to support each other with regard to a public road to the area, be that via the existing gravel road or by way of the existing BC Hydro right of way from Farrer Cove to Bowser Avenue.

Another significant difference between the two areas concerns Metro Parks. The ELC has come under a huge amount of pressure from Parks regarding the current gravel road from White Pine Beach. The ELC has been told by Parks that the Movie industry can no longer use the road for access. Any filming materials or personnel must come by boat access. Any construction carried out by the ELC, including all materials and workers, can no longer use this road and access/delivery must be entirely by boat. The Christmas Festival and Tea House visitors, including those from the Village, can no longer use the road for access and must also travel to the ELC by boat.

This is a marked difference in relationship and cooperation between Parks and the ELC as compared to that enjoyed by the YMCA for over 50 years. One has to ask why this drastic change has come about? Is it that Metro Parks would like to own the ELC lands, which would give Parks access to Indian Arm? Perhaps, the \$40 million Metro Vancouver Park plan on Bowen Island isn't going so well? Obviously, the ELC lands becoming Park is not a good idea for the Village of Belcarra. Parks pay no taxes...forever.

Again, and in contrast, the residents of FCS have had a longstanding positive and respectful relationship with Metro (GVRD) Parks for as far back as June of 1981 when residents signed

the road key access agreement with the GVRD. However, now the FCS residential area is also coming under some pressure from Metro Parks to add and delete verbiage to the current OCP Draft. This development is detrimental to FCS. Both the OCP Committee and the Village of Belcarra should be very concerned. It seems that FCS is getting caught up in the ELC/Metro Parks issues, of which residents have little to no control, and we are very concerned about these changes.

Another issue regarding this new proposal for a joint zone comprised of residential and ELC lands is naming it a Special Study Area. This change in name is very likely to set off alarm bells for Metro Parks. Perhaps this redefinition has sparked Metro Parks sudden interest and concern regarding FCS? The ELC is currently proposing to Belcarra to change the zoning on 10-15 acres of their land from Civic Institutional to Commercial. There is talk of a possible 4 story Convention or Wellness Centre. Perhaps, the ELC is comfortable with the new label of Special Study Area, however, FCS has no interest in remaining anything but residential.

In conclusion, FCS wants to stand alone as a Zone separate from any ELC land designation. FCS residents want to speak on behalf of the needs and wants of their own neighbourhood. There appears to be absolutely no benefit to FCS becoming a Special Study Area. It sends a mixed message to Metro Parks which may suggest that the residential area plans to change zoning in the next 10 years. This is not true and only serves to confuse and erode the relationship that FCS has built with GVRD/Metro Parks over the past 50 years.

Question 2

In regards to question 2 covering lot size for a single lot subdivision, there appears to be a misunderstanding by Mr. Chapman as to why the FCS residents wrote many letters explaining both the need and the want for single lot subdivision to be reduced from one acre to one half acre.

To be clear, a quarter of the properties in FCS already have two homes on one lot. This stemmed from a former Zoning Bylaw that permitted two homes to be built on one property without subdivision. This bylaw is exclusive to FCS. Currently, these properties cannot be subdivided as, in each case, one of the two homeowners does not own a full acre of the land occupied by their house. Therefore, a legal subdivision cannot occur. By lowering the subdivision allowance to one half acre similar to the rest of Belcarra, all these properties would be helped. In these existing cases, no new homes would be added to FCS, but it will allow for eight individual homes on four individual lots.

The positives for FCS residents and Belcarra are multiple:

- 1) Each existing home would increase in value as the two home encumbrance would be removed.
- 2) Each home and property would now qualify for bank financing, which is currently not available for two homes on one parcel of land. Currently, any buyers considering purchasing these homes do not qualify for bank mortgages and must pay cash for such homes. This greatly impacts the pool of possible buyers and, in turn, devalues the properties.
- 3) The Village of Belcarra would have eight individual parcels of land to tax instead of four as it increased valuations.

Here we are in the midst of a BC housing crisis with virtually no developable land in the Lower Mainland in general, and the Village of Belcarra in particular. FC is within 15 minutes of a Skytrain station (closer than the Village) with a large landmass of privately held properties. It is currently occupied by only 24 homes. This fact, in itself, would appear to be grounds for discussion with all the stakeholders (Belcarra, Port Moody, Metro Parks, the Province, FC residents, and the ELC) regarding legal road access to FC. The FC Committee cannot begin to orchestrate a formal meeting with these stakeholders without the support and action of Belcarra Council and the OCP Committee.

