



VILLAGE OF BELCARRA
REGULAR COUNCIL AGENDA
September 6, 2022
7:00 PM



This meeting is being held via Zoom Teleconference and will be recorded.

Meeting details as follows:

Click link to join meeting: <https://us06web.zoom.us/j/81612871068>

Meeting ID: 816 1287 1068

REVISED

COUNCIL

Mayor Jamie Ross
Councillor Carolina Clark
Councillor Bruce Drake
Councillor John Snell
Councillor Liisa Wilder

1. CALL TO ORDER

Mayor Ross will call the meeting to order.

2. APPROVAL OF THE AGENDA

2.1 Regular Council Meeting, September 6, 2022

Recommendation:

That the agenda for the Regular Council Meeting, September 6, 2022 be approved as circulated.

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting, July 25, 2022

Recommendation:

That the minutes from the Regular Council Meeting held July 25, 2022 be adopted.

4. DELEGATIONS AND PRESENTATIONS

4.1 Joel Pineau & Lesley Cabott, Stantec and Ali Tejpar, Mike Gardam, Keri Scobie & Jared Ens-Rempel, Imperial Oil

Recommendation:

That the presentation provided by Stantec and Imperial Oil on September 6, 2022, be received for information.

- 4.2 Tasha Murray Executive Director & Larissa Lau, Operations Coordinator, Invasive Species Council of Metro Vancouver, report dated July 29, 2022, regarding Village of Belcarra Invasive Plant Inventory Summary Report 2022

Recommendation:

That the Village of Belcarra Invasive Plant Inventory Summary Report 2022, dated July 29, 2022, be received for information.

5. **REPORTS**

- 5.1 Paula Richardson, Acting Chief Administrative Officer, report dated September 6, 2022, regarding West Road – Name Change

Recommendation:

That the West Road – Name Change report dated September 6, 2022, be received for information; and

That Council direct staff to bring the West Road – Name Change report, dated September 6, 2022, forward to the next Council.

- 5.2 Paula Richardson, Acting Chief Administrative Officer, report dated September 6, 2022, regarding Online GIS Map – Lot Areas

Recommendation:

That Council direct staff to update the online GIS map to include lot areas.

- 5.3 Michael Levin, Project Manager, Infrastructure, WSP, report dated September 2, 2022, regarding Village of Belcarra Hydraulic Water Model Development

Recommendation:

That the Village of Belcarra Hydraulic Water Model Development report dated September 2, 2022 be received for information.

- 5.4 Stewart Novak, Public Works & Emergency Preparedness Coordinator, report dated September 6, 2022, regarding 2022 MRNB TransLink Funding Approval

Recommendation:

That the 2022 MRNB TransLink Funding Approval Report be received for information.

- 5.5 Stewart Novak, Public Works & Emergency Preparedness Coordinator, report dated September 6, 2022, regarding Emergency Mass Notification App

Recommendation:

That Council direct staff to purchase the Alertable App as recommended in the Emergency Mass Notification App report dated September 6, 2022; and

That Council direct staff to inform the Village of Anmore and SVFD Chief Jay Sharpe of the direction to purchase the Alertable App.

6. REPORTS FROM MAYOR AND PROJECT LEADS**6.1 Mayor's Report**

- a) Metro Vancouver has proposed a new Regional Park on Bowen Island that includes camping opportunities. Metro Vancouver plans to preserve a forested and waterfront property at Cape Roger Curtis on Bowen Island for public enjoyment as a new regional park that will incorporate both day use and overnight camping areas.
- b) Metro Vancouver PNE Showcase – Residents invited to learn about important regional projects and services
- c) Tri-Cities Chamber of Commerce, Mayors' BBQ – September 7, 2022 at Riverside Community Church. Mayors from the cities of Coquitlam, Port Coquitlam, and Port Moody, as well as the Villages of Anmore & Belcarra will attend.
- d) Coquitlam Search & Rescue 50 Year Anniversary Celebration – September 17, 2022
- e) Truth and Reconciliation Day – September 30, 2022

6.2 Union of BC Municipalities (UBCM) Conference – September 12 – 16, 2022

Mayor Ross will attend the UBCM Conference on behalf of the Village in September.

The BC Crisis Line Network has provided a request for support at the UBCM Conference for their provincial 24/7 crisis lines that provide lifesaving crisis intervention, suicide risk assessment, and strengths-based collaborative safety planning and follow-up to vulnerable British Columbians.

Recommendation:

That Council express their strong support for Resolution EB42 – New Provincial Mandate and Funding for 911.

6.3 Ian Devlin, Chair, on behalf of the Official Community Plan Review Committee, report dated September 6, 2022, regarding Summary of OCP Consultation – Other Agencies**Recommendations:**

- 1) That the Summary of Official Community Plan (OCP) Consultation – Other Agencies report dated September 6, 2022, be received for information; and
- 2) That Council direct the OCP Review Committee and staff to bring the Draft Official Community Plan forward to the next Council for Bylaw readings, Public Hearing and Adoption.

6.4 Ian Devlin, Chair, on behalf of the Official Community Plan Review Committee, report dated September 6, 2022, regarding Summary of Resident Feedback and Draft OCP with OCP Review Committee Edits

Recommendations:

- 1) That the Official Community Plan (OCP) report regarding Summary of Resident Feedback and Draft OCP with OCP Review Committee Edits, dated September 6, 2022, be received for information; and
- 2) That Council direct the OCP Review Committee and staff to bring the Draft Official Community Plan forward to the next Council for Bylaw readings, Public Hearing and Adoption.

7. REPORT FROM CHIEF ADMINISTRATIVE OFFICER

No items.

8. BYLAWS

No items.

9. CORRESPONDENCE/PROCLAMATIONS

Recommendation:

That correspondence items 9.1 to 9.19 be received.

ACTION ITEMS

No items.

INFORMATION ITEMS

- 9.1** Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver, letter dated July 19, 2022, regarding Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel (full report available at the Village office)
- 9.2** Councillor Laurey-Anne Roodenburg, UBCM President, letter dated July 25, 2022, regarding Canada Community-Building Fund: First Community Works Fund Payment for 2022-2023
- 9.3** Aaron Demes, Senior Advisor, Government Relations, Government & Public Affairs, TransLink, email dated August 2, 2022, Municipal Upgrade Program Funding Announcement
- 9.4** Roger Quan, Director, Air Quality and Climate Change, Metro Vancouver, letter dated August 10, 2022, regarding Caring for the Air 2022, Metro Vancouver's Annual Review of Air Quality and Climate Change (full report available at the Village office)
- 9.5** Ralph Drew, Belcarra Resident, letter dated August 15, 2022, regarding Undeveloped Road Rights-of-Way ("Road Ends")
- 9.6** Sherry Chisholm, Belcarra Resident, letter dated July 21, 2022, regarding the Recent OCP, My Priorities Are As Follows
- 9.7** Sherry Chisholm, Belcarra Resident, letter dated July 21, 2022, regarding Official Community Plan

- 9.8 Sherry Chisholm, Belcarra Resident, letter dated August 20, 2022, regarding Official Community Plan for Belcarra
- 9.9 Brian Ashford, Sy Rodgers, Lynda Spence, Belcarra Residents, letter dated August 16, 2022, regarding Response to OCP dated August 2, 2022
- 9.10 Zachary Kyra-Derksen, Belcarra Resident, email dated August 22, 2022, regarding OCP Letter
- 9.11 Robert Wilson, Belcarra Resident, email dated August 24, 2022, regarding Belcarra OCP
- 9.12 Shane Lander, Belcarra Resident, email dated August 24, 2022, regarding 1/2 Acre Lots Farrer Cove
- 9.13 Suzanne Kyra, Belcarra Resident, email dated August 22, 2022, regarding OCP Feedback
- 9.14 Ron Davis, Belcarra Resident, email dated August 24, 2022, regarding Letter to the Belcarra OCP Committee
- 9.15 Brian Ashford, Belcarra Resident, letter dated August 24, 2022, regarding Belcarra August 2, 2022 OCP Draft Review, Comments and Suggestions
- 9.16 Belle Bojanowski, Belcarra Resident, email dated August 25, 2022, regarding Community Plan – Lot Size
- 9.17 Daniel Richardson, BTM Lawyers LLP, email dated August 24, 2022, regarding Belcarra Draft OCP Submissions Proof Read Suggestion
- 9.18 Sy Rodgers, Belcarra Resident, email dated August 25, 2022, regarding Broad View of OCP Draft
- 9.19 Jason Sadler, Belcarra Resident, email dated August 26, 2022, regarding OCP Committee

10. NEW BUSINESS

11. PUBLIC QUESTION PERIOD

12. ADJOURNMENT

Recommendation:

That the September 6, 2022 Regular Meeting be adjourned.



**VILLAGE OF BELCARRA
REGULAR COUNCIL MINUTES**

July 25, 2022



This meeting was held via Zoom Teleconference.

Council in Attendance

Mayor Jamie Ross (departed the meeting at 8:37 pm)
Councillor Carolina Clark
Councillor Bruce Drake
Councillor John Snell
Councillor Liisa Wilder

Staff in Attendance

Paula Richardson, Acting Chief Administrative Officer
Stewart Novak, Public Works & Emergency Preparedness Coordinator
Connie Esposito, Recording Secretary

Others in Attendance

Ken Bjorgaard, Financial Consultant (departed the meeting at 7:23 pm)

1. CALL TO ORDER

Mayor Ross called the meeting to order at 7:04 pm

2. APPROVAL OF THE AGENDA

2.1 Regular Council Meeting, July 25, 2022

Moved by: Councillor Wilder

Seconded by: Councillor Clark

That the agenda for the Regular Council Meeting, July 25, 2022, be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting, July 11, 2022

Moved by: Councillor Wilder

Seconded by: Councillor Drake

That the minutes from the Regular Council Meeting held July 11, 2022, be adopted.

CARRIED

4. DELEGATIONS AND PRESENTATIONS

No Items.

5. REPORTS**5.1** Ken Bjorgaard, Financial Consultant, regarding Budget Variance Report

K. Bjorgaard noted that the Village of Belcarra Policy No. 195 states that “the Financial Officer will prepare a Report to Council, for periods ending June, September and December, comparing and analyzing the approved budget with actuals to date (Budget Variance Report).”

K. Bjorgaard provided an overview of the report appendices representing a detailed budget review of all of the Village’s operating and capital funds:

Appendix "A" – General Operating Fund Budget Review

Appendix "B" – Water Operating Fund Budget Review

Appendix "C" – Waste & Recycle Depot (WARD) Operating Fund Budget Review

Appendix "D" – Capital Budget Review

Discussion ensued relative to:

- The budget for the Midden Road overlay;
- The timeline for the Marine Avenue project; and
- Trails and public spaces budget.

Moved by: Councillor Wilder

Seconded by: Councillor Clark

That the report entitled “2022 Budget Variance Report Based on Results to June 30, 2022” be received for information.

CARRIED

K. Bjorgaard left the meeting at 7:23 pm

5.2 Stewart Novak, Public Works & Emergency Preparedness Coordinator, report dated July 25, 2022, regarding BC Hydro LED Streetlight Replacements.

S. Novak noted that BC Hydro now have approximately 10% of the replacement project remaining, with Belcarra being one of the few communities in the region still needing to have the lights replaced. It is expected that Belcarra’s streetlights will be replaced within the next two months.

Discussion ensued relative to:

- Confirmation to be reported back to Council once the work has been completed; and
- The brightness of the lights and the recommended industry standard.

Moved by: Councillor Drake

Seconded by: Councillor Clark

That the BC Hydro LED Streetlight Replacement report dated July 25, 2022, be received for information.

CARRIED**5.3** Stewart Novak, Public Works & Emergency Preparedness Coordinator, report dated July 25, 2022, regarding Domestic Water Supply Connection Safety, Fire Sprinkler Only

S. Novak provided a follow up to a Council motion on July 11, 2022, “That staff be requested to report on approaches that could ensure that ‘sprinkler only’ connections to the domestic system do not endanger other users” noting that there are specific requirements for connecting for sprinkler only to prevent cross contamination.

Discussion ensued.

Moved by: Councillor Drake
 Seconded by: Councillor Wilder

That the “Domestic Water Supply Connection Safety, Fire Sprinkler Only” report, dated July 25, 2022, be received for information.

CARRIED

5.4 Stewart Novak, Public Works & Emergency Preparedness Coordinator, report dated July 25, 2022, regarding 2021-2022 Major Road Network and Bike Cost Share (MRNB) Funding Reallocation

S. Novak noted that the purpose of the MRNB reallocation application is to secure grant funding for Bedwell Bay Road Safety Barriers and other road safety projects along Bedwell Bay Road.

Discussion ensued relative to:

- Types of traffic calming measures such as speed bumps and serrated roads;
- Timeframe for resubmission to TransLink; and
- Vulnerable crosswalks in Belcarra.

Moved by: Councillor Clark
 Seconded by: Councillor Snell

That Council approve the funding reallocation for the 2021-2022 MRNB Funding.

CARRIED

6. REPORTS FROM MAYOR AND PROJECT LEADS

6.1 Mayor’s Report

- Metro Parks Committee Tour of Bowen Island – July 15, 2022
- Symphony in the Park, featuring the VSO – hosted by Burnaby Council – July 16, 2022
- Sheila Malcolmson, Minister of Mental Health & Addictions – Announcement About Increasing Health, Wellness and Substance Use Supports for Youth, event held at the Centennial Secondary Theatre – July 19, 2022

Council queried regarding:

- An update from Metro Vancouver for improvements around White Pine Beach/Sasamat Lake;
- Possible parking improvements on Whiskey Cove Lane on property owned by Metro Vancouver Parks; and
- Improved signage at the 3-way stop sign directing park users into Belcarra Regional Park.

Discussion ensued relative to:

- Ongoing discussions with Metro Vancouver Parks and the City of Port Moody regarding the traffic issues along White Pine Beach/Sasamat Lake; and
- Bylaw enforcement along Midden Road.

7. REPORT FROM ACTING CHIEF ADMINISTRATIVE OFFICER

- 7.1** Paula Richardson, Acting Chief Administrative Officer, provided a verbal report regarding Appointment of an Alternate Acting Corporate Officer

Moved by: Councillor Clark
Seconded by: Councillor Drake

That Council approve the appointment of Connie Esposito as Acting Corporate Officer from September 6 – 16, 2022 inclusive.

CARRIED

8. BYLAWS

No Items.

9. CORRESPONDENCE/PROCLAMATIONS

Moved by: Councillor Clark
Seconded by: Councillor Snell

That correspondence items 9.1 to 9.7 be received.

CARRIED

ACTION ITEMS

- 9.1** Joel and Nancy Johnston & Eric Broberg and Jillian Hull, Belcarra Residents, email dated July 12, 2022, regarding Request for Road Name Change

Moved by: Councillor Clark
Seconded by: Councillor Wilder

That Council direct staff to research the requirements for a road name change.

CARRIED

INFORMATION ITEMS

- 9.2** Brad West, Mayor, City of Port Coquitlam, letter dated June 29, 2022, regarding City of Port Coquitlam's 2021 Annual Report

- 9.3** Ian MacDonald, Belcarra Resident, email dated July 11, 2022, regarding Dangerous Bollard on Watson Road

Discussion ensued relative to the installation of the bollard on Watson Road. Residents provided feedback on the bollard being a calming structure.

Council requested that the original report from the consultant regarding the installation of the bollard be submitted to Council for review.

- 9.4** Kerry Thompson, Port Coquitlam Resident, email dated July 18, 2022, regarding Proposal for July Meeting – Addition of Non-Motorized Boat Launch Sites in the Village

- 9.5** Sasamat Volunteer Fire Department (SVFD) Board of Trustees, Meeting Minutes of June 2, 2022

- 9.6** Kaila Butler, Communications Manager, E-Comm 911, letter dated June 30, 2022, regarding E-Comm Insider (formerly e-communiqué) Subscription

9.7 Deborah Struk, Belcarra Resident, email dated July 20, 2022, regarding Why Did Port Coquitlam Leave the LMLGA – Tri-City News

Please note: Two items of Correspondence will be received and discussed after Item 11.

10. NEW BUSINESS

Staff provided an update regarding a Council query in relation to bylaw enforcement.

11. PUBLIC QUESTION PERIOD

Jim Chisholm, Belcarra Resident, commented regarding the timeline for release of the WSP Canada report on Belcarra's water system.

Council queried regarding the rise in the Tatlow reservoir water level.

It was noted that the Tatlow reservoir water level was raised recently.

Robb Begg, Belcarra Resident, queried regarding Councillor positions on conflict of interest in relation to the OCP document that was presented at the last Council meeting.

Brian Hirsch, Belcarra Resident, queried regarding the process for hiring a new Chief Administrative Officer.

David Goodman, Belcarra Resident, queried regarding Council quorum of 2 in relation to the OCP process.

Mayor Ross declared a Conflict of Interest as follows:

"I am declaring a Conflict of Interest and am recusing myself from this Council meeting noting that I am not entitled to participate in the discussion of the matter, or to vote on the matter, because of a direct pecuniary interest in the matter. I am a director and a member of a Group Wharf Association and one that is the subject of legal action."

In addition, the Village of Belcarra applied to the Supreme Court and the Justice provided the following:

"{4} Now, regarding the petition itself, I am of the view that having declared a conflict of interest in relation to the Bedwell Bay Wharf Program Report (the "Report"), it would be inappropriate for Mayor Jamie Ross and Councillors John Snell and Liisa Wilder to be permitted to participate, discuss, and vote on any matter arising from or in relation to that Report."

I am now recusing myself.

Mayor Ross departed the meeting at 8:37pm.

Deputy Mayor Drake assumed the chair.

Discussion ensued relative to:

- Councillor positions on Conflict of Interest; and
- Recommendations contained with the Official Community Plan (OCP) report.

Council provided an update on the OCP process noting that August 25th is the deadline for comments and residents are encouraged to submit their comments to

ocp@belcarra.ca. The OCP Report will be brought back to Council at the Regular Council Meeting of September 6, 2022.

It was noted that the OCP Bylaw will be brought back to Council for readings. A Public Hearing must be established where the public may provide input prior to adoption.

9. CORRESPONDENCE Continued

INFORMATION ITEMS

Moved by: Councillor Clark

Seconded by: Councillor Drake

That correspondence items 9.8 to 9.9 be received.

CARRIED

9.8 Lisa McCuaig, Manager, Ecosystem Management, Vancouver Fraser Port Authority, letter dated February 28, 2022, regarding Bedwell Bay Highway Encroachment Area Eelgrass Habitat

9.9 Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority, letter dated March 29, 2022, regarding Bedwell Bay Highway Encroachment Area Eelgrass Habitat

Discussion ensued relative to the Vancouver Fraser Port Authority process on current dock applications which are not being accepted due to a current study taking place on the impacts of eelgrass habitat.

