

BOWEN ISLAND MUNICIPALITY

Minutes of the **Public Information Meeting for Snug Cove Village Plan Draft Five** held on Wednesday, July 9, 2003 at 7:45 p.m. in the Bowen Island Community School, Bowen Island, and B.C.

COUNCIL IN ATTENDANCE

Mayor Lisa Barrett
Councillor Doug Bowen
Councillor Neil Boyd
Councillor Terry Cotter
Councillor Alan Leigh
Councillor Alison Morse
Councillor David Wrinch

REGRETS

Councillor Neil Boyd

STAFF IN ATTENDANCE

Isabell Cunday – Chief Administrative Officer
Michael Rosen – Planning Consultant
Gina MacKay – Island Community Planner

OTHERS IN ATTENDANCE

Gayle Ferguson – Minute Taker
Barb Murray – The Undercurrent

PUBLIC IN ATTENDANCE

Approximately 120

CALL TO ORDER

Mayor Barrett called the formal presentation of the meeting to order at 7:50 p.m.

The Mayor provided a summary of the process undertaken to arrive at Draft Five of the Snug Cove Village Plan. She thanked all the people who had worked individually and on various advisory committees as well as the Bowen Island Forest and Water Management Society. She noted that the Plan, along with Community Viz - a modeling tool, would enable Council to plan into the future.

Michael Rosen, Planning Consultant Presentation of Draft Five of the Snug Cove Village Plan

Michael Rosen, Planning Consultant provided a visual presentation of Snug Cove Village Plan, Draft Five. He noted that the Plan is a land use strategy plan with a broad framework focusing on land use and transportation. It is not a zoning plan. He described the area the Plan would apply to and noted that the Plan would function to guide Council in its decision making on development and infrastructure. He noted the following major factors that had influenced the Snug Cove Plan:

1. Important environmental features
2. Existing lot patterns and lot uses and ownership
3. Vision for Snug Cove - a mix of residential, commercial, community facilities and marine transportation

4. Key policy elements
5. Peripheral area – Housing would have lower density and would be clustered.

Committee Comments

The Planning Consultant reviewed comments received from the following committees:

- Cove Bay Water Local Management Committee – identified issues regarding delivery of water, securing rights of way, metering for consumption of water, existing problem of Scarborough area;
- Snug Cove Sewer Local Management Committee - only 33 new residences could be added and therefore the system would need to be expanded;
- Sustainable Community Advisory Committee - identified issues of density transfer as a requirement, parking, village periphery;
- Advisory Planning Commission
- Parks and Recreation Commission
- Snug Cove Task Force

Public Comments

Density and Boundaries

Bernie Klaus commented that he would have hoped for more progress on a plan for Snug Cove. He noted that comments had been heard from committees but not included in Draft Five of the Snug Cove Plan. He questioned the rationale for pushing density so strongly and including the Armac property.

Bill Granger, speaking as a resident of Deep Bay, commented on the following:

- The process has been long;
- Visual impact of Snug Cove – the importance of creating a place where people want to come to;
- Snug Cove is the area to focus on with regards to increased density, providing services, concentrating commercial activity, preserving the heritage of Bowen Island.

Regarding the concept of density transfer, Councillor David Wrinch pointed out that it would mean there would be 200 people who would not be living in some other part of Bowen Island. Land in other parts of the Island would be given as a park or covenanted area with no future development possible. This would mean a movement of people rather than a creation of new lots.

Richard Goth commented that Snug Cove had not changed much in the last 25 years. From a historical sense during the Union Steamship Company period, housing and buildings existed when 7,000 to 10,000 people were discharged on Bowen Island in the summer. This area has been modified and is an area that could now be densified. He believed the problem is the Greater Vancouver Regional District (GVRD) Land. Bowen Island should own that land

in order that the community would have the option to move the Ferry terminal to another area, or put in loop roads, or create a pedestrian precinct if so desired by the Community. He noted that when the GVRD bought the Crippen property, there had been a promise to allow Bowen Island to have a large part of the land in the Snug Cove area. Oral histories do have some validity and those who remember could come together and present this history to the GVRD.