We want to stress that FC residents moved to Belcarra for the same reasons as Village residents moved to the Village - a respect for the natural beauty and solitude provided by Indian Arm. We live here, too! Residents are NOT looking for massive building and crowded density. We are seeking gentle growth which will not drastically impact the lifestyle of existing residents. One example of gentle land use might be to develop the 15 acres of privately held land above the power line. As existing houses are all located on the waterfront, development in this area would have virtually no impact on current residents. Indeed, this area of land is not even visible from existing houses.

In conclusion, the Committee was pleased to see that the need and want for one half acre lots in FCS was recognized in the 2022 Draft as a reasonable request by residents. FC residents maintain that the 2023 draft should honour the 2022 decision.

Respectfully submitted.

Brian Ashford

Sy Rodgers

Lynda Spence

Work done so far by Farrer Cove Residents in order to secure legal road access to Farrer Cove.

- February 2019. Under Mayor Neil Belenkie, a 5 member Farrer Cove Committee was appointed and Belcarra Councillor Liisa Wilder was appointed as Council Representative to the Committee. The Committee was charged with looking at several possible routes regarding road access to Farrer Cove. Members unanimously agreed that the existing Hydro road was the most viable solution. This route is named the *Belcarra North-South Connector*.
- The Committee had the first of MANY meetings with Bryant Ko, President of the ELC. The ELC pledged a 100% commitment to work with and support FC residents, including financial support, regarding legal road access whether that be via the existing road or along the Hydro right of way.
- April 15, 2019. The Farrer Cove Committee submitted a report to Council regarding the North-South Connector between Belcarra and Farrer Cove. Mayor Belenkie liased with Port Moody Mayor, Vagarmov, GVRD Parks, and Metro Vancouver regarding the N-S Connector project. Fire safety for FC and the surrounding area, including Port Moody Parkland, is a high priority. Metro Vancouver Parks and Hydro all indicated some support but suggested that, as the route in question crosses a portion Port Moody (not Belcarra) land, the first step was to have Port Moody agree to a road across their municipal lands within Belcarra Regional Park.
- April 24, 2019. The Village of Belcarra Council, passed the following motion;
“That Council direct staff to work with all appropriate parties with respect to exploring mechanisms to secure long-term legal access to Farrer Cove.”
Mayor Belenkie advised the Port Moody Mayor and Council of the decision.
- Commencing June, 2019, for more than a year, considerable discussion took place between the Belcarra Mayor and Chief Administrative Officer with Metro Vancouver Parks, City of Port Moody, and B.C. Hydro. On September 17, 2020, Belcarra CAO advised Tim Savoie, City Manager,

City of Port Moody, that on September 14, 2020, Belcarra Council cast a motion;

“That the City Of Port Moody is requested to enter into a Letter of Understanding with the Village of Belcarra in support of Belcarra building a road between the Village site and Farrer Cove; and That the City of Port Moody also be requested to enter into an Annual Maintenance Agreement with the Village of Belcarra, who will be responsible for costs related to Port Moody managing the maintenance of the road.”

- October 8, 2019. A letter of support from BC Hydro for the creation of a road along the BC Hydro in FC is received by Belcarra.
- September 2020. The FC Committee invited Belcarra Councillors to a meeting in FC to discuss the history of the road issue and to answer any questions about the proposed project.
- October 2020. Mayor Belenkie resigned. Mayor Jamie Ross was elected to Council. Shortly afterwards, the FC Committee was asked to submit a report to Council regarding the work the Committee had accomplished to date. Once the report was submitted, the FC Committee was officially dissolved by Council. Three Committee members, Brian Ashford, Sy Rodgers, and Lynda Spence continue on to represent FC in an ‘unofficial’ Committee capacity.
- October 21, 2020. A Letter of Intent was sent to all FC residents whose private property would be traversed by a new road along the Hydro power line road. All affected property owners signed the Letter Of Intent allowing a legal road to cross their properties.
- November and December, 2020. The remaining three members of the FC Committee held a number of Zoom and on-site meetings with the ELC and Port Moody Mayor and Council with regards to the City of Port Moody considering a Letter of Understanding and Annual Maintenance Agreement for a road connection through the City of Port Moody territory between the Village and Farrer Cove. The Committee was asked to make a 5 minute presentation as part of a Closed Meeting of Port Moody Council, after which a deciding vote would be taken with regard to Port Moody approving or declining on pursuing an MOU regarding a road easement.