12. ADJOURNMENT

Moved by: Councillor Clark

Seconded by: Councillor Drake

That the July 25, 2022 Regular Meeting be adjourned at 9:09 pm

CARRIED

Certified Correct:

Jamie Ross
Mayor

Paula Richardson
Acting Chief Administrative Officer

Village of Belcarra Invasive Plant Inventory

Summary Report 2022

July 29, 2022

Submitted to:

Stewart Novak, Village of Belcarra
604 937 4100 | snovak@belcarra.ca

Submitted by:

Larissa Lau, Invasive Species Council of Metro Vancouver
604 880 8358 | llau@ismv.ca



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Table of Contents

1.0 Introduction.....	3
2.0 Methods.....	3
3.0 Results.....	3
3.1 Areas surveyed.....	3
3.2 Species Present.....	4
3.3 Species of Concern.....	5
3.4 Sites of Concern.....	10
4.0 Recommendations.....	11
4.1 Management.....	11
4.2 Prevention and Outreach.....	13
4.3 Addressing Illegal Dumping.....	13
4.4 Increase Staff Capacity to Report and Manage Infestations.....	13
5.0 Summary.....	13

1.0 Introduction

The Invasive Species Council of Metro Vancouver (ISCMV) was contracted to conduct an inventory of invasive plants on Village of Belcarra municipal property in 2022. For this project, invasive plants species were inventoried, outreach was provided to members of the public encountered, data was entered into the Provincial [Invasive Alien Plant Program \(IAPP\) database](#), and maps and recommendations are provided in this summary report.

2.0 Methods

The invasive plant surveys were conducted over 3 field days (May 25, 26 and 30) by Larissa Lau of the ISCMV. Although municipal property was prioritized for this survey, high priority invasive plants observed on other properties (for example, private property) were noted. Considered in this inventory were regulated species listed in the [BC Weed Control Act Regulations](#), [BC Forest and Range Practices Act Invasive Plants Regulation](#) and the [Community Charter Spheres of Concurrent Jurisdiction – Environment and Wildlife Regulation](#). Other [regional invasive plants of concern](#) were also considered.

The survey was largely completed on foot with some road segments surveyed via vehicle. Observed invasive plants were geographically mapped using GIS on a handheld tablet. Operational surveys were conducted in accordance with guidelines set out by IAPP, the largest database for invasive plant data in BC which incorporates data from the Province, contractors and other agencies involved in invasive plant management. Survey results reflect that inventory work was conducted mid growing season and therefore some of the very early or late growing/blooming plants may not have been detectable.

3.0 Results

Below the inventory findings are summarized. Maps for priority species and sites of concern have been created and can be found in Figures 1 through 7. Raw data in csv and shapefile formats can be supplied upon request.

3.1 Areas surveyed

Based on provided Village of Belcarra reference maps, all roadsides, and trails that extended off roads or between roads, were surveyed for invasive plant species. Figure 1 displays the entire area that was travelled and surveyed, covering a total distance of 8.97 kilometres of municipal property.



Figure 1. Map of total areas surveyed in May 2022 in the Village of Belcarra. The linear feature highlighted in orange depicts roadsides and trails that were surveyed for invasive plant species.

3.2 Species Present

Over the course of the three-day survey a total of 247 data points were collected for 25 invasive plant species. A summary of these survey points can be found in Table 1; for each invasive plant species observed, the number of occurrences and the total estimated area was recorded. Overall, the 247 survey points cover an estimated area of 4,489m².

The top five species found with the greatest number of occurrences and highest area covered were Himalayan blackberry (*Rubus bifrons*), English & Irish ivies (*Hedera* species), cherry laurel (*Daphne laureola*), lamium/yellow archangel (*Lamium galeobdolon*), and Scotch broom (*Cytisus scoparius*). The most predominant invasive plant species in number of survey points was English & Irish ivies, with a total number of 44 individual survey points. By far, the species covering the largest area is Himalayan blackberry, with a total coverage of 1,642m², making up about 48% of the total area covered by all invasive plants in Belcarra.

Table 1. Summary of all inventoried invasive plant sites. Data points are summarized by species, the number of occurrences and the total estimated area (m²). Current regulatory status is indicated in the ‘Regulation’ column, designating BC Weed Control Act provincially noxious weeds (WCA), BC Forest and Range Practices Act Invasive Plants Regulation (FRPA) and the Community Charter Spheres of Concurrent Jurisdiction – Environment and Wildlife Regulation (CC).

Common Name	Species Name	# of Occurrences	Total area (m ²)	Regulation
American Vetch	<i>Vicia americana</i>	2	15	
Bamboo	<i>Bambuseae</i> family	2	22	
Bohemian Knotweed	<i>Reynoutria x bohemica</i>	3	18	WCA, FRPA*, CC*
Butterfly Bush	<i>Buddleja davidii</i>	1	5	
Cherry Laurel	<i>Prunus laurocerasus</i>	31	336	
Common Comfrey	<i>Symphytum officinale</i>	1	1	
Common Hops	<i>Humulus lupulus</i>	1	20	
Common Sow Thistle	<i>Sonchus oleraceus</i>	1	1	WCA, CC
Cypress Spurge	<i>Euphorbia cyparissias</i>	1	2	
Dames Rocket	<i>Hesperis matronalis</i>	6	21	
English & Irish Ivies	<i>Hedera</i> species	44	1469	CC
English Holly	<i>Ilex aquifolium</i>	21	105	
Foxglove	<i>Digitalis purpurea</i>	18	114	
Goutweed	<i>Aegopodium podagraria</i>	1	5	
Himalayan Blackberry	<i>Rubus bifrons</i>	40	1642	CC
Japanese Butterbur	<i>Petasites japonica</i>	1	15	
Lamium/yellow archangel	<i>Lamiastrum galeobdolon</i>	25	227	
Mediterranean Spurge	<i>Euphorbia characia</i>	1	1	
Morning Glory	<i>Calystegia sepium</i>	14	104	
Mountain Bluet	<i>Centaurea montana</i>	3	9	
Orange Hawkweed	<i>Hieracium aurantiacum</i>	4	11	
Periwinkle	<i>Vinca minor/major</i>	9	140	
Scotch Broom	<i>Cytisus scoparius</i>	13	189	FRPA, CC
Spotted Hawkweed	<i>Hieracium maculatum</i>	2	11	FRPA
Spurge Laurel	<i>Daphne laureola</i>	2	6	CC
	Total:	247	4489	

* Although Bohemian knotweed is not listed under these regulations, other knotweed species are, and it can be assumed that all knotweed species would be considered under the regulations.

3.3 Species of Concern

Regulated Species

There were two provincially noxious plants that were found on Village of Belcarra municipal property: Common sow thistle (*Sonchus oleraceus*) and Bohemian knotweed (*Reynoutria x bohemica*). Noxious weeds are invasive plant species that are regulated and mandated by *The BC Weed Control Act*,

requiring all land occupants and managers to control and manage noxious weeds.

A single common sow thistle infestation was found near 4705 Belcarra Bay Rd under cedar hedges. Three new (not previously treated) knotweed infestations were found during the 2022 inventory: two sites are existing sites in IAPP and a new site was found on private property. The two public knotweed sites will be added to the 2022 ISCMV treatment list. Figure 2 displays the knotweed found during this inventory as well as the historic (known) knotweed sites that were visited in 2021. In total there are 29 treatable knotweed sites on Belcarra municipal property and one knotweed site on private property.



Figure 2. Locations of knotweed sites in 2022 in the Village of Belcarra.

The private property knotweed infestation was found on a resident's front lawn at 4980 Robson Rd (Figure 3). This infestation is approximately 7m², combining two separate distinct patches observed in the front yard. The larger patch is not pictured but can be seen at the back corner of the yard. Since it is on private property the home owner should be notified and managed accordingly.



Figure 3. Observed knotweed patch in the front yard of 4980 Robson Rd, Belcarra, observed in May 2022.

Early Emerging Species

During the 2022 invasive plant survey there were several plants that were found in a low (one or two survey points) occurrence on Village of Belcarra municipal property: butterfly bush, Japanese butterbur, Mediterranean spurge, spotted hawkweed, common comfrey, common hops and goutweed. Although some of these species are low priority and widespread horticulture plants in the region, as single infestations they would be easy to manage as the plants are in an introductory invasion phase and have not yet spread to any other areas of Belcarra. Japanese butterbur and Mediterranean spurge were found on private property.

Scotch broom

Scotch broom was a noticeable invasive plant dispersed throughout Belcarra municipal property. It was one of the top five invasive plants with the most coverage observed in Belcarra. In the Metro Vancouver region Scotch broom is listed under the *Community Charter, Spheres of Concurrent Jurisdiction – Environment and Wildlife Regulation*, and gives municipality the opportunity to impose requirements to manage invasive plants. Scotch broom inhibits the growth of other plants by out-

shading and altering the chemical properties of the soil. In addition, Scotch broom is also a concern for its flammable properties, posing as a fire hazard.

In total there were 13 Scotch broom infestations observed, covering an area of 189m² on municipal jurisdiction. Figure 4 displays the locations of the Scotch broom data points that were found in 2022. Within the 13 infestations there were variations in plant maturity and size of infestation. Depending on the location some infestations are more likely to expand and create dense monocultures. There is one site in particular (at the end of Tatlow Trail, on the most eastern end of Marine Ave) that is very concerning as the Scotch broom is quite mature and large, extending down slope towards the shoreline. The plants are growing densely and there is not much else growing other than several foxglove plants.

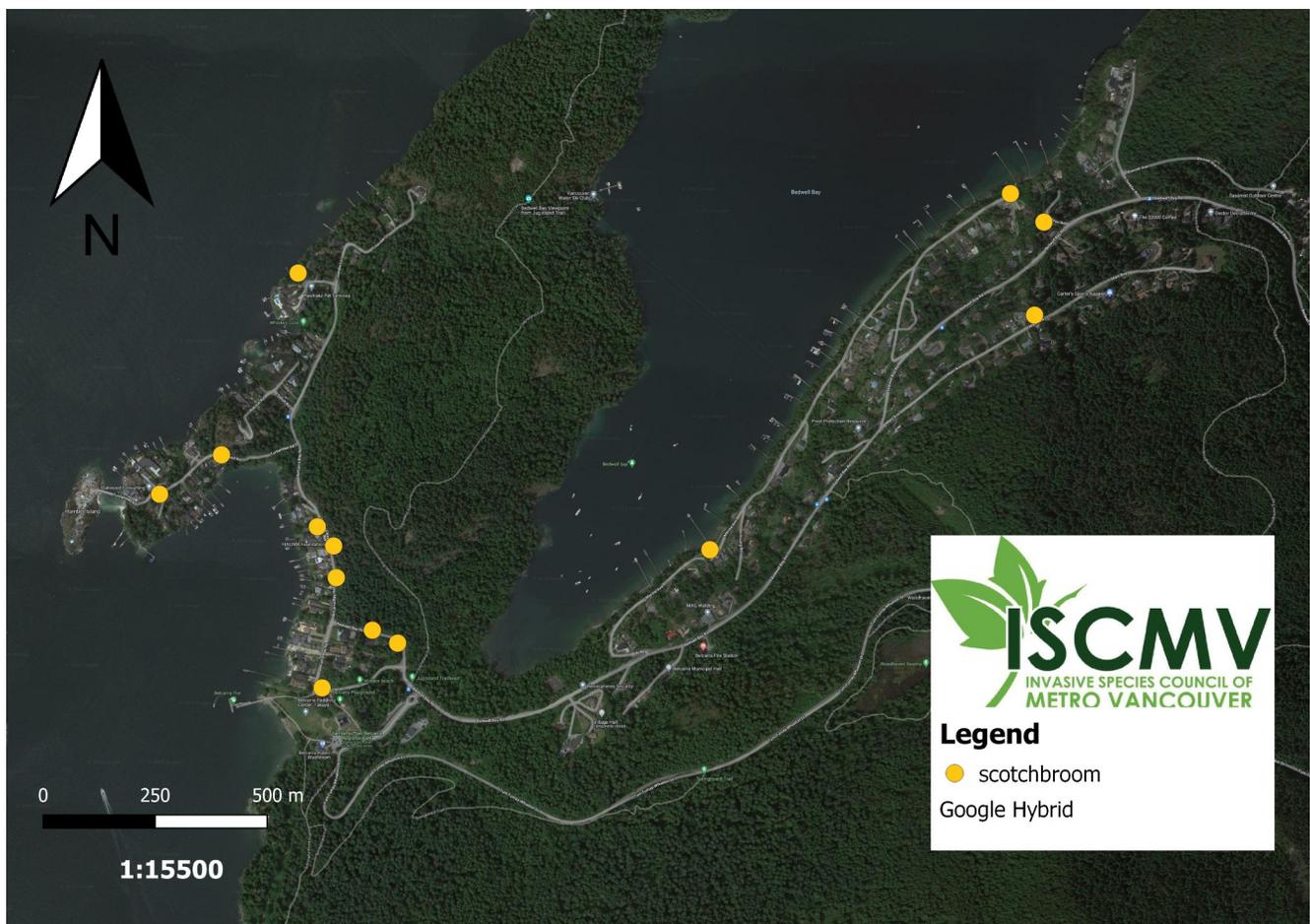


Figure 4. Locations of Scotch broom infestations found during the ISCMV May 2022 survey on Village of Belcarra municipal property.

English & Irish Ivies

Ivy was a listed concern by municipal staff prior to conducting the Belcarra invasive plant inventory. Ivy was found throughout Belcarra municipal property, primarily dispersed along the roadsides (Figure 5). In total there were 44 individual ivy infestations inventoried, covering a total area of 1,469 m². Invasive ivy infestations are categorized in Table 2 by ivy plants growing only on the ground versus ivy climbing vertically on structures and trees.

Ivy growing vertically encroaching onto the trees is the highest priority for management. Ivy climbing up trees may impact the health and stability of the trees, restricting the growth, increasing weight to branches, reducing the stability of the trees and increasing the risk of wind hazards. It is also a major concern on Marine Avenue where it is growing extensively along the shoreline, moving down slope from the road.



Figure 5. Locations of invasive ivy infestations found in May 2022 on Village of Belcarra municipal property. These observations were also recorded by growth type (growing on the ground versus vertically climbing on structures and trees).

Table 2. Summary table of the invasive ivy infestations found on Village of Belcarra municipal property in May 2022, by number of occurrences and the total area the sites covered (m²).

Growth type of ivy	Occurrence	Total area (m ²)
Ground ivy	13	302
Vertically climbing	31	1167
Total:	44	1469

3.4 Sites of Concern

There were a number of sites that were of concern due to visible dumping. The sites shown in Figure 6 had presence of incorrectly disposed yard waste. These sites are cause for concern because this may result in the introduction of new invasive plant species or even the re-introduction of species that are being actively managed. Many of these sites were found at road ends and areas that were partially or fully covered by dense forested areas.



Figure 6. Locations of visible dumping sites on Village of Belcarra municipal property in May 2022. These observations were primarily improperly disposed yard waste.

4.0 Recommendations

4.1 Management

Since budget is a major limiting factor when managing invasive plants, it is recommended to prioritize regulated species, toxic species (non found in Belcarra), and species that occur infrequently. Since the latter sites were only found in single or double occurrences, it is both cost effective and prevents them from expanding throughout the municipality. We have summarized the inventoried invasive species by recommended priority levels and management timelines below in Table 3.

For the most up-to-date locally developed information on how best to manage invasive species, please consult the [regional suite of best management practice guides](#). Also available at this site are simple 2-page factsheets that are designed for the public or homeowners.

Table 3. Summary of recommended priorities and management timeline for the invasive plant species found in Belcarra during the 2022 inventory.

Species	Description/Notes/ recommendation	Priority	Timeline
knotweeds	Previously, all knotweed sites on Belcarra municipal property were treated by ISCMV. Monitoring of knotweed recommended for 3-5 years after treatment to ensure the infestation is successfully eradicated. Include knotweed observed in 2022 workplan.	High	Annual monitoring, treatment on all sites in 2022
Orange hawkweed	Previously, all orange hawkweed sites on Belcarra municipal property were treated by ISCMV. Include all orange hawkweed observed in 2022 workplan, as it is isolated to one part of the Village.	High	Annual monitoring, treatment on all sites in 2022
common sow thistle	Single infestation found near 4705 Belcarra Bay Rd. This plant species is listed under the Provincially noxious weed and since it is a single infestation should be eradicated before it spreads any further. Can be manually removed by uprooting the entire plant; if it has already gone to seed consider control measures in the following spring.	High	Immediate treatment, annual monitoring
butterfly bush	Low occurrence in the Village, eradication possible	High	Immediate treatment
Japanese butterbur	Low occurrence in the Village, eradication possible	High	Immediate treatment
Mediterranean spurge	Low occurrence in the Village, eradication possible	High	Immediate treatment
spotted hawkweed	Low occurrence in the Village, eradication possible	Medium	
common comfrey	Low occurrence in the Village, eradication possible	Low	
common hops	Low occurrence in the Village, eradication possible	Low	
goutweed	Low occurrence in the Village, eradication possible	Medium	
Scotch broom	Although Scotch broom is quite widespread throughout the region it is recommended to manage priority sites: infestations found in areas where they may easily disperse to new sites, obstruct sight lines, alter waterways, impede wildlife movement, and/or encroach onto private property. The ISCMV can help	High/medium	Prioritize on a site-by-site basis; consider long-term management plan

	prioritize the Scotch broom infestations in the Village. Municipal staff can be trained to manage Scotch broom and remove invasive plants at the priority sites. There is also potential to coordinate with local volunteers and community groups to remove Scotch broom plants in priority areas.		
English & Irish ivies	Since the main concern with ivy is the detrimental impacts to the trees, vertically climbing ivy should be prioritized and removed. As it would be nearly impossible to fully eradicate all ivy from Belcarra property, prioritize sites where ivy is growing densely along Marine Ave and where it is climbing up trees extensively. Figure 7 displays the location of the isolated vertically climbing infestation. Ivy is a candidate for volunteer removal.	High – ivy growing on trees Medium – ivy growing on ground	Prioritize ivy growing on trees; can be removed year-round; consider long-term management plan; consider ivy on private property

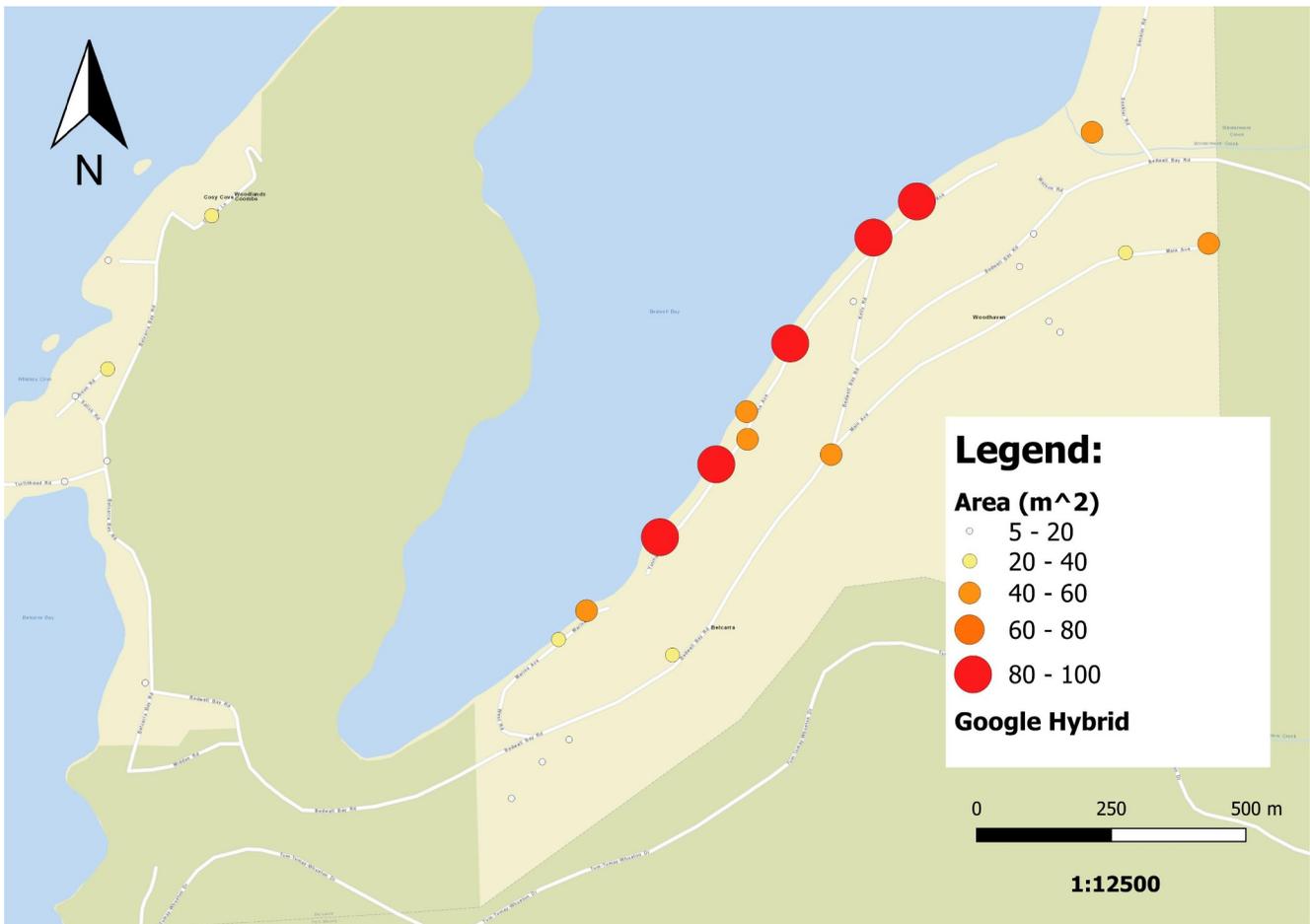


Figure 7. Locations of English ivy infestations that are climbing vertically on trees and structures. Observations were made on Village of Belcarra property in May 2022. Infestations were categorized by estimated area (m^2); the larger the point the larger the observed infestation area.