Eric Sherlock read from the Official Community Plan. He noted that in 1999 there had been a plan with less density but it did not succeed because the herons arrived. He believed the present Snug Cove Village Plan is superior because it takes development away from park area. With the Cowan Point development a new precedent has been set allowing market driven townhouses. Attached housing in the Snug Cove area is a central component of the Snug Cove Plan and would allow the Municipality to acquire amenity lands. The community of Bowen Island is in the process of re-envisioning what it wants for Snug Cove.

Regarding new urbanism on its own merits, Mr. Sherlock wondered if density at 25 units an acre would support the concept of new urbanism. Would there be room for gardens and playgrounds? Would there be employment for the increased population in Snug Cove?

Peter Frinton noted his support for the process but his disappointed regarding the following:

- Changes between the 4th and 5th Draft - with the Ball Field remaining, the loss of the village center idea and thus losing the opportunity to create depth. Suggestion to have some commercial activity on the North Wharf;
- Boundaries of the Cove - one kilometre radius idea suggested by the Advisory Planning Commission does not work;
- GVRD Park land and the Armac proposal are inappropriate as part of the Snug Cove Plan. The Armac proposal is not on the table right now. Secondly, the Armac land is far from the Cove and gives the signal that it is okay to sprawl.

Roger McGillvray owner of the Armac Lands provided the following rationale for inclusion of the Armac Lands in the Snug Cove area:

- There are five institutional properties within this area and other lots zoned institutional affecting the Armac property;
- All the property looks down on Island Pacific School and the Cates Hill Chapel where sometimes there are up to 80 cars parked. Therefore this is not rural land and is part of the Snug Cove;

- If the institutional land is part of the Snug Cove, it is because it is close to the Cove and it is only logical for Armac to be included, as it looks right into the Cove.

Traffic Management

Bud Long commented on the population number projections on which the plan was based and inquired whether there had been an attempt to project population levels. Regarding the level of traffic, he felt that in the next ten to twenty years with increased population another option for ferry marshalling would be needed aside from the Government Road option outlined in the Plan.

Michael Rosen, Planning Consultant noted that the current population is 3,000 with a cap of 7,000. However he noted that the Snug Cove Plan was not looked at from the point of view of numbers. The vision was for a vibrant area, which would mean more people. Regarding the issue of ferry marshalling, he believed the decision should be based on the fact that the island would grow.

Ian Henley noted that a plan for Snug Cove had been discussed in the early seventies. He believed that in order to have proper consideration of the present plan, the loop road option would need to be included. He suggested that Council look carefully at the Loop Road and the Park area which consists mostly of alder trees that could be cut down. He also believed it was important to have:

- Development on both sides of Government Road,
- Move the ball field from its present location;
- Not worry about the herons.

Grant Chitty, a member of the Bowen Island Municipal Ferry Advisory Committee, felt that the Plan had not included comments regarding the problems with the Ferry schedule. In reviewing the logs of the Queen of Capilano, he noted that a good part of the problem is the unloading time in Snug Cove. He believed there is a need for two lane unloading.

Doug Sinkinson noted his concern for the present traffic problems and the proposed Loop Road option. Particularly for loading and unloading logging trucks and cement trucks behind the Old General Store. The Ferry Marshalling people would not be able to see where to place the vehicles on the ship for stability. He described an option developed in 1990 for ferry traffic that could be developed on the south side of the present ferry terminal at an approximate cost of \$20 million.

Transportation and Water Use

Bill Carr commented on the use of treated water to flush toilets. He suggested that the Municipality could consider bringing untreated water from Kilarney Lake. Regarding the issue of ferry marshalling and the attractiveness of the Cove, he felt that 70% of private vehicles have one person. A solution would be to cut down on transportation and then the loop road option may not be necessary.

CLOSING REMARKS

Mayor Barrett invited members of the public who did not have an opportunity to speak to submit their written comments to the Municipal Office.

ADJOURNMENT

The meeting adjourned at 9:45 p.m.

Certified Correct:

Lisa Barrett
Mayor

Isabell Hadford
Chief Administrative Officer