- January 20, 2021. Using the ELC's resources, the Committee prepared a video of the proposed road using a drone, which was sent along with a letter to Port Moody Mayor Vagarmov and Councillors once again urging Port Moody to vote in favour of granting the FC road easement.
- January 12, 2021. The City of Port Moody Council, in a Closed Meeting, passed the following motion;
"That the Village of Belcarra be advised that the City of Port Moody is prepared to consider a Letter of Understanding and Annual Maintenance Agreement for a road connection through the City of Port Moody territory between the Village and Farrer Cove, dependent on future negotiation."
- March 8, 2021. The Village of Belcarra Council passed the following motion;
*"That the Chief Administrative Officer negotiate a Letter of Understanding and Annual Maintenance Agreement with the City of Port Moody; and
That the Chief Administrative Officer report back to Council on the Letter of Understanding and the Annual Maintenance Agreement; and that Council approve the appropriate release of information."*

As far as the Committee is aware and, despite many inquiries over the past 3 years, we do not believe that any action has been initiated by Belcarra staff or Council regarding a Letter of Understanding/MOU with Port Moody.

- May 21, 2021. Belcarra CAO requested an engineering report regarding the proposed road be completed for Port Moody. The Committee asked that the existing report, which was previously done for the YMCA by Kerr Wood Leidal Associates Ltd. be used. Belcarra CAO insisted that a new report be done. KWL was then hired by the ELC to conduct a second study of the proposed road location.
- June 2021 - January 2022. Ongoing meetings and discussions with the ELC and several engineering firms and road contractors regarding feasibility, road alignment, design criteria, and costing of a new, paved road along the proposed route from Bowser Avenue to Farrer Cove.

- August 30, 2021. Zoom meeting with Metro Vancouver Parks: Neil Carly, General Manager, Metro Van Parks, Steve Schafferick, Division General Manager, Michael Redpath, Director, and Bryant Ko, President, ELC Canada. It was an informative meeting which provided feedback and direction for our further review and consideration. Parks were not forthcoming in granting immediate legal road status but reminded us that they had agreed to legal road access along the existing power line under the YMCA's development plan. We were also reminded that Parks was to gain additional parkland as part of the YMCA agreement.
- October 12, 2021. An independently sourced "Belcarra Community Wildfire Resiliency Report", completed by B.A. Blackwell and Associates, reported that *the number one priority* in developing a safety plan for the Village of Belcarra and the surrounding area is to secure public road access to Farrer Cove.
- December 15, 2021. Correspondence took place between the Farrer Cove Committee and staff of the Honourable Katrine Conroy, Provincial Minister of Lands, Natural Operations, and Rural Development, discussing the need for a legal road to the Farrer Cove community in accordance with the Minister's focus on the prevention of wildfires in B.C. communities. Two recommendations are made by the Ministry:
 - 1) "Reach out to Village staff to discuss your request, **especially as the need for the road is identified in the Village Official Community Plan.**"
 - 2) Propose to Council "the prospect of a boundary redefinition between the Village and the City (Port Moody), to allow the Village to develop a road access once the land has been placed within their jurisdiction."
- January 2022. The Farrer Cove Committee met with an economic development representative of the Squamish, Musqueam, and Tsleil-Waututh Nation with regards to a proposed access road to Farrer Cove through Belcarra Regional Park. Several suggestions were made by First Nations, including the possibility of FC residents collaborating with First Nations on a development plan for FC.

- February 2022. A final feasibility study and geo-tech engineering report for the proposed road to Farrer Cove was received with the same findings as the original YMCA report. The cost to the ELC for the confirmation of the original report was \$6,000.
- May 2022. Follow up meetings with First Nations and the ELC.
- June 20, 2022. The 3 Committee members met with Council in a Closed Council Meeting to discuss three points relating to the acquisition and construction of legal road access between Farrer Cove and Bowser Avenue; 1) The future role of the Belcarra Mayor and Council in moving the road project forward. 2) A request by Farrer Cove to Connect the Village water supply for domestic use and firefighting, in conjunction with future road construction to Farrer Cove. 3) Possible future options for Farrer Cove.
- August 16, 2022. The FC Committee submitted a report to the OCP Committee regarding objections to revisionist wording of the 2022 OCP draft regarding FC road access.
- August 2022 to present. Gathering of historical documents and information regarding FC access. We are continuing to meet with the various stakeholders, including recent discussions with FC residents, and exercise vigilance in monitoring and responding to the 2023 OCP draft.