4.2 Prevention and Outreach

A key component of preventing the introduction of invasive plants is to educate the residents as well as Mayor & Council. There were also a number of infestations identified on private property. Depending on the plant there is risk of the invasive plant being introduced onto municipal land. The Village of Belcarra should consider how to deal with invasive plant species on private property. Some local governments in the region issue notifications that educate homeowners on invasive plants observed on their property, and there are also options to update bylaws to be able to enforce Provincial invasive plant legislation.

The ISCMV has already agreed to present to the Village of Belcarra Mayor & Council and/or residents to share the findings of this report. During the presentation we can provide information on the recommendations outlined above, proper yard waste disposal and best practices for management of the invasive species found in the Village.

4.3 Addressing Illegal Dumping

The sites of concern have evident yard waste dumping and should be a high priority to manage. These sites are problematic as it they can repeatedly reintroduce invasive plants and diminish the success of invasive plant management. Cleaning up dumping sites can help prevent future disposal. There were visible “No Refuse/Dumping” signs posted at some of the sites, but different signage with additional description may be helpful. It may be beneficial to also introduce a Belcarra green waste program, or a process for disposal of invasive plants. It could include an education component, geared towards residents that are adjacent to the dumping sites. In many cases illegal dumping is caused by several adjacent home owners, and once dumping is evident, the site can attract more dumping. Introducing an education or door to door program to distribute flyers and educate residents could help prevent illegal yard waste dumping.

4.4 Increase Staff Capacity to Report and Manage Infestations

Most of the infestations that were found on municipal property can be manually managed using a combination of techniques and tools: hand pulling, digging and removing all parts of the plant. Staff can be trained to identify and remove any plants found in the future for time efficiency. It is also beneficial if all staff who work outdoors are familiar with high priority regional invasive species so they can be on the lookout and report them if found. The ISCMV offers tailored training programs and other events designed to educate staff on this topic.

5.0 Summary

In many cases budget restraints are the main barrier to land managers when managing invasive plants. Typically, up-front efforts to manage existing infestations can minimize the amount of time and effort spent in future. Since Belcarra has already taken the first step in initiating the invasive plant survey this will hold key information on developing in an invasive species treatment plan. Currently the ISCMV has agreed to manage the noxious weeds but the original quote was based on previously known sites, and during this survey several other sites were discovered and we may need additional budget for 2022.

We have found that the Belcarra residents are invested in maintaining the pristine environment and our activities are often well received. This is very encouraging and we believe an in-person presentation with the Belcarra Mayor & Council and residents to increase the understanding of invasive plant species and the risks they pose to the unique area would be well-received and would result in further action taken by residents to minimize the impacts of invasive species on private and public property in the Village of Belcarra.



COUNCIL REPORT

File: 5400-01

Date: September 6, 2022

From: Paula Richardson, Acting Chief Administrative Officer

Subject: West Road – Name Change

Recommendation

That the West Road – Name Change report dated September 6, 2022, be received for information; and

That Council direct staff to bring the West Road – Name Change report, dated September 6, 2022, forward to the next Council.

Purpose

To provide Council with information regarding changing the name of West Road to Marine Avenue.

Background

At the Regular meeting of Belcarra Council held on July 25, 2022, correspondence was received from 4 residents from 2 separate residences on Marine Avenue requesting that the portion of West Road outlined in red on Map 1 be renamed to Marine Avenue.



Map 1: Portion of West Road Under Discussion (map source: BC Assessment)

The reason for this request is as follows:

1. Life safety concerns and quick access for emergency vehicles
2. Confusion for deliveries, trades, those unfamiliar with the Village road network, etc.
3. There are currently no properties with a West Road address (all addresses for this portion of Road have Marine Avenue addresses)

As a result of the request, Council passed the following motion:

“That Council direct staff to research the requirements for a road name change.”

Process

According to Section 39 of the Community Charter:

- 39** A council may, by bylaw, do one or more of the following:
(a) assign a name or number to a highway;

As such, if Council decides to proceed with changing the name of West Road to Marine Avenue, a bylaw must be brought forward to Council and proceed through First, Second, and Third Readings, and Adoption, before the road name change can be made official.

Public Notification

While public notification is not required, Council may consider notifying the community in the following ways:

Targeted Notification

A letter indicating Council is considering the proposed name change is delivered to all residences located on the western portion of Marine Avenue, as shown on Map 2.

Broad Notification

A letter indicating Council is considering the proposed name change is delivered to all residences shown on Map 2, is posted on the Village website, and is emailed out to all those on the Village resident email list.



Map 2: Targeted Notification Area (map source: BC Assessment)

Attachment

- Correspondence from Joel & Nancy Johnston, Eric Broberg & Jillian Hull regarding Road Name Change

File No. 5400-01

From: Nancy Johnston
Sent: Tuesday, July 12, 2022 1:07 PM
Subject: Request for Road Name Change

Dear Mayor Ross and Council,

We are writing to formally request consideration for changing the turn off to Marine Avenue from Bedwell Bay Road via West Road to be marked as Marine Avenue at the juncture to Bedwell Bay Road, rather than West Road, as it is currently marked. The reasons are as follows:

1. The houses on this street all have Marine Avenue addresses. They are immediately accessible once one turns onto West Road. It is very confusing to many who are looking for a Marine Avenue address when they have just turned onto West Road and there is no indication that the road then again changes its name immediately to Marine Avenue.
2. This extra confusion (just ask the MANY delivery and service folks who struggle) is also a safety and efficiency issue for emergency responders who need to quickly and accurately reach those addresses in a timely manner (sadly this has already occurred in at least one instance).
3. Added confusion also occurs for many drivers, cyclists and motorcyclists not familiar with the area, all of which occurs at an already dangerous part of Bedwell Bay Road. The extra time and distraction taken to figure out where they are and where they want to be can be the difference between effectively making the turn on a section of road that has seen several accidents in recent years.

Given that there are currently no existing addresses on West Road, this would be an ideal time to make this change, causing no disruption to anyone with an existing West Road address. We appreciate that this likely involves other decision making bodies in addition to the Village of Belcarra but would appreciate your support of this request to begin such an undertaking. Thank you for your consideration of this request and please let us know if there is anything we can do that may help progress it.

Sincerely,

Joel and Nancy Johnston
Eric Broberg and Jillian Hull



COUNCIL REPORT

File: 1385-01

Date: September 6, 2022
From: Paula Richardson, Acting Chief Administrative Officer
Subject: Online GIS Map – Lot Areas

Recommendation

That Council direct staff to update the online GIS map to include lot areas.

Purpose

To provide Council with information regarding the inclusion of lot areas on the Village's online GIS map.

Background

At the July 11, 2022, Regular meeting of Belcarra Council, staff provided a presentation on the Village's online GIS map. Council provided the following motion:

“That Council receive the Village of Belcarra Geography Information System (GIS) report, dated July 11, 2022, for information; and
That Council direct staff to purchase the GIS Viewer License at an annual cost of \$170.00.”

Further to this Council direction, staff have purchased the GIS Viewer License and have readied the map for online access, including the addition of a parking layer (which was the subject of Council discussion at the meeting held on July 11, 2022). On August 31, 2022, the map went live on the Village's website.

Lot Area Information

Lot areas were not included on the map or discussed at the July 11 Council meeting; however, there has been interest in having this information included on the online GIS map because it allows for easy access to this publicly available information (which can currently be accessed from the BC Assessment website).

Many municipalities in the Lower Mainland include lot size information on their online mapping system. According to some preliminary research Anmore, District of North Vancouver, and Port Coquitlam provide this information, whereas Port Moody and Coquitlam do not. Ultimately, it is the decision of the municipality for which the map applies.

Staff are recommending that Council include this information on the online GIS map as it is already publicly available through BC Assessment's website and because it provides a more complete database of information for both Village residents and staff.



VILLAGE OF BELCARRA
REPORT NUMBER: 211-09148-00

VILLAGE OF BELCARRA HYDRAULIC WATER MODEL DEVELOPMENT

SEPTEMBER 02, 2022

CONFIDENTIAL





VILLAGE OF BELCARRA WATER MODEL DEVELOPMENT

VILLAGE OF BELCARRA

FINAL
CONFIDENTIAL

PROJECT NO.: 211-09148-00
DATE: SEPTEMBER 02, 2022

WSP
100 – 840 HOWE STREET
VANCOUVER, BC V6Z 2M1

T: +1 604-685-9381
WSP.COM



September 02, 2022

Confidential

Village of Belcarra
4048 Bedwell Bay Road
Belcarra BC, V3H 4P8

**Attention: Paula Richardson, Acting Chief Administrative Officer;
Stewart Novak, Public Works & Emergency Preparedness Coordinator**

Dear Ms. Richardson & Mr. Novak:

Subject: Water Model Development

WSP Canada Inc. is pleased to submit to the Village of Belcarra one (1) digital copy of our Village of Belcarra Water Model Development Report.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'ML', with a long horizontal stroke extending to the right.

Michael Levin, P.Eng., PMP
Project Manager, Infrastructure

SG/ML/ab
Encl
WSP ref.: 211-09148-00

REVISION HISTORY

SECOND ISSUE

September 1, 2022	Draft Submission	
Prepared by	Approved By	
Sanwal Gilani, E.I.T.	Michael Levin, P.Eng., PMP	
September 2, 2022	Final Submission	
Prepared by	Approved By	
Sanwal Gilani, E.I.T.	Michael Levin, P.Eng., PMP	

SIGNATURES

PREPARED BY



September 2, 2022

Sanwal Gilani, E.I.T.
Project Engineer

Date

APPROVED BY

September 2, 2022

Michael Levin, P.Eng., PMP
Project Manager

Date

WSP prepared this report solely for the use of the intended recipient, Village of Belcarra, in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

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Project Engineer Sanwal Gilani, E.I.T.



TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Purpose	1
1.2	Scope of Work	1
1.3	Data Collection and Information Review	1
2	EXISTING WATER SYSTEM	3
2.1	Water System Overview	3
3	DESIGN CRITERIA	5
4	MODEL AND SCENARIO DEVELOPMENT ...	6
4.1	Model Software Selection	6
4.2	Model Development Overview	6
4.2.1	Junctions	6
4.2.2	Pipes	6
4.2.3	Reservoirs	6
4.2.4	Tanks	6
4.3	Scenario Development	7
4.3.1	Average Day Demand	7
4.3.2	Maximum Day Demand	7
4.3.3	Peak Hour Day Demand	7
5	MODEL CALIBRATION	8
5.1	Background	8
5.2	Methodology	8
5.2.1	Calibration Parameters	12
5.3	Results and Discussion	12
5.3.1	C-Factor Field Calibration Results	12
5.3.2	Multi-Pressure Field Calibration Results	13
5.3.3	Calibration summary	15
6	HYDRAULIC ANALYSIS	16
6.1	Pressures During Average Day Demand	16

6.2	Pressures During Peak Hour Demand	18
6.3	Fire Flows During Maximum Day Demand	20
6.4	Water Age under Average Day Demand	22
7	SUMMARY AND RECOMMENDATIONS	24

TABLES

TABLE 1:	DATA COLLECTION SUMMARY	2
TABLE 2:	BELCARRA WATER SYSTEM OVERVIEW	3
TABLE 3:	DESIGN CRITERIA	5
TABLE 4:	RECORDED PARAMETERS DURING HYDRANT FLOW TESTING	12
TABLE 5:	C-FACTOR CALIBRATION RESULTS	12
TABLE 6:	CALIBRATED C-FACTORS	13
TABLE 7:	UNCALIBRATED MULTI-PRESSURE TEST RESULTS	14
TABLE 8:	CALIBRATED MULTI-PRESSURE TEST RESULTS	14
TABLE 9:	NODES NOT IN COMPLIANCE WITH SERVICE PRESSURE REQUIREMENTS (ADD)	16
TABLE 10:	NODES NOT IN COMPLIANCE WITH SERVICE PRESSURE REQUIREMENTS (PHD)	18
TABLE 11:	DEMAND NODES WITH DEFICIENT FIRE FLOW (MDD)	20
TABLE 12:	WATER AGE DURING ADD	22
TABLE 13:	TATLOW RESERVOIR STORAGE CAPACITY ANALYSIS	24

FIGURES

FIGURE 1:	WATER SYSTEM OVERVIEW	4
FIGURE 2:	MULTI-PRESSURE HYDRANT TESTING LOCATIONS	10
FIGURE 3:	C-FACTOR HYDRANT TESTING LOCATIONS	11
FIGURE 4:	PRESSURES DURING AVERAGE DAY DEMAND	17
FIGURE 5:	PRESSURES DURING PEAK DAY DEMAND	19
FIGURE 6:	FIRE FLOWS DURING MAXIMUM DAY DEMAND	21

FIGURE 7: WATER AGE DURING AVERAGE DAY
DEMAND23

APPENDICES

A HYDRANT TESTING

1 INTRODUCTION

1.1 PURPOSE

WSP Canada Inc. (WSP) was retained by the Village of Belcarra (the ‘Village’) to develop the Village of Belcarra water model to represent the existing water model and to provide recommendations on further studies to identify capital upgrades to address any issues in the existing system.

The purpose of this assignment was to develop the model using the AutoCAD drawing developed by WSP in 2017 and a 5-meter contour map for the Village. The hydraulic model was developed in WaterCAD, but will also be delivered in EPANET, which is a non-proprietary and free software. This is done to allow the Village to take ownership of the computer water model in the future for their own internal use.

This report summarizes the model development and calibration efforts as well as presents recommendations on further studies to identify upgrades to address any deficiencies in the existing system. This will provide guidance for improved and more transparent decision-making for the management and operation of the Village’s water utility system.

1.2 SCOPE OF WORK

The scope of work for this assignment is as follows:

- Gather and review all existing information related to water supply, such as studies, reports, drawings, etc. from the Village.
 - Provide a summary of the water system.
 - Discuss assumptions for existing populations and scenarios.
 - Develop the water model in Bentley’s WaterCAD and convert it to the latest version of U.S. EPA’s EPANET.
 - Conduct a hydraulic analysis to identify issues related to service pressures, fire flows, storage capacity, and water age.
 - Recommend further studies to identify capital upgrades required to meet the Village’s level of service assessment criteria.
-

1.3 DATA COLLECTION AND INFORMATION REVIEW

The Village provided record drawings that were used to develop the model. Table 1 lists the data collected and reviewed by WSP to develop the model. The information was provided in electronic format, and consists of geospatial data, drawings, records, and reports of previous relevant studies.

Table 1: Data Collection Summary

DESCRIPTION	DATA TYPE	SOURCE	PURPOSE
Civil Water System Overall Plan (see Figure 1)	AutoCAD	WSP	Model Development
Belcarra Water System Overview	PDF	Village of Belcarra	Model Development
Tatlow Road Reservoir and Pump Station Valve Operational Procedures – Record Drawing	PDF	Village of Belcarra	Model Development
Tatlow Fire Pump Plate	JPEG	Village of Belcarra	Model Development
Metro Vancouver Water Consumption Statistics Report (March 2021)	PDF	Village of Belcarra	Demand Estimation
Belcarra Water Consumption from Billings	.xlsx	Village of Belcarra	Demand Estimation
Belcarra Park Meter Readings	.xlsx	Village of Belcarra	Demand Estimation
Available Capacity of Pipeline Supply from DNV Memo (2022)	PDF	WSP	Demand Estimation
Village of Belcarra Bylaw 492 – Subdivision and Development (2015)	PDF	Village of Belcarra	Level of Service Criteria

2 EXISTING WATER SYSTEM

2.1 WATER SYSTEM OVERVIEW

The District of North Vancouver (DNV) has been the primary supplier of potable water for the Village since 2011. Water is supplied from the DNV via two 200 mm High Density Polyethylene (HDPE) marine pipelines which are currently located at the bottom of the waterway between the Deep Cove area and Belcarra Pier. These watermains are approximately 1,400 m in length and feed potable water from the DNV at Strathcona Road to the Village at the intersection of Midden Road and Belcarra Bay Road.

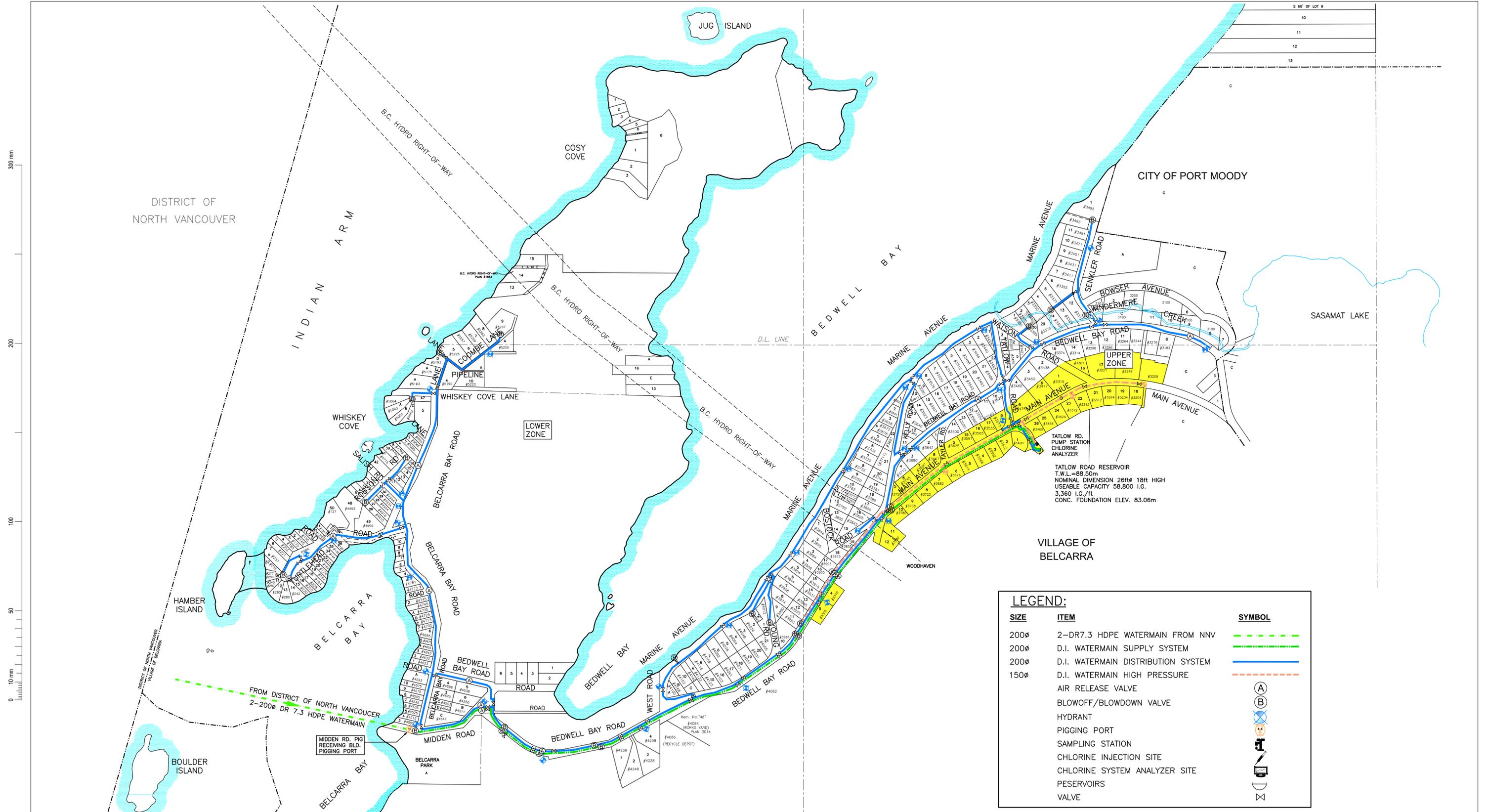
The water is supplied at a maximum instantaneous flow of 20 L/s at a hydraulic grade of 107 m. It is then transported to the Tatlow Road Reservoir at a maximum tank water level (TWL) of 88.5 m through a 200 mm Ductile Iron (DI) watermain.

Potable water is supplied to the two pressure zones within the Village from the Tatlow Road Reservoir via a 200 mm DI gravity main and a 150 mm DI high pressure main.

Table 2 provides a summary of the Belcarra water system infrastructure. Figure 1 is the AutoCAD drawing developed by WSP in 2017 which illustrates the water system infrastructure.

Table 2: Belcarra Water System Overview

ITEM	QUANTITY
Number of Water Sources	1
Number of Reservoirs	1
Number of Pressure Zones	2
Number of Pump Stations	1
Number of Hydrants	35
Length of Watermains (Potable)	11.98 km



LEGEND:

SIZE	ITEM	SYMBOL
200Ø	2-DR7.3 HDPE WATERMAIN FROM NNV	
200Ø	D.I. WATERMAIN SUPPLY SYSTEM	
200Ø	D.I. WATERMAIN DISTRIBUTION SYSTEM	
150Ø	D.I. WATERMAIN HIGH PRESSURE	
	AIR RELEASE VALVE	
	BLOWOFF/BLOWDOWN VALVE	
	HYDRANT	
	PIGGING PORT	
	SAMPLING STATION	
	CHLORINE INJECTION SITE	
	CHLORINE SYSTEM ANALYZER SITE	
	RESERVOIRS	
	VALVE	

TATLOW RD. PUMP STATION
 CHLORINE ANALYZER
 TATLOW ROAD RESERVOIR
 T.W.L.=88.50m
 NOMINAL DIMENSION 26ftØ 18ft HIGH
 USEABLE CAPACITY 58,800 I.G.
 3.360 I.G./ft
 CONC. FOUNDATION ELEV. 83.06m

Revision	Amendment	Approved	Revision Date



Project		
VILLAGE OF BELCARRA BELCARRA, BC WATERMAIN PROJECT		
Sheet		
CIVIL WATER SYSTEM OVERALL PLAN		
Project No.		
D-26911.01		
Sheet No.	Revision	
####	####	

1:1
 @ ANSI D 0 10 20 30 40 50 60 70 80 90 100 mm

3 DESIGN CRITERIA

The design criteria used to review the system’s minimum and maximum service pressures, storage volume, available fire flows, and other standards are outlined in this section. The design criteria are in accordance with the Village of Belcarra Waterworks Bylaw No.456, 2012, Village of Belcarra Subdivision and Development Bylaw No. 492, 2015, and MMCD design guidelines. Table 3 below provides a summary of the design standards utilized.

Table 3: Design Criteria

DESIGN PARAMETER	VALUE		
Minimum pressure during MDD + FF	20 psi		
Minimum pressure during PHD	40 psi		
Maximum pressure during ADD	120 psi		
Fire Flow Demand	Land Use	Fire Flow (L/s)	Duration (Hrs)
	Residential single family	60	1.5
	Cluster housing	120	2
	Suburban	60	1.5
	Institutions	90	2
	Isolated commercial	90	2
	Small grp. commercial	120	2
Per Capita Demand	ADD – 500 L/capita/day MDD – 1000 L/ capita/day (2xADD) PHD – 2000 L/ capita/day (4xADD)		
Hazen-William’s ‘C’ Values	For all mains 250 mm and larger – 115 For all mains 200 mm and smaller – 100		
Storage Tank Volume Requirement	Volume=A+B+C Where: A = Fire Storage (required extent and duration of fire flow as noted above) B = Equalization Storage (25% of Maximum Day Demand serviced by the Storage Reservoir) – C = Emergency Storage (25% of A + B)		

4 MODEL AND SCENARIO DEVELOPMENT

4.1 MODEL SOFTWARE SELECTION

The hydraulic model was developed in WaterCAD, as the modelling platform allows for all components of the distribution network to be represented dynamically, with allowance for multiple scenarios to be generated, including fire flow simulations. However, the model will be delivered in EPANET, which is a non-proprietary and free software to allow the Village to take ownership of the computer water model in the future for their own internal use. Recent record drawings and 5 m contour data was the primary source of data used for the model development.

4.2 MODEL DEVELOPMENT OVERVIEW

4.2.1 JUNCTIONS

Junctions in the model represent changes in pipe material or diameter in the distribution network and indicate intersections of pipes or locations of hydrants. Data from the AutoCAD drawing illustrated in Figure 1 was used for watermains and other water infrastructure which has been used to create the existing network in the model. New junctions that were added to the model were assigned pressure zone and elevation according to the contour information. There are currently 35 hydrants in the Belcarra water distribution system.

4.2.2 PIPES

Watermains in the Belcarra distribution network are modelled in WaterCAD as pipes with pressure drop due to friction estimated using the Hazen–William’s equation. In this formulation, friction is proportional to the C-factor, which is a measure of pipe smoothness and dependent on pipe material and install year. The model was developed to include pipe material and size using information contained in the AutoCAD drawing shown in Figure 1. Assigned C-factors are described in greater detail in the Model Calibration section of this report.

The majority of the watermains are Ductile Iron (DI). There are two HDPE marine pipelines which supply potable water to the Village from the DNV. The majority of Belcarra’s 11.98 km potable water distribution network consists of pipes that are 200 mm in diameter (83%), with 17% of the network being 150 mm in diameter.

4.2.3 RESERVOIRS

Reservoirs in WaterCAD represent raw water sources. The DNV source is represented in the model as a reservoir with a static water level of 107 m.

4.2.4 TANKS

Tanks in WaterCAD represent storage in the distribution system. There is only one active storage reservoir in the Belcarra water distribution system constructed in 1999. The Tatlow reservoir receives water from a gravity main from the DNV source and has a top water level of 88.50 m and a capacity of 58,800 imperial gallons (or 0.27 ML). WSP reviewed reservoir information such as capacity, base elevation and top water level provided by the Village. The design life of the Tatlow Reservoir is estimated to be 50 years, however a detailed condition assessment would be required to determine its current state and estimated remaining service life. WSP is currently in discussions with

Village staff on a condition assessment plan taking into account the unique circumstances of the site (i.e. the difficult and steep terrain locally).

4.3 SCENARIO DEVELOPMENT

The hydraulic water model was used to assess the existing hydraulic performance of the water network under Average Day, Maximum Day Demand, and Peak Day Demand conditions. In addition, a water age analysis was conducted, and fire flows coincident to MDD were also assessed. Prior to conducting these analyses, base demands were first determined for each demand scenario and water age analysis.

4.3.1 AVERAGE DAY DEMAND

The Average Day Demand is the average demand in a year regardless of season. The value is useful in analyzing historic demands and patterns and in assessing maximum service pressures in the water system.

Based on recent consumption data received from the DNV, the highest ADD recorded for the Belcarra system between 2016 and 2021 was 3.4 L/s in 2020. Using the park meter data provided by the Village, the highest recorded ADD was 0.8 L/s in 2020. The cumulative ADD including DNV consumption records and park flows is 4.2 L/s for 2020, equating to 535 L/capita/day based on a residential population of 678 persons (2021 BC Stats).

The calculated ADD for 2020 is 7% higher than the ADD calculated using the 500 L/capita/day consumption rate in the Village's Subdivision and Development bylaw. The flows during 2020 are higher than typical demands experienced by the Village in recent years. The high 2020 demand may potentially be considered an outlier due to COVID correlating to a higher water usage. It is suggested that the Village continue to monitor annual consumption trends in the short-term to determine if 2020 was an outlier and if model demands can be adjusted down to a more representative year, or if it worthwhile revising the per capita consumption rates in the Bylaw to reflect higher domestic usage.

For the purposes of this study, the 2020 ADD was chosen as representative of existing demands in the model as it is a more conservative estimate.

Demands were proportionally assigned to each parcel in the system based on user type. From the Village's Zoning Bylaw 510, 2018, it was determined that a majority of the lots fall under 'one family residential zone (RS-1)'. There is one 'civic institutional (CI-I)' lot and three 'regional park (P-1)' lots. Civic and park demands totaling 0.8 L/s were proportionally split amongst the four ICI lots. The residential portion of the overall ADD (3.4 L/s) was proportionally split amongst the remaining parcels in the Village.

4.3.2 MAXIMUM DAY DEMAND

The Maximum Day Demand gives an estimation of the maximum water usage per capita for one day (presumably the hottest summer day) in a given year. It is used for sizing storage reservoirs, distribution system pumping capacities, and transmission mains. Due to a lack of daily flow data, a multiplication factor of 2*ADD was used to establish the 2020 MDD, in line with the Village's current design standards as discussed in Section 3. This resulted in an MDD of 8.3 L/s.

4.3.3 PEAK HOUR DAY DEMAND

The Peak Hour Demand is an estimation of the maximum water usage of the system in an hour during a day in a given year, which typically occurs on or around the day when MDD occurs. The PHD is recorded through water usage from the source, as well as balancing storage in the system reservoirs. In the absence of reservoirs, the supply must meet this demand. PHD is typically used to assess low pressures in water systems. Due to a lack of hourly flow data, a multiplication factor of 4*ADD was used to establish the 2020 MDD, in line with the Village's current design standards as discussed in Section 3. This resulted in a PHD of 16.6 L/s.

5 MODEL CALIBRATION

5.1 BACKGROUND

“Water-distribution-model calibration consists of comparing model results with field measurements, making adjustments to a model, and reviewing field data to improve agreement between the two. The calibration process should result in a more accurate model as well as a better understanding of the strengths and weakness of the model – and in many cases a better understanding of the distribution system itself”.

(Committee Report: Defining Model Calibration, AWWA, 2013)

A water model is a decision-support tool. Although a water model can be calibrated to accurately perform an analysis of fire flows, water quality, and/or energy requirements, a model that is calibrated for one of these analyses may not be well calibrated for another. It is how the water model will be used as a decision support tool that will dictate the type and extent of model calibration.

The hydraulic calibration of a water model for fire flow analysis provides a model that is well suited to assess other demands on the system such as ADD and MDD and how these demands impact the sizing of reservoirs, sizing of transmission and distribution watermains, pumping capacity, PRV settings, etc. The calibration of the hydraulic water model for a fire flow analysis therefore provides the Village with a tool to develop a cost-effective strategy to manage and upgrade its potable water infrastructure to meet the demands of the current population as well as anticipated growth.

Calibration of a water model is an iterative review process encompassing the details of each component of the water system including: the length, diameter, material, and roughness factors of the watermains; node demands and elevations; and PRV configurations and operational settings. The calibration process allows for confirmation and, where appropriate, revisions to the assumptions and/or estimates made in the development of the model.

Calibration requires confirmation of the model predictions by comparison to field measurements. A hydrant flow testing program was developed such that static and residual pressures within the water distribution network could be recorded during a simulation of fire flows, as well as any special operational changes to the system (such as main closures, valve closures, etc.). The recorded field results are then compared to the computer water model predicted results through the calibration process.

A hydraulic water model is considered calibrated if 10% of the network is calibrated to within 10% of field-recorded static and residual flows.

5.2 METHODOLOGY

A program for multi-pressure and C-factor hydrant flow testing was developed for the purpose of collecting field data from which to calibrate the constructed hydraulic water model. Due to the number and location of fire hydrants and in-line isolation valves, multi-pressure hydrant testing and C-factor testing locations were limited in the Belcarra system. In order to get useful results for the Belcarra system, WSP conducted a scaled down multi-pressure test set, 3 C-factor tests and 1 one-point C-factor test.

A multi-pressure hydrant flow testing program includes fully opening a pre-determined hydrant and measuring flow from it, while simultaneously recording residual pressures at four other hydrants in the surrounding area, within the same pressure zone. However, due to the number and locations of fire hydrants and in-line valves, the type of testing available within the Village is limited. For this reason, the full multi-pressure test as described above is not able to be implemented in the Village. In order to get useful results for the Village, WSP conducted a scaled down multi-pressure test.

A C-factor hydrant flow testing program includes isolating supply to and fully opening a pre-determined hydrant and measuring flow from it, while simultaneously recording residual pressures at the flow hydrant and at an adjacent hydrant upstream. The procedure used to collect data for model calibration is outlined as follows:

- For multi-pressure hydrant flow testing, three high resolutions pressure loggers ($\pm 0.2\%$ of full scale) were installed on predetermined hydrants within the test zone and one was installed on the hydrant adjacent to the flow hydrant. For C-factor hydrant flow testing, two pressure loggers were installed on the hydrants immediately upstream of the flow hydrant;
- One 2.5-inch turbine flow meter (accuracy 0.5%) was installed on a predetermined flow hydrant port to achieve full hydrant flow, this was repeated two more times within each test set;
- Village field crews monitored flow and supervised drainage and dechlorination;
- Flow rates were recorded from an analog readout meter. This flow is later used to simulate flow in the water model to calibrate the modelled system pressure changes to those recorded by the pressure loggers; and,
- Pressure loggers were removed, stopped, and downloaded into a computer program. From this recorded data, static and residual pressures were later retrieved.

The following were considered in the selection of the multi-pressure hydrant flow and pressure locations to obtain representative coverage of the zone:

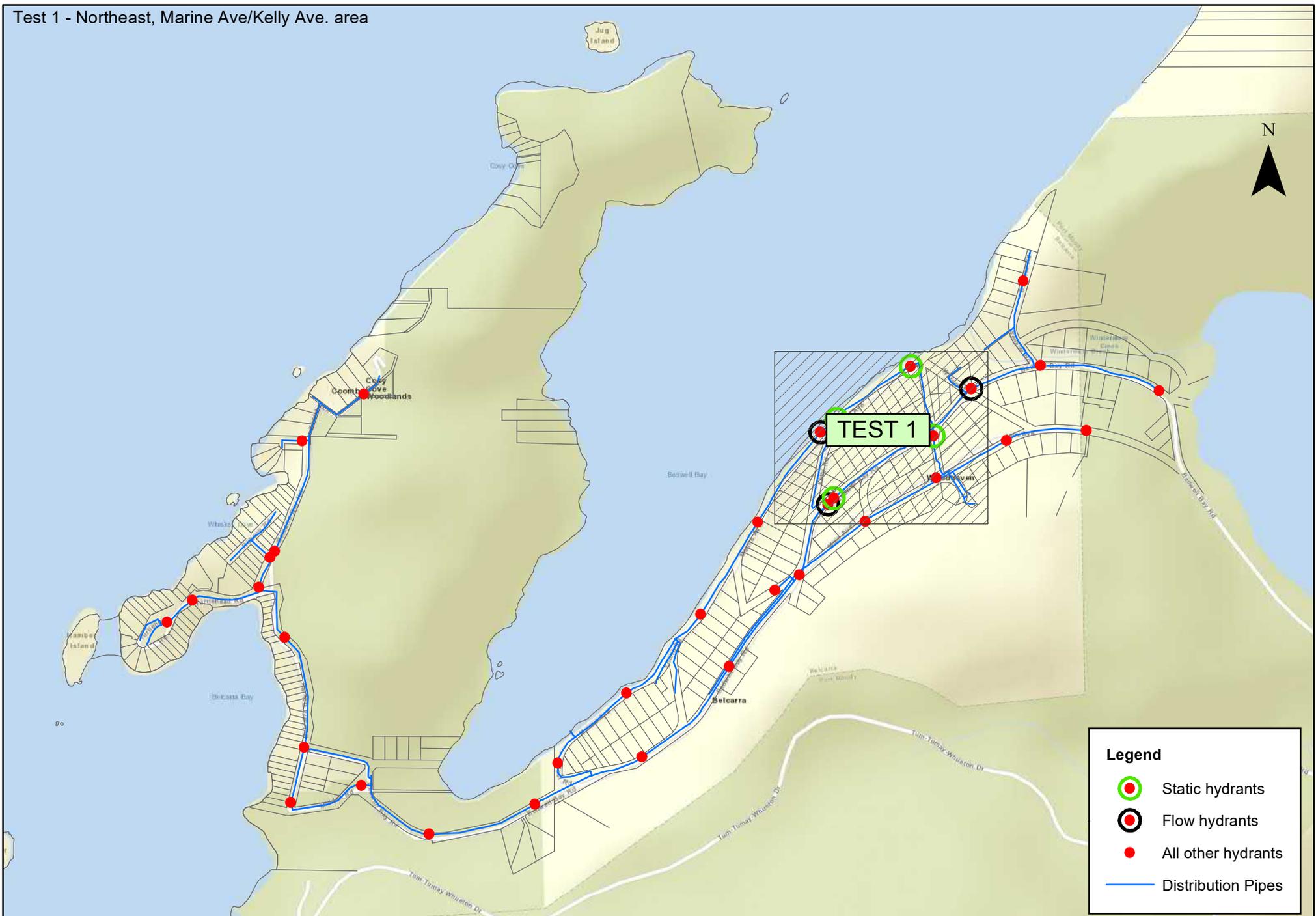
- All hydrants are in the same pressure zone;
- General location and populated areas; and,
- Land use.