Needs going forward:

- Strong leadership and committed support and action from the Belcarra Mayor and Council, Chief Administrative Officer, and staff to actively advocate on behalf of Belcarra residents with authorities such as Port Moody, Metro Vancouver Parks, the Province of BC, and First Nations to achieve legal road access. **We have spent hundreds of hours of volunteer time advancing this project but there is a limit as to what 3 residents can accomplish without Council's support.**
- The addition of a qualified, professional, representative and advocate, *of our choice*, to act and negotiate on our behalf with the various parties involved in this project.

- **An OCP that strongly acknowledges and addresses the concerns and needs of FC residents and ensures a commitment by Council and Staff to actively support and facilitate solutions. Residents are not prepared to wait another 27 years without the road issue being addressed by Belcarra. A separate OCP for the FC area of Belcarra may be prudent.**

From: Marcin Pachcinski <Marcin.Pachcinski@metrovancover.org>
Sent: Thursday, March 21, 2024 12:33 PM
To: Amanda Seibert <ASeibert@belcarra.ca>
Subject: RE: Notice of Public Hearing Belcarra OCP - Metro Vancouver

Hi Amanda/Paula,

Thank you very much for the update. We look forward to receiving the OCP Bylaw after third reading.

Kind regards,
Marcin

Marcin Pachcinski (he/his)
Division Manager, Electoral Area and Implementation Services
Regional Planning & Housing Services
t. 604-451-6562
c. 604-240-0882



From: Brian Hirsch [REDACTED]
Sent: Monday, April 1, 2024 9:16 PM
To: Jamie Ross <jross@belcarra.ca>; Liisa Wilder <lwilder@belcarra.ca>; Carolina Clark <cclark@belcarra.ca>; Joe Elworthy <jelworthy@belcarra.ca>; Janet Ruzycki <jruzycki@belcarra.ca>
Cc: Paula Richardson <prichardson@belcarra.ca>; Amanda Seibert <ASeibert@belcarra.ca>
Subject: April 2, Regular Council Meeting Staff Reports Item 10.1 Update on Road Ends

To: Mayor & Council, Village of Belcarra
Cc: CAO & Corporate Officer

Freedom of Information &
Protection of Privacy Act
Section 22(1)

(Severed portions are shaded)

From: Brian Hirsch

April 1, 2024

Re: April 2, Regular Council Meeting Staff Reports Item 10.1 Update on Road Ends

The CAO is complimented on including road ends/road allowances on Tuesday's agenda.

It is my hope and expectation that Council will give serious thought and consideration to the matter of road ends/road allowances.

However, I still firmly believe that the topic must be an integral part of the OCP. After all, land use is a key element and the very essence of the OCP.

Although this may sound trite, it is human nature that we all act in our own self-interest and either consciously or subconsciously ask the WIFIM question – What's in it for me?

WIFIM, for myself and the residents I've spoken to, know there is a way to reduce the property tax burden by registering and selling selected road ends. ALL residents would benefit.

Addressing the road allowance/road end question is charged with emotion and self-interest.

- The excellent 2014 report went nowhere.
- The 2020 Revenue Generation Committee recommendations ended in a shambles at the public hearing stage in large part because residents who had expressed concerns were not informed of solutions offered by the consultants prior to the hearing. (Correspondence between the Consultant and CAO around October 10, 2019, will be in the Village records.)

WIFIM and self-interest were on full display, including by some councillors, I venture to add.

My concern is that the CAO is recommending the same approach as in the past two attempts and, thus, unlikely to achieve a neutral, without bias, constructive "outside-the-box" result (analysis and recommendations)

What's more, the way "Section 4.0 Map Information" (page 63....) is written has, in my view, a bias of "Can't be done" rather than a positive "Can-do approach".

This section lists a significant number of road ends that should be included in "5.0 Next Steps" (page 66).

Thus, I urge the Mayor and Council to address the road end subject by appointing an independent, experienced third party to manage this project. For example, engage Dennis Bach or one of the mayors or deputy mayors in the Tri-Cities, say Coquitlam or Port Coquitlam.

Brian Hirsch