The following were considered in the selection of the C-factor hydrant flow test and pressure locations to obtain representative coverage of the system's watermains:

- All hydrants are in the same pressure zone;
- Range of pipe diameters; and,
- Range of pipe materials.

Four C-Factor tests were conducted across the Village's two pressure zones and are presented in detail in Appendix A

Figure 2 and Figure 3 illustrate the hydrant testing locations.



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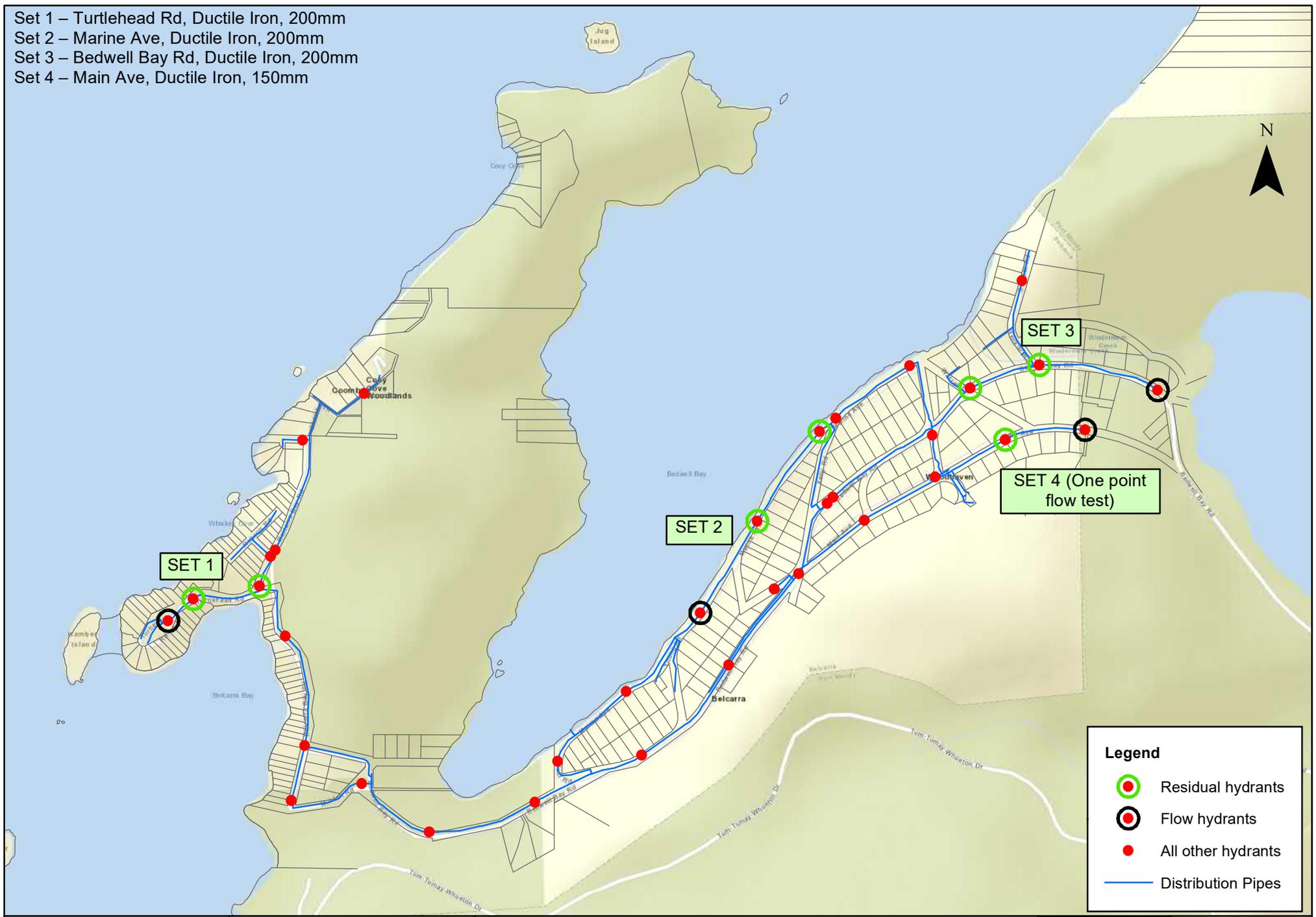


**VILLAGE OF
 BELCARRA**

Village of Belcarra Multi-Pressure Hydrant Flow Test Overview

Drawn By:	Approved By:	Scale
SG	ML	0 110 220 Meters
Revisions:		1:12,500 @ Letter
		Figure 2 JUNE 2022
		Project No: 211-09148-00

- Set 1 – Turtlehead Rd, Ductile Iron, 200mm
- Set 2 – Marine Ave, Ductile Iron, 200mm
- Set 3 – Bedwell Bay Rd, Ductile Iron, 200mm
- Set 4 – Main Ave, Ductile Iron, 150mm



Legend

- Residual hydrants
- Flow hydrants
- All other hydrants
- Distribution Pipes

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VILLAGE OF BELCARRA

Village of Belcarra C-Factor Test Overview

Drawn By: SG	Approved By: ML	Scale 0 110 220 Meters	
Revisions:		1:12,500 @ Letter	
		Figure 3	JUNE 2022
		Project No:	211-09148-00

5.2.1 CALIBRATION PARAMETERS

Recorded system demands at the Midden Road Station were provided by Village operations staff to determine the actual water usage during the days the hydrant flow tests were carried out. Table 4 summarizes the recorded demands and reservoir level for the calibration scenario and compares the values to the calculated values in the model.

Table 4: Recorded Parameters during Hydrant Flow Testing

PARAMETER	MODEL	CALIBRATION	DIFFERENCE
ADD (L/s)	4.16	6.92	60%
Reservoir Level	95%	95%	0%

As noted in Table 4, the ADD demand was inflated by 60% to capture conditions on the day of field testing. Likewise, the Tatlow Reservoir level was kept at 95% to match the boundary conditions on the day of testing.

5.3 RESULTS AND DISCUSSION

5.3.1 C-FACTOR FIELD CALIBRATION RESULTS

Watermain materials and diameters were based on available record drawings and the AutoCAD drawing shown in Figure 1. Typical C-factor values were assigned in the model based on the Village's standards outlined in Section 3 and further adjusted based on the calibration results.

C-factor verification was completed using the Hazen-Williams equation, by calculating the C-factor value that provides the closest calculated headloss in comparison to field recorded results. Where some values fell within expected values for C-factor, these have been used and included as updated values into the hydraulic water model. Where values did not fall within expected values, WSP did not include the C-factors into the water model. Poor correlation is due to suspected field measurement errors or other unknown sources of errors such as valve configurations in the field which were not fully closed as envisioned, or unknown connections. Because of this, C-factor test set #2 and set #3 have not been included into to water model.

Table 5 shows the calibrated C-factor values for sets #1 and #4.

Table 5: C-Factor Calibration Results

FLOW TEST	MATERIAL	DIA (mm)	ZONE	CALIBRATED C-FACTOR	FIELD RECORDED HEADLOSS (m)	CALIBRATION CALCULATED HEADLOSS (m)	%DIFFERENCE
Set #1	DI	180	1 (Gravity)	130	7.50	7.91	5.4%
Set #4	DI	150	2 (High Pressure)	115	8.97	8.94	-0.30%

The flow hydrant for set#1 is located on Turtlehead Road. This section is considered a dead-end and may experience low flow. This length of pipe may also experience potential tuberculation and as such, the diameter of the pipe was reduced by 10% from 200 mm to 180 mm, to be confirmed by Village staff.

5.3.2 MULTI-PRESSURE FIELD CALIBRATION RESULTS

The results of the multi-pressure test indicated a poor correlation between the field pressure measurements and computer predicted results when using previously assigned C-factors, as illustrated in Table 7.

Using the calibrated C-factors (as shown in Table 6), the results of the calibration process indicate a good correlation between the field pressure measurements and computer predicted results, as shown in Table 8.

Table 6: Calibrated C-Factors

PIPE MATERIAL	PIPE DIAMETER	CALIBRATED C-FACTOR
Ductile Iron	200	130
Ductile Iron	150	115

Table 7: Uncalibrated Multi-Pressure Test Results

Date	Flow set no.	Pressure Zone	Hydrant Test No. & Time	Flow (GPM)	Flow (L/s)	Test ID	Hydrant	Hydrant Elev. (m)	Field Result					Computer Result				Static Pressure Diff (psi)	% diff Static Pressure	Residual Pressure Diff (psi)	% diff Residual Pressure	Demand Boundary Conditions	
									Static (psi)	Residual (psi)	Static HGL (m)	Residual HGL (m)	Pressure Drop (psi)	Static (psi)	Residual (psi)	Static HGL (m)	Residual HGL (m)						
20-Jul-22	1	2	Q1			S1Q1	H-28	32.9														1.66 ADD	
			Start			R1	H-14	8.7	107.9	99.8	84.6	78.9	8.0	113.0	96.0	88.2	76.2	5.1	5%	-3.8	-4%		
			10:24:00 AM	937	70.98	R2	H-16	46.8	59.6	51.6	88.6	83.0	8.0	59.0	43.0	88.2	77.0	-0.6	-1%	-8.6	-17%		
			End			R3	H-10	11.0	104.6	96.6	84.5	78.9	8.0	109.0	93.0	87.7	76.4	4.4	4%	-3.6	-4%		
			10:29:00 AM			R4	H-30	42.0	61.4	53.5	85.1	79.5	7.9	66.0	49.0	88.4	76.4	4.6	8%	-4.5	-8%		
			Q2			S1Q2	H-36	42.1						65.0									
			Start			R1	H-14	8.7	107.5	99.0	84.3	78.4	8.5	113.0	89.0	88.2	71.3	5.5	5%	-10.0	-10%		
			10:37:00 AM	1062	80.47	R2	H-16	46.8	59.1	51.3	88.3	82.8	7.7	59.0	40.0	88.2	74.9	-0.1	0%	-11.3	-22%		
	End			R3	H-10	11.0	104.3	94.9	84.3	77.8	9.3	109.0	82.0	87.7	68.7	4.7	5%	-12.9	-14%				
	10:42:00 AM			R4	H-30	42.0	61.1	51.2	84.9	78.0	9.8	66.0	36.0	88.4	67.3	4.9	8%	-15.2	-30%				
	Q3			S1Q3	H-37	9.3						112.0											
	Start			R1	H-14	8.7	107.2	95.3	84.1	75.7	12.0	113.0	83.0	88.2	67.1	5.8	5%	-12.3	-13%				
	10:46:00 AM	1172	88.80	R2	H-16	46.8	58.8	48.5	88.1	80.9	10.3	59.0	36.0	88.2	72.1	0.2	0%	-12.5	-26%				
	End			R3	H-10	11.0	104.0	89.9	84.1	74.2	14.1	109.0	73.0	87.7	62.3	5.0	5%	-16.9	-19%				
	10:51:00 AM			R4	H-30	42.0	60.8	47.8	84.7	75.6	12.9	66.0	33.0	88.4	65.2	5.2	9%	-14.8	-31%				

Table 8: Calibrated Multi-Pressure Test Results

Date	Flow set no.	Pressure Zone	Hydrant Test No. & Time	Flow (GPM)	Flow (L/s)	Test ID	Hydrant	Hydrant Elev. (m)	Field Result					Computer Result				Static Pressure Diff (psi)	% diff Static Pressure	Residual Pressure Diff (psi)	% diff Residual Pressure	Demand Boundary Conditions	
									Static (psi)	Residual (psi)	Static HGL (m)	Residual HGL (m)	Pressure Drop (psi)	Static (psi)	Residual (psi)	Static HGL (m)	Residual HGL (m)						
20-Jul-22	1	2	Q1			S1Q1	H-28	32.9														0.83 MDD	
			Start			R1	H-14	8.7	107.9	99.8	84.6	78.9	8.0	113.0	102.0	88.2	80.5	5.1	5%	2.2	2%		
			10:24:00 AM	937	70.98	R2	H-16	46.8	59.6	51.6	88.6	83.0	8.0	59.0	49.0	88.2	81.2	-0.6	-1%	-2.6	-5%		
			End			R3	H-10	11.0	104.6	96.6	84.5	78.9	8.0	109.0	99.0	87.7	80.6	4.4	4%	2.4	3%		
			10:29:00 AM			R4	H-30	42.0	61.4	53.5	85.1	79.5	7.9	66.0	55.0	88.4	80.6	4.6	8%	1.5	3%		
			Q2			S1Q2	H-36	42.1						65.0	47.0								
			Start			R1	H-14	8.7	107.5	99.0	84.3	78.4	8.5	113.0	98.0	88.2	77.6	5.5	5%	-1.0	-1%		
			10:37:00 AM	1062	80.47	R2	H-16	46.8	59.1	51.3	88.3	82.8	7.7	59.0	47.0	88.2	79.8	-0.1	0%	-4.3	-8%		
	End			R3	H-10	11.0	104.3	94.9	84.3	77.8	9.3	109.0	93.0	87.7	76.4	4.7	5%	-1.9	-2%				
	10:42:00 AM			R4	H-30	42.0	61.1	51.2	84.9	78.0	9.8	66.0	47.0	88.4	75.0	4.9	8%	-4.2	-8%				
	Q3			S1Q3	H-37	9.3						112.0	88.0										
	Start			R1	H-14	8.7	107.2	95.3	84.1	75.7	12.0	113.0	94.0	88.2	74.8	5.8	5%	-1.3	-1%				
	10:46:00 AM	1172	88.80	R2	H-16	46.8	58.8	48.5	88.1	80.9	10.3	59.0	45.0	88.2	78.4	0.2	0%	-3.5	-7%				
	End			R3	H-10	11.0	104.0	89.9	84.1	74.2	14.1	109.0	87.0	87.7	72.2	5.0	5%	-2.9	-3%				
	10:51:00 AM			R4	H-30	42.0	60.8	47.8	84.7	75.6	12.9	66.0	46.0	88.4	74.3	5.2	9%	-1.8	-4%				

5.3.3 CALIBRATION SUMMARY

100% (18/18 of the hydrant tests were successfully calibrated, showing less than 10% differences between field-recorded and model predicted values. It should be noted that the calibrated hydrants represent approximately 50% of the water distribution system, which is sufficient for the purposes of this model. Model calibration error is approximately within 5 psi of actual. While the model appears to be sufficiently calibrated for the current system modelling analysis, pipe conditions should be field checked to improve the accuracy of and confidence in the model. Specifically, the section of watermain from Belcarra Bay Road to the dead end on Turtlehead Road should be verified for signs of tuberculation.

6 HYDRAULIC ANALYSIS

This section assesses the capacity of the Belcarra water distribution system with respect to its ability to convey adequate flows to meet service pressure requirements and fire flows throughout the network system under existing ADD, MDD, PHD conditions, as well as a storage capacity and water age analysis. The Belcarra hydraulic water model developed and calibrated as part of this study was specifically used to carry out this analysis.

6.1 PRESSURES DURING AVERAGE DAY DEMAND

As discussed in Section 3, the allowed normal operating range for the Belcarra water distribution system is 40 psi to 120 psi.

The maximum service pressure within each zone occurs at the properties at the lowest elevation compared to the HGL of the zone set by a reservoir, and typically occurs under low demand conditions. ADD represents low demand conditions and is typically used to identify nodes with pressure exceedances.

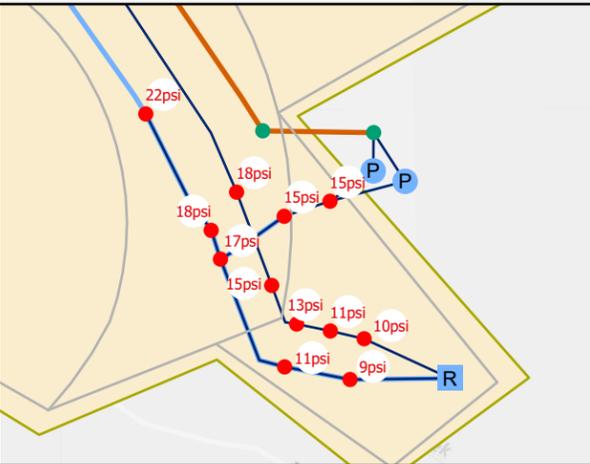
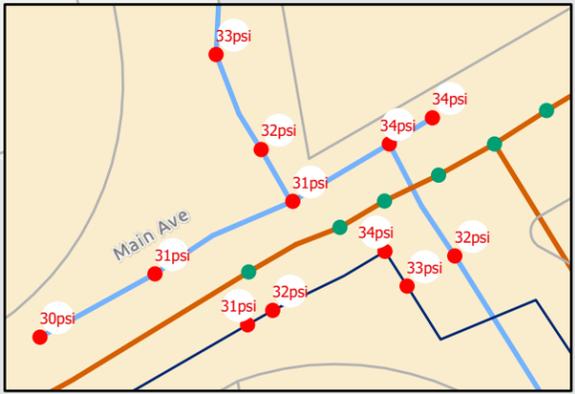
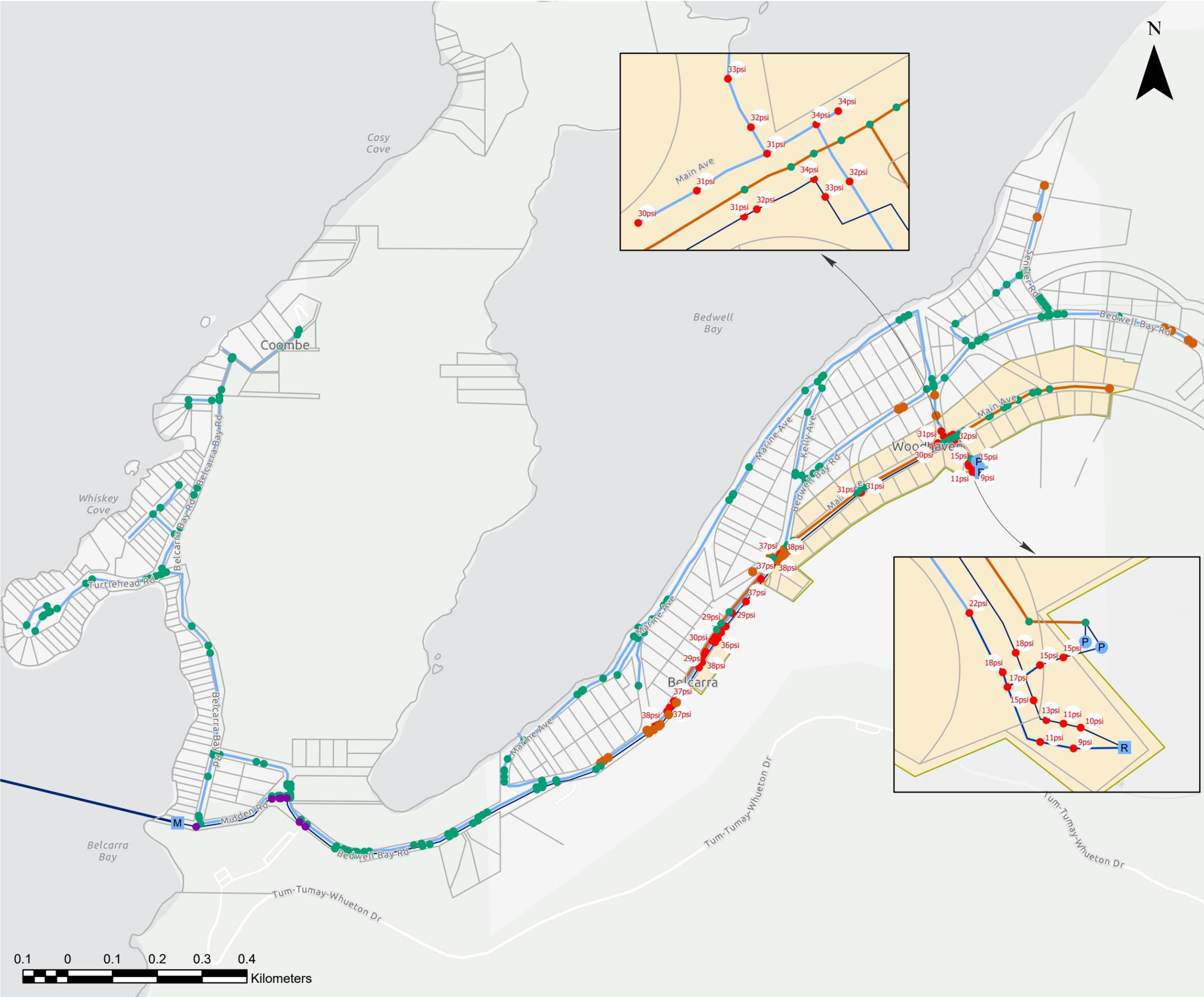
Table 9 summarizes the maximum service pressures assessed under ADD conditions for the existing system. Figure 4 presents an overview of available service pressures under ADD conditions.

Table 9: Nodes not in Compliance with Service Pressure Requirements (ADD)

PRESSURE ZONE	NO. NODES >120 PSI	NO. NODES >150
Gravity (Zone 2)	7	0
High Pressure (Zone 1)	0	0
Total	7	0
Total Percent of System	2.4%	0%

As noted in Table 9, there are 7 pressure exceedances in Zone 2 that occur under ADD conditions. All of the pressure exceedances are on the supply line within Zone 2 which transports potable water from Midden Station to the Tatlow Reservoir. As such, these pressure exceedances are considered acceptable as they do not impact service pressures and only make up 2.4% of the system.

All of the nodes within Zone 1 under ADD conditions are in compliance with service pressure requirements.



Legend

High Pressure Zone	Tatlow Reservoir
ADD Pressures	Tatlow Pump Station
<40 psi	Midden Station
40-60 psi	
60-120 psi	
120-150 psi	
200mm DI Supply Main	
150mm DI High Pressure Main	
200mm DI Gravity Main	
2-200mm HDPE Supply	

Client:

VILLAGE OF BELCARRA

Vancouver, BC

Figure 4

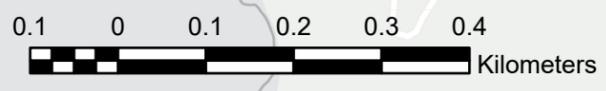
Pressures During Average Day Demand

Drawn: S. Gilani

Approved: M. Levin

Project: 211-09148-00

Date Printed: 2022-08-28 3:47 PM



6.2 PRESSURES DURING PEAK HOUR DEMAND

The minimum service pressure within each zone occurs at the properties at the highest elevation compared to the HGL of the zone set by a reservoir, and typically occurs under high demand conditions. PHD represents high demand conditions and is typically used to identify nodes with pressure exceedances.

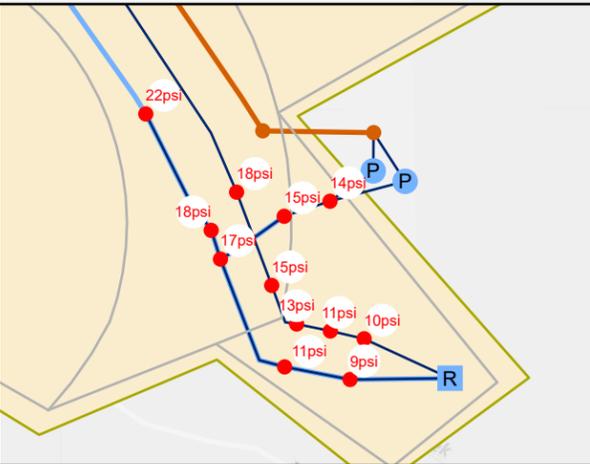
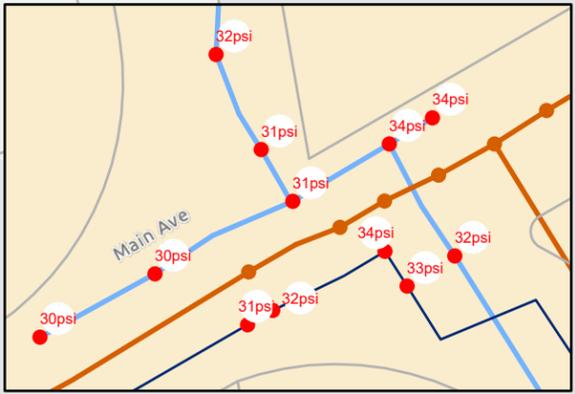
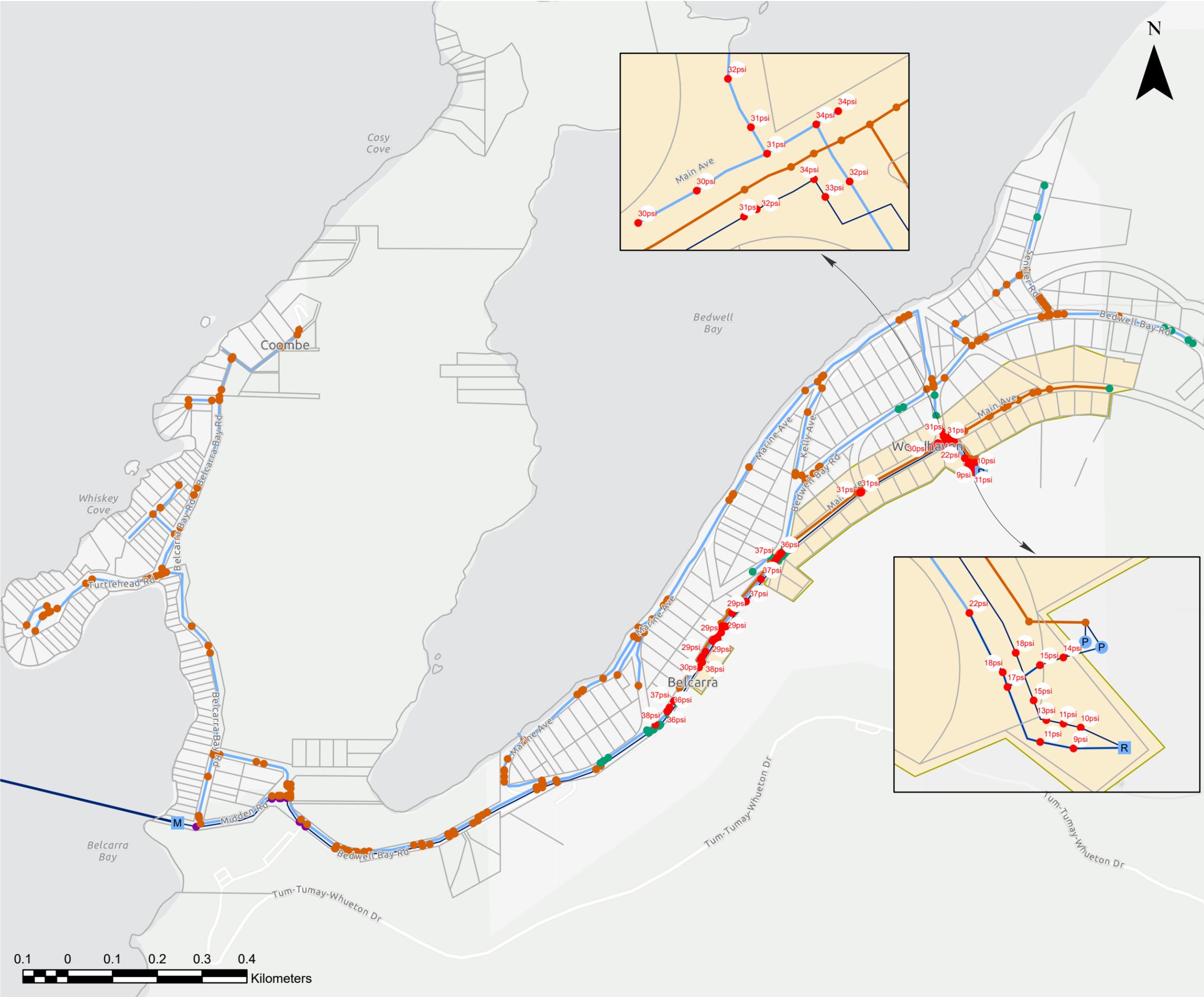
Table 10 summarizes the minimum service pressures assessed under PHD conditions for the existing system. Figure 5 presents an overview of available service pressures under PHD conditions.

Table 10: Nodes not in Compliance with Service Pressure Requirements (PHD)

PRESSURE ZONE	NO. NODES <40 PSI
Gravity (Zone 2)	51
High Pressure (Zone 1)	0
Total	51
Total Percent of System	17.8%

As noted in Table 10, there are 51 pressure deficient nodes in Zone 2 that occur under PHD conditions. A majority of the pressure deficient nodes are on the supply line within Zone 2 which supplies water from Midden Station to the Tatlow Reservoir. The remaining pressure deficient nodes within Zone 2 are along Main Avenue, and experience pressures between 30 psi – 40 psi.

All of the pressures within Zone 1 under PHD conditions are in compliance with service pressure requirements.



Legend

- High Pressure Zone
- R Tatlow Reservoir
- P Tatlow Pump Station
- M Midden Station
- <40 psi
- 40-60 psi
- 60-120 psi
- 120-150 psi
- 200mm DI Supply Main
- 150mm DI High Pressure Main
- 200mm DI Gravity Main
- 2-200mm HDPE Supply



Figure 5
Pressures During Peak Day Demand

Drawn: S. Gilani
 Approved: M. Levin
 Project: 211-09148-00



6.3 FIRE FLOWS DURING MAXIMUM DAY DEMAND

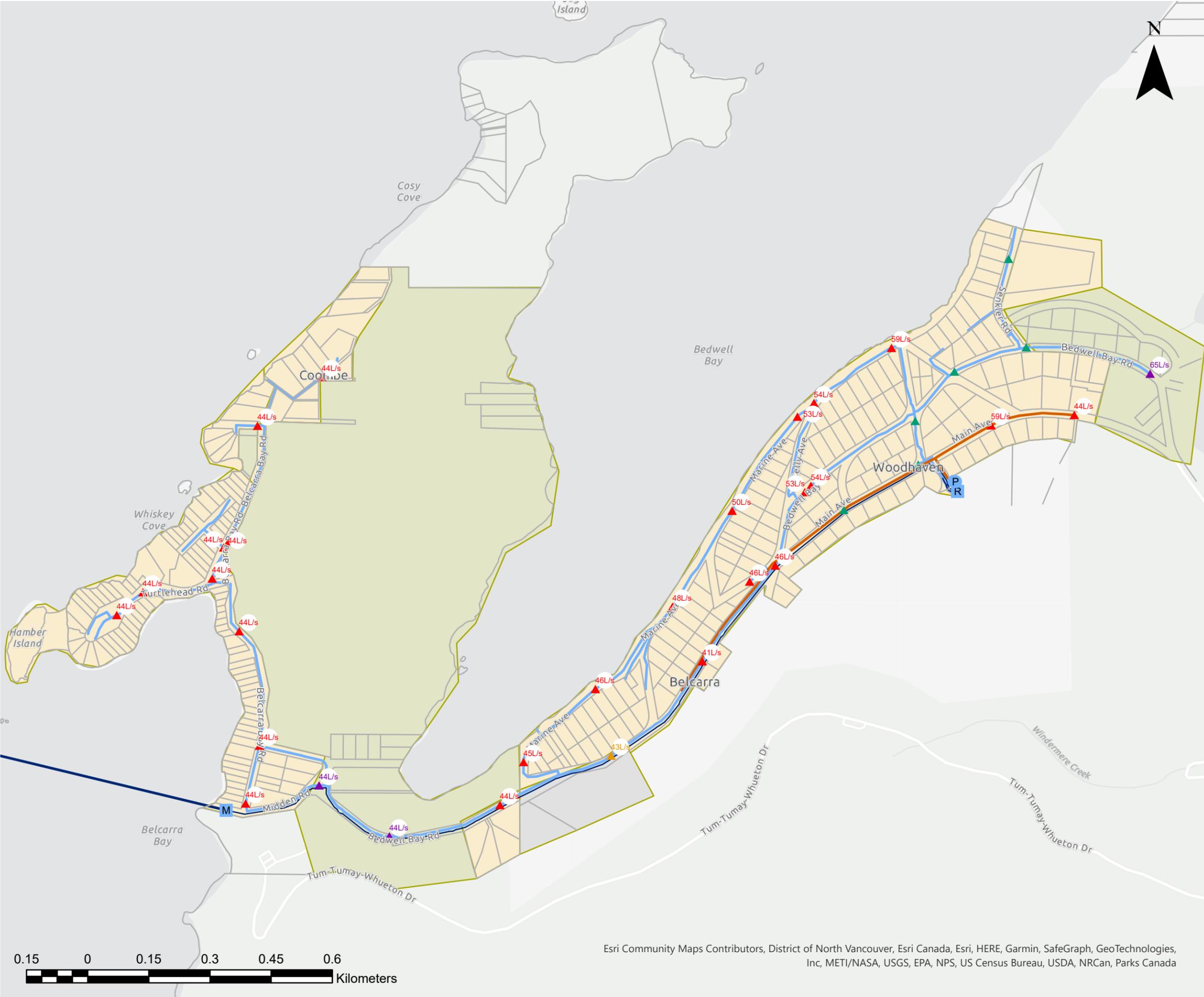
Fire flow analysis was conducted under MDD conditions, after assigning fire flow to hydrants as described in Section 3. The results of the fire flow analysis under MDD conditions are summarized on Figure 6, which illustrates the fire flow requirements throughout the system and identifies where deficiencies are occurring. Results from the fire flow analysis broken down by zone and deficiencies are summarized in Table 11.

Table 11: Demand Nodes with Deficient Fire Flow (MDD)

PRESSURE ZONE	NO. OF DEFICIENT NODES	% OF ZONE
Gravity (Zone 2)	27	84.4%
High Pressure (Zone 1)	2	66.7%
Total	29	82.9%

There are a total of 35 hydrants within the Belcarra distribution system, 88.6% of which require 60 L/s of fire flow, and the remaining 11.4% require 90 L/s of fire flow under MDD conditions. All of the nodes that require 90 L/s of fire flow are deficient and are located within Zone 2. A majority (86%) of the nodes that require 60 L/s of fire flow are deficient and can provide fire flows between 41 L/s – 59 L/s.

Under worst-case scenarios, when fire-fighting efforts overlap with peak summer consumption periods, the hydrants will still provide flows, however there would be an increased risk of cavitation and watermain breaks if residual pressures drop below 20 psi to provide those necessary fire flows. These deficiencies are a result of dead-end nodes and low flow to mid block hydrants.



Legend

- RS-1
- P-1
- CI-1
- R-1 Hydrants
- <60 L/s
- >60 L/s
- P-1 Hydrants
- <90 L/s
- CI-1 Hydrants
- <90 L/s
- 200mm DI Gravity Main
- 150mm DI High Pressure Main
- 200mm DI Supply Main
- 2-200mm HDPE Supply
- R Tatlow Reservoir
- P Tatlow Pump Station
- M Midden Station



Figure 6
Fire Flows During Maximum Day Demand

Drawn: S. Gilani
 Approved: M. Levin
 Project: 211-09148-00

Date Printed: 2022-08-28 3:44 PM



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6.4 WATER AGE UNDER AVERAGE DAY DEMAND

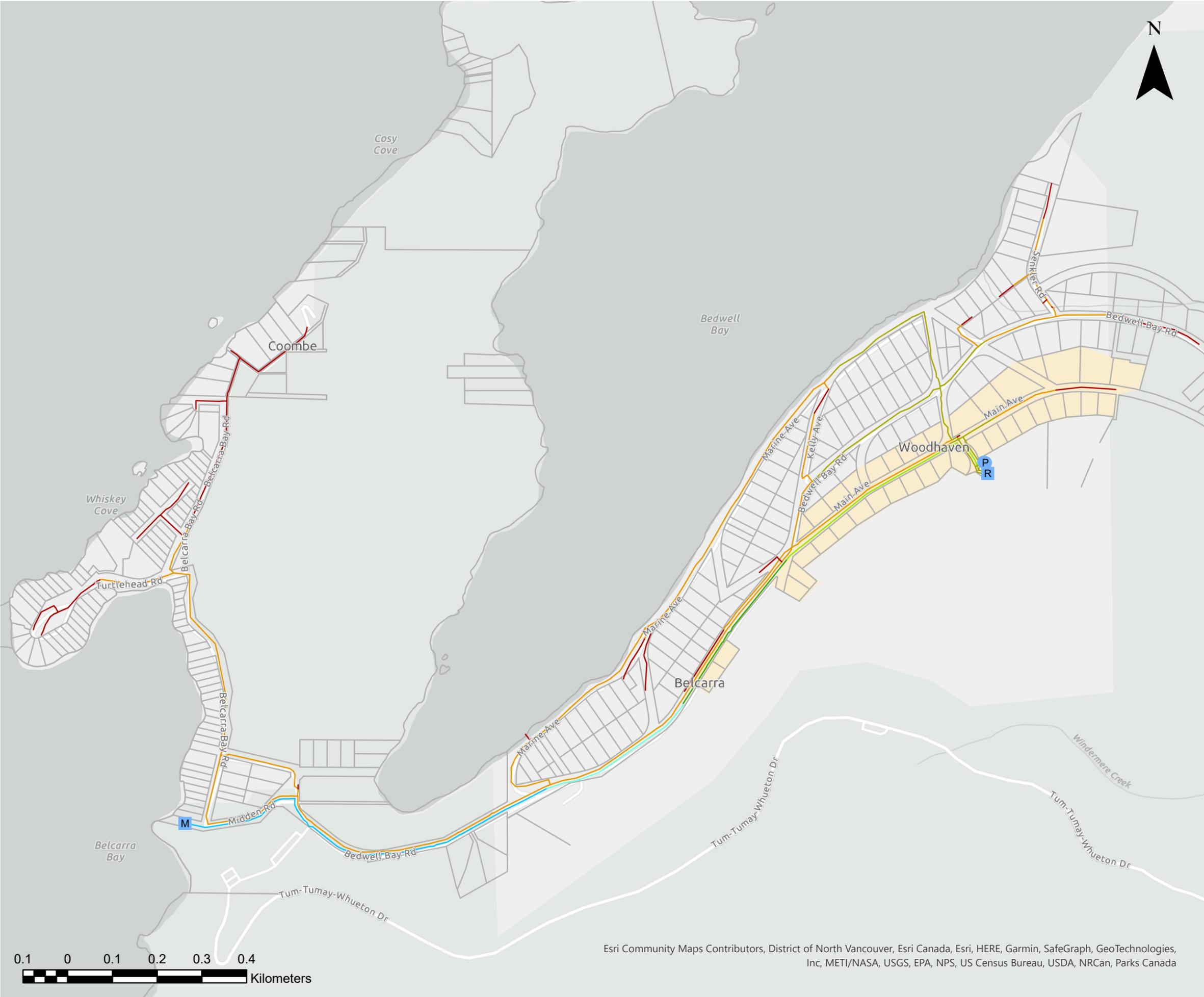
Water age refers to the time spent by a parcel of water in the network, to travel from the source (i.e., reservoir) to consumers. New water entering the network from reservoir enters with an age of zero. Various potential chemical, biological, and physical issues can arise from long retention times. These include disinfection by-products formation, microbial growth, sediment deposition, and colour changes (USEPA, 2002). Water age is a function primarily of water demand and system operation. As water demand decreases, the amount of time any given liter of water is resident in the distribution system increases. According to research papers by the USEPA (AWWA, 2015) and the Water Industry Database (AWWA and AWWARF, 1992), the average water age within a distribution system is 1.3 days with retention times less than 3 days being considered typically acceptable.

A water age analysis was conducted under ADD as it represents low demand conditions to conservatively assess the retention time within the Belcarra water distribution system. The results of the water age analysis are summarized on Figure 7, which illustrates the water age throughout the system. Results from the analysis broken down by zone and retention times are summarized in Table 12.

Table 12: Water Age During ADD

WATER AGE	HIGH PRESSURE (ZONE 1)	GRAVITY (ZONE 2)	% OF SYSTEM
<10 hours	0%	7.7%	7.0%
10 – 15 hours	0%	3.6%	3.2%
15 – 20 hours	0%	3.3%	3.0%
20 – 25 hours	0%	3.8%	3.5%
1 – 2 days	29.7%	14.3%	15.7%
2 – 3 days	59.5%	50.3%	51.1%
3 – 7 days	10.8%	17.0%	16.5%

As noted in Table 12, a majority (83.5%) of the system experiences a retention time of less than 3 days. The remaining 16.5% of pipes within the system account for all of the dead-ends which experience water age greater than 3 days.



Legend

- High Pressure Zone
- R Tatlow Reservoir
- P Tatlow Pump Station
- M Midden Station
- <10 hours
- 10 - 15 hours
- 15 - 20 hours
- 20 - 25 hours
- 1 - 2 days
- 2 - 3 days
- 3 - 7 days

Client:

Figure 7

Water Age During Average Day Demand

Drawn: S. Gilani

Approved: M. Levin

Project: 211-09148-00

Date Printed: 2022-09-02 10:02 AM

Esri Community Maps Contributors, District of North Vancouver, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada

6.5 STORAGE CAPACITY ANALYSIS

Water storage reservoirs are located at specific elevations to establish pressure zones within the distribution system, and are used to balance and optimize supply and delivery of water. If properly sized, reservoirs will store water during low demand periods and supplement the source supply during peak hour demand. Typically, reservoirs are designed to refill every day and to have adequate storage capacity to provide for balancing storage, which is estimated as 25% of maximum day demand in the area serviced by the reservoir, fire storage based on the FUS recommended flows and durations listed in Table 3, and an allowance for emergency storage which is 25% of balancing and fire storage as summarized in Section 3 under Design Criteria.

Table 13 summarizes the storage reservoir volume calculation for the Tallow Reservoir. The fire storage required is governed by the highest fire flow and duration requirement in its service area, which is 90 L/s for 2 hours. However, a separate storage capacity analysis for a fire flow requirement of 60 L/s for 1.5 hours has also been included for comparative purposes, as 60 L/s is the predominant fire flow requirement in the Village. Lastly to note, although storage capacity calculations typically do not factor in any other supply sources (i.e., additional flows from pump stations, PRVs, etc.), the impact of the 20 L/s supply from the marine pipelines has been included for comparative purposes.

Table 13: Tatlow Reservoir Storage Capacity Analysis

VOLUME (ML)	SCENARIO 1	SCENARIO 2
	60 LPS AT 1.5 HRS FIRE FLOW REQUIRED	90 LPS AT 2 HRS FIRE FLOW REQUIRED
A – Fire Storage	0.32	0.65
B – Balancing Storage	0.18	0.18
C – Emergency Storage	0.13	0.21
A+B+C – Required Storage	0.63	1.03
Available Storage	0.27	0.27
Excess / Deficiency?	-0.36	-0.77
Excess / Deficiency with 20 L/s constant supply from Marine pipelines	-0.25	-0.62

As noted in Table 13, the above analysis indicates there is a storage volume deficiency in the Tatlow Reservoir with respect to meeting existing service needs, whether considering the maximum fire flow requirement of 90 L/s in the service area or a reduced 60 L/s requirement to meet minimum residential fire flow and duration requirements. The deficiencies are slightly ameliorated when considering a constant 20 L/s supply of source water from the marine pipelines.

7 SUMMARY AND RECOMMENDATIONS

WSP reviewed available existing information related to the water distribution system to develop the Village of Belcarra water model to represent the existing water network.

The DNV has been the primary supplier of potable water for the Village, and supplies water from Strathcona Road to Midden Station in Belcarra. The water from Midden Station is transported through a 200 mm DI main to the Tatlow Road Reservoir. Potable water from the Tatlow Road Reservoir is supplied to the two pressure zones with the Village via a 200mm DI gravity main and a 150 mm DI high pressure main.

The design life of the Tatlow Reservoir is estimated to be 50 years, however a detailed condition assessment is recommended to determine its current state and estimated remaining service life. WSP is currently in discussions with Village staff on a condition assessment plan taking into account the unique circumstances of the site (i.e. the difficult and steep terrain locally).

Watermain materials, diameters, junctions, elevations, and reservoir details were based on available record drawings, 5 m contour data, and the AutoCAD drawing developed by WSP in 2017 which illustrates the water system infrastructure. Watermain age (which is unknown for the network at this time) is a key parameter in assigning roughness coefficients; **it is recommended to investigate the pipe vintages to further refine the model.**

The demands were determined using the billing data received from the DNV and park meter data provided by the Village. The highest consumption was experienced during 2020, and as such this was used to establish Average Day Demand. Due to a lack of hourly and daily flows, global peaking factors of 2 and 4 were used for MDD/ADD and PHD/ADD, respectively, based on the Village's Subdivision and Development bylaw. **It is recommended that hourly and daily flow data be collected, and the model be updated in subsequent years to reflect actual peak consumption patterns.**

The high 2020 demand may potentially be considered an outlier due to COVID correlating to a higher water usage. **It is suggested that the Village continue to monitor annual consumption trends in the short-term to determine if 2020 was an outlier and if model demands can be adjusted down to a more representative year, or if it worthwhile revising the per capita consumption rates in the Bylaw to reflect higher domestic usage.**

The model was successfully calibrated after conducting field testing, yielding less than 10% differences between field-recorded and model predicted values. **As noted during field testing in Section 5.3, some dead-end pipes within the system may experience potential tuberculation which should be confirmed by Village staff. If this is the case, these pipes should be monitored, cleaned, and replaced if needed.**

Using the calibrated model, a water system assessment was performed to evaluate the distribution system's ability to meet desired levels of service. Under ADD conditions, 7 nodes experienced pressure exceedances within Zone 2. All of these nodes are on the supply line which transports water from Midden Station to the Tatlow Reservoir. All of the nodes within Zone 1 were in compliance with the service pressure requirements under ADD conditions.

Under PHD conditions, there are 51 pressure deficient nodes within Zone 2. A majority of these pressure deficient nodes are on the supply line, with a few along Main Avenue and the area surrounding the Tatlow reservoir. All of the nodes within Zone 1 were in compliance with the service pressure requirements under PHD conditions.

Fire flow analysis was conducted under MDD conditions. All of the nodes that require 90 L/s of fire flow were deficient and were located within Zone 2. A majority (86%) of the nodes that require 60 L/s of fire flow were also deficient. Available fire flows typically range from 41 L/s to 59 L/s at present.

A water age analysis was conducted under ADD conditions. It was determined that a majority (83.5%) of the system experiences a retention time of less than 3 days, which is considered acceptable. The remaining pipes within the system account for all of the dead-ends which experience water age greater than 3 days.

A storage capacity analysis was conducted on the Tatlow Reservoir which has an existing storage capacity of 0.27 ML. It was determined that the Tatlow reservoir has a storage volume deficiency of 0.77 ML. Taking into account a constant 20 L/s supply of source water from the marine pipelines, the storage volume deficiency is reduced to 0.62 ML. The fire storage required is governed by the highest fire flow and duration requirement in its service area,

which is 90 L/s for 2 hours. A separate analysis assuming a 60 L/s fire flow requirement for 1.5 hours was conducted for comparative purposes, as 60 L/s is the predominant fire flow requirement in the Village; the storage volume deficiencies in this case is reduced to 0.25 ML and 0.36 ML, with and without the marine pipeline supply, respectively.

It is recommended that further modelling analysis should be conducted to determine possible upgrades required to improve the existing system. These upgrades may include the following:

- Additional storage at the existing Tatlow Reservoir or at a higher elevation
- Creation of smaller pressure zones through pumping or PRVs
- Watermain looping
- Flushing programs

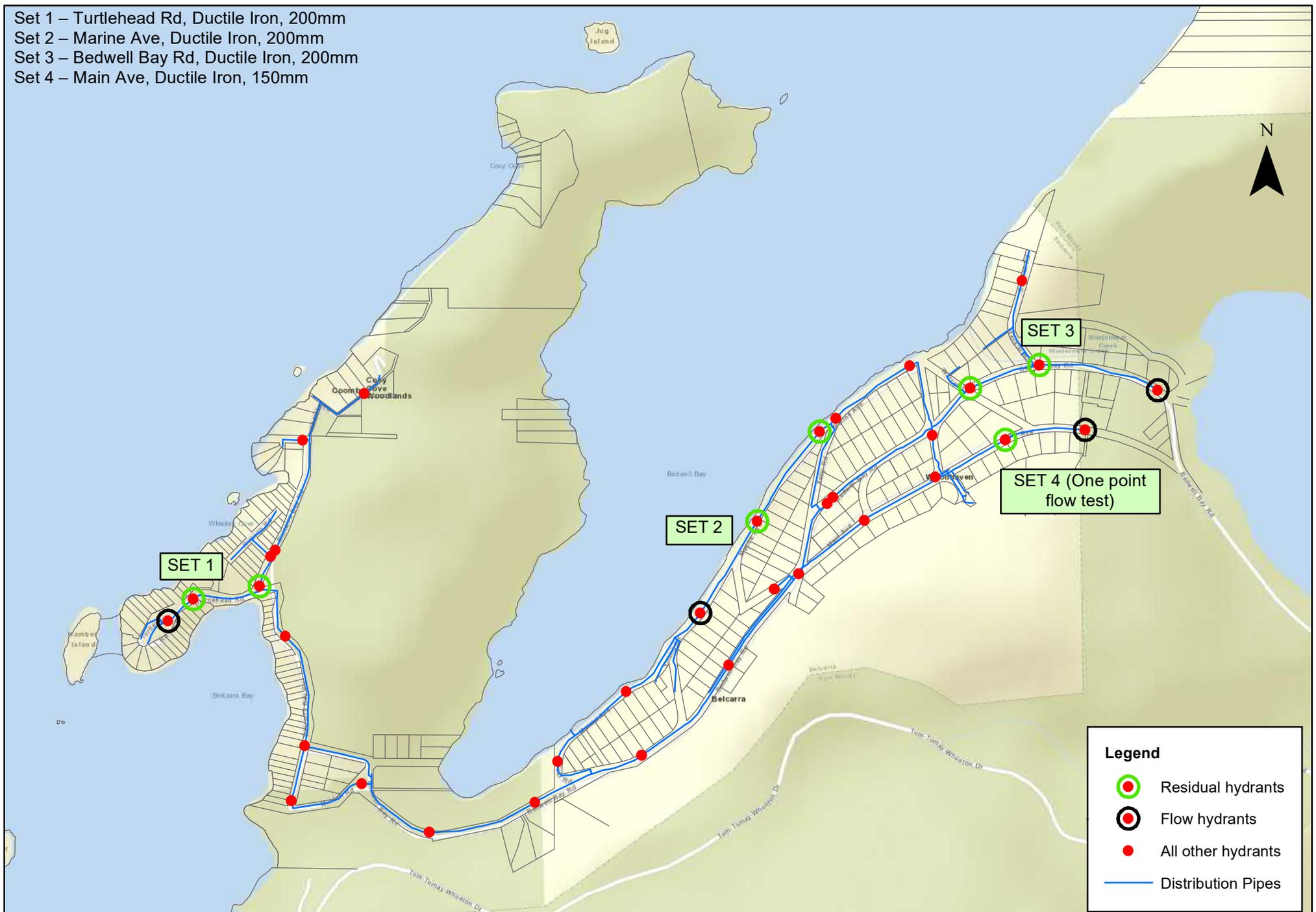
These potential upgrades may assist with addressing fire flow and service pressure deficiencies, increasing flows to dead end nodes, improving available storage capacity, and reducing water retention within the system.

APPENDIX

A HYDRANT TESTING



- Set 1 – Turtlehead Rd, Ductile Iron, 200mm
- Set 2 – Marine Ave, Ductile Iron, 200mm
- Set 3 – Bedwell Bay Rd, Ductile Iron, 200mm
- Set 4 – Main Ave, Ductile Iron, 150mm



Legend

- Residual hydrants
- Flow hydrants
- All other hydrants
- Distribution Pipes

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 Tel (604) 990 4800 Fax (604) 990 4805
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VILLAGE OF BELCARRA

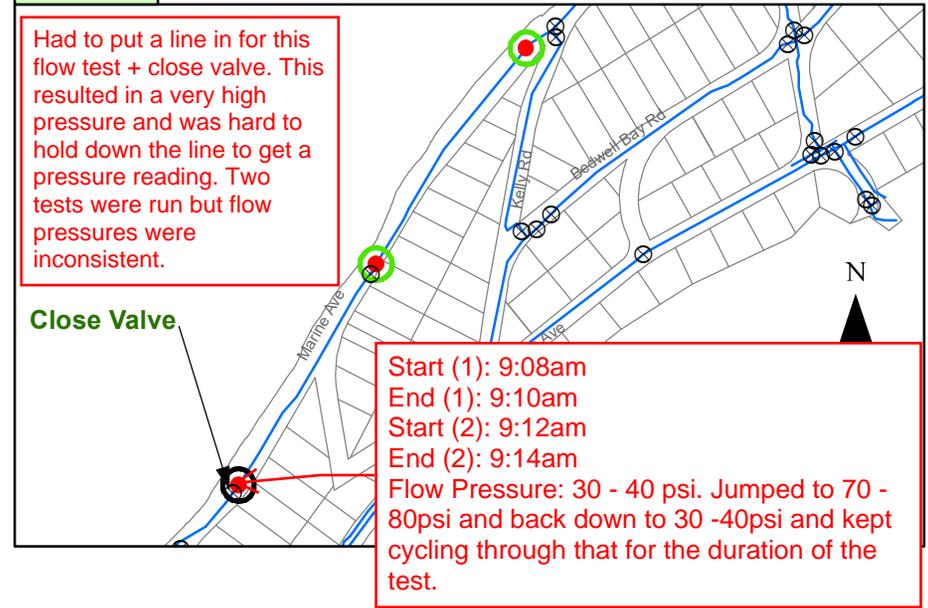
Village of Belcarra C-Factor Test Overview

Drawn By: SG	Approved By: ML	Scale 0 110 220 Meters	
Revisions:		1:12,500 @ Letter	
		Map No. 01	JUNE 2022
		Project No:	211-09148-00

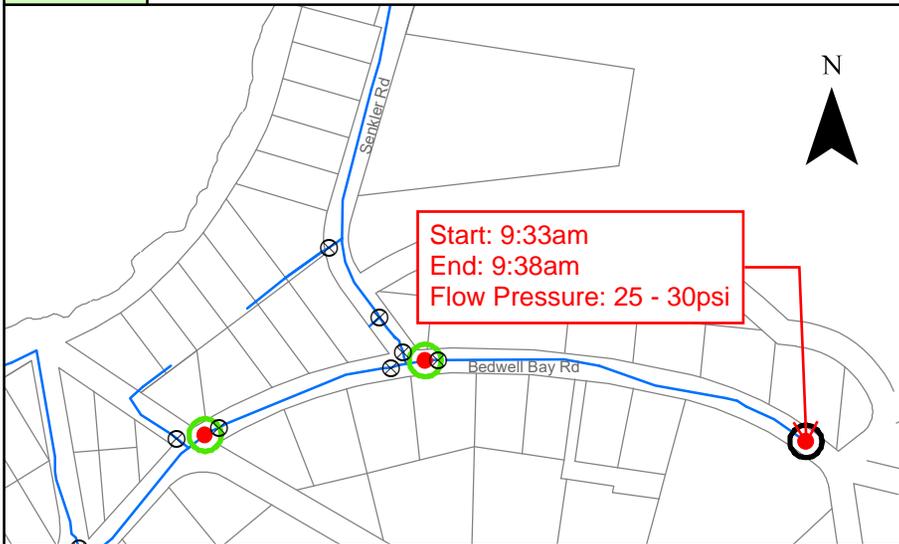
SET 1



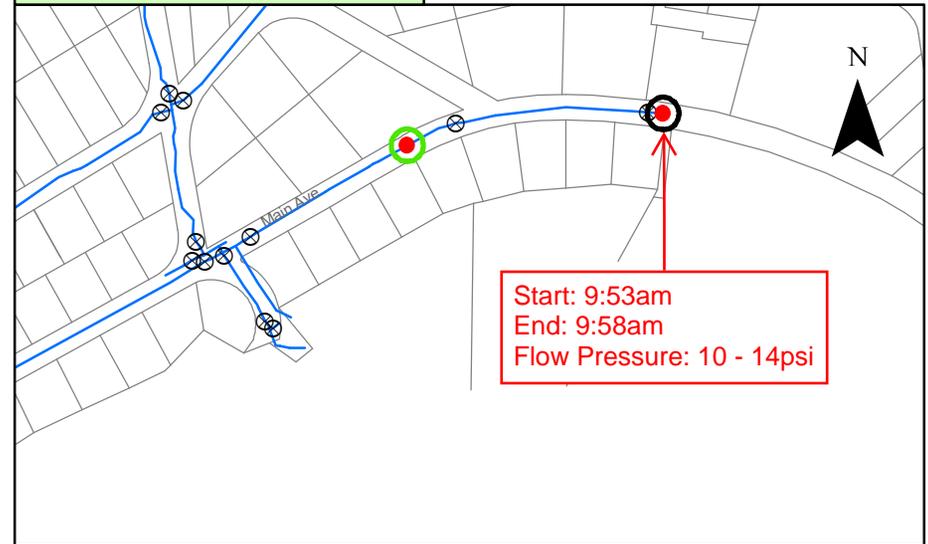
SET 2



SET 3



SET 4 (One point flow test)



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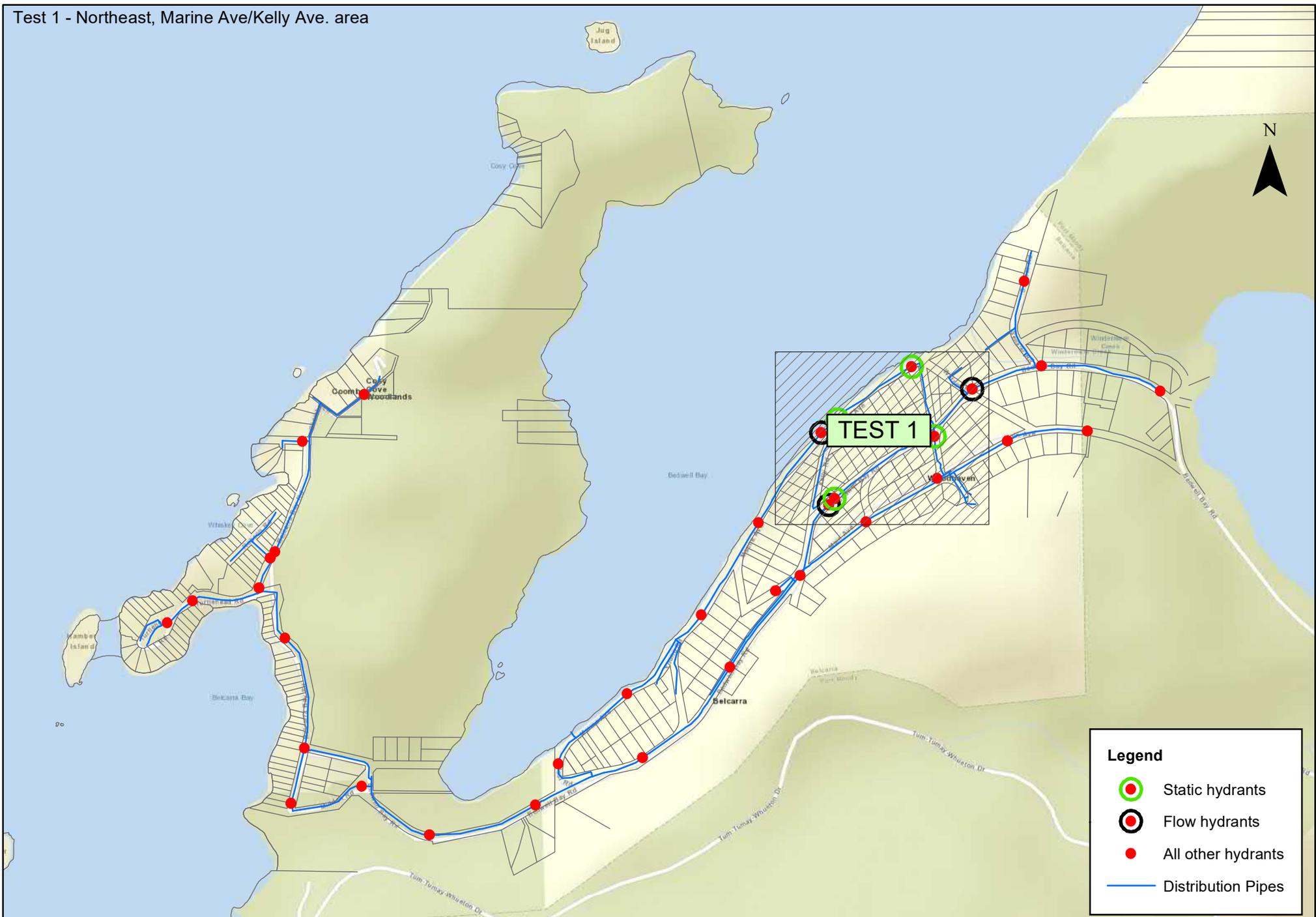
VILLAGE OF BELCARRA

Legend

- Residual hydrants
- Flow hydrants
- Valves
- Watermain (distribution)

**Village of Belcarra
C-Factor Test**

Drawn By:	Approved By:	Scale	
SG	ML	0 25 50 100 Meters	
Revisions		Map No. 02	JUNE 2022
		Project No:	211-09148-00



Legend

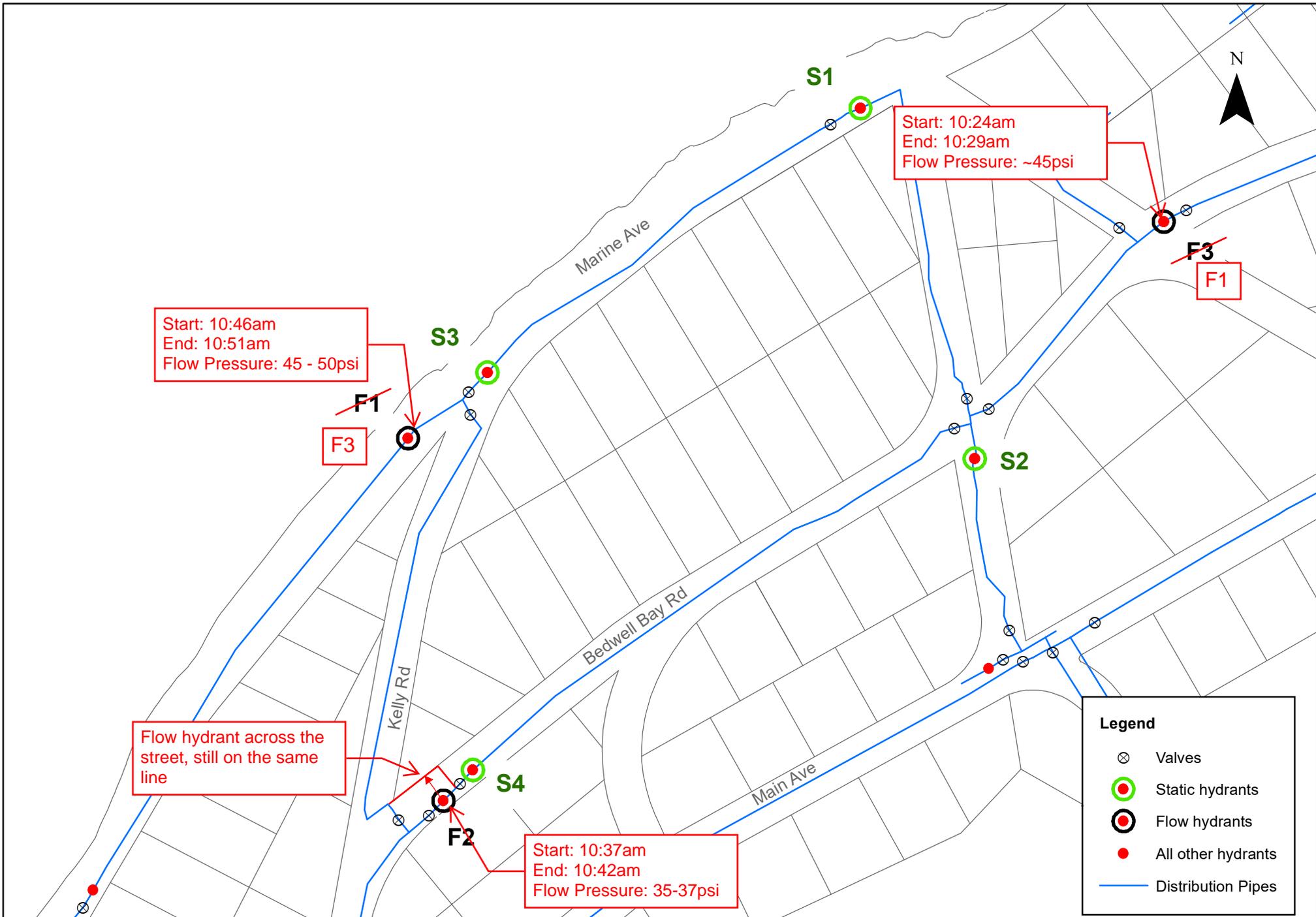
- Static hydrants
- Flow hydrants
- All other hydrants
- Distribution Pipes

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VILLAGE OF BELCARRA

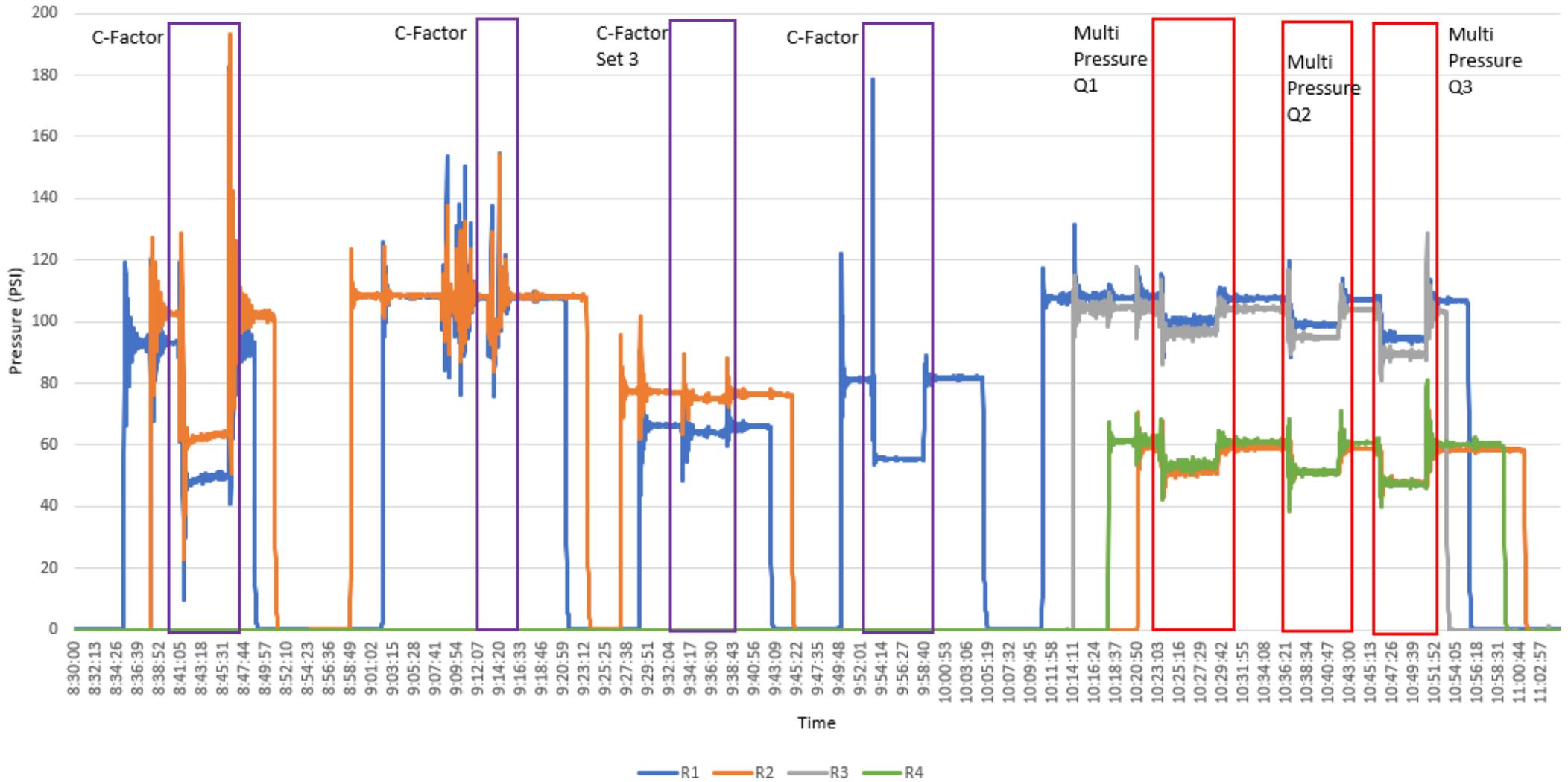
Village of Belcarra Multi-Pressure Hydrant Flow Test Overview

Drawn By:	Approved By:	Scale	0	110	220 Meters
SG	ML	----- -----			
Revisions:		1:12,500 @ Letter			
		Map No. 03	JUNE 2022		
		Project No:	211-09148-00		



**Village of Belcarra
Multi-Pressure Hydrant Flow Test 1**

Belcarra Hydrant Testing July 20, 2022





COUNCIL REPORT

Date: September 6, 2022 **File:** 5400-10-8

From: Stewart Novak, Public Works and Emergency Preparedness Coordinator

Subject: **2022 MRNB TransLink Funding Approval**

Recommendation

That the 2022 MRNB TransLink Funding Approval Report be received for information.

Purpose

To provide an update regarding the submitted, 2022 MRNB TransLink grant funding application in the amount of \$84,000.00 which had been previously projected for the Bedwell Bay Road Multi Use Path

- New MRNB project name: Bedwell Bay Safety Barriers phase II.

Background

In a Regular Council meeting held on July 25, 2022, a motion was passed to “approve the funding reallocation for the 2021-2022 MRNB”. This required staff to rewrite and submit the TransLink MRNB grant application.

Belcarra staff’s primary focus is on road safety barriers, signage and road markings. The decision on road safety signage and markings are pending the results of an ICBC Road Safety Study which will be conducted on site Friday, September 23, 2022.

The maximum allocation for 2022 TransLink MRNB funding contribution is \$84,000.00 at 75%.

This gives Belcarra a total project spending limit of \$112,000.00 for which TransLink would pay 75% of that limit totaling \$84,000.00, and Belcarra paying \$28,000.00.

Staff wishes to report, and as noted in a TransLink media release dated August 3, 2022, the 2022 MRNB funding was approved.

Attachments:

- TransLink Media Release – TransLink Invests in Cycling Paths, Walkways, & Roads

MEDIA RELEASE



TransLink invests in cycling paths, walkways, and roads

2022 investment will upgrade over 100 transportation projects and maintain major roads

August 3, 2022

NEW WESTMINSTER, B.C. – Metro Vancouver residents will see more than 100 new or improved greenways, cycling paths, walkways, multi-use paths, intersections, or roads as part of a \$130 million investment in local infrastructure. This year's investment is delivered through the [Municipal Funding Program](#), which supports maintaining, upgrading, and building new transportation infrastructure throughout Metro Vancouver.

The significant investment will go towards 107 projects and maintenance of the Major Road Network – bringing Metro Vancouver better cycling paths, more sidewalks, and safer streets.

Project type	2022 investment
Walking, cycling and multi-use paths (69 projects)	\$36 million
Roads, structures, and bus speed upgrades (38 projects)	\$33 million
Operation, maintenance, and rehabilitation of the MRN	\$61 million
Total	\$130 million

[A list of 2022 investments for each municipality can be found here.](#)

Examples of recently completed infrastructure improvements from this program include:

- Richmond | No. 6 Road between Cambie and Bridgeport Road | Multi-use path
 - TransLink invested \$250,000 towards this new traffic separated cycling and walking path in Richmond along No. 6 Road.
- City of North Vancouver | Westview Drive/West 21 Street | Pedestrian Crossing
 - TransLink invested \$80,000 into upgrading this intersection with new streetlights, crosswalk flashers, and traffic signals.
- Delta | Nordel Way | Corridor safety improvements
 - TransLink invested \$387,500 towards improving safety along Nordel Way south of the 84th Avenue Overpass. This included a new concrete barrier with reflective strips, improved drainage, roadside barrier extensions, and lighting upgrades.

[A full list of recently completed projects can be found here](#)



Through our Municipal Funding Program, TransLink contributes up to 75 per cent of funding for upgrades benefitting local government throughout Metro Vancouver. For projects improving the efficiency of bus operations or some priority cycling infrastructure, TransLink funds up to 100 per cent of the project costs. This program is part of the 2022 Investment Plan, with funding from TransLink and the Government of British Columbia.

Quotes:

Kevin Quinn, CEO, TransLink –

“TransLink is committed to ensuring transportation throughout the region is as convenient and seamless as possible, regardless of how you primarily travel. Investing in cycling paths, walkways, and bus speed upgrades is just one of the ways we help to combat climate change by encouraging green transportation throughout Metro Vancouver.”

Jonathan X. Coté, Mayors’ Council Chair and Mayor of New Westminster –

“This program allows municipalities to complete much-needed upgrades and rehabilitation to key transportation infrastructure. Each year, these vital investments keep it possible to explore the region while better connecting our communities.”

George Heyman, Minister of Environment and Climate Change Strategy –

“Building well-connected, accessible and safe active transportation and transit infrastructure is an important part of our CleanBC plan to lower emissions, improve communities and reduce congestion. These investments will give people in Metro Vancouver more choices to get around their communities using clean and healthy transportation options.”

Bowinn Ma, Minister of State for Infrastructure –

“Walkable, bikeable and accessible communities that are well-connected by public transit help provide people and families with more choices for how they travel in their day-to-day lives. These investments improve quality of life and deliver a more livable region for everyone.”

Learn more:

[Municipal Funding Program video](#)

[TransLink’s Municipal Funding Program webpage](#)

[TransLink’s Municipal Funding Program full list of 2022 Investments](#)

[A full list of recently completed projects through this program can be found here](#)

MEDIA RELEASE



Media Downloads:

[Media can download photos and videos of recently completed upgrades or sketches of upcoming projects through this program here](#)

Media Contact:

TransLink Media Relations

E: media@translink.ca



COUNCIL REPORT

Date: September 6, 2022

From: Stewart Novak, Public Works & Emergency Preparedness Coordinator

Subject: **Emergency Mass Notification App**

Recommendation:

That Council direct staff to purchase the Alertable App as recommended in the Emergency Mass Notification App report dated September 6, 2022; and
 That Council direct staff to inform the Village of Anmore and SVFD Chief Jay Sharpe of the direction to purchase the Alertable App.

Purpose:

To provide immediate notifications via text, email, and other means on emergency events that are of specific interest to the safety of Belcarra residents.

Background:

Some of the unique features that make Belcarra a quiet, peaceful, and picturesque place to live may also be the same features that can create challenges for the community in terms of safety and emergency preparedness.

Belcarra is a small residential community tucked into the forested mountainside and along the shoreline. The main part of the Village has only one primary exit route and a gated secondary route along Tum Tumay Whueton Drive. The northern part of the Village, which includes Farrer Cove & Twin Islands, is technically water access only, although Farrer Cove has a gated service access that the community uses as a regular means of entrance and exit area.

Therefore, it can be critically important for residents to be notified with instructions as soon as possible when an emergency occurs to reroute traffic through an alternate route, or to relay other information.

Early and accurate notifications is key to an orderly, successful evacuation.

Option A

Alertable is an emergency mass notification system which staff recommends as it is designed for municipal governments. *Alertable* is a program that can be set up for the individual needs of each municipality.

Staff can pre-program specific information bulletins and instructions or create custom instruction bulletins depending on the unique circumstances of the event. The messages can be broadcast on multiple mediums including Text, Email, Facebook, or phone.

The app is free for residents to download and would cost the municipality between \$1,800.00 to \$3,600.00 a year depending on the options and features chosen. that the municipality chooses to have access to program the system.

Option B

Voyent Alert is a company that provides a similar service and competes in the same space as *Alertable*. *Voyent Alert*'s activation and maintenance costs are a little less than *Alertable*. *Voyent Alert*'s price ranges between \$1,600.00 and \$3,500.00 depending on service options.

Voyent has many small municipal clients, but most are in the interior or on Vancouver Island. Some of *Voyent Alert*'s clients include:

- Maple Ridge, Sunshine Coast, Township of Esquimalt, Nanaimo, Cache Creek and Midway

Alertable clients include larger municipalities in the lower mainland such as:

- Vancouver, Burnaby, Fraser Valley Regional District (FVRD), Mission, Metro Vancouver and Port Coquitlam

While *Voyent Alert* is slightly less in cost, staff recommends purchasing the *Alertable* system to coordinate the Village of Belcarra with other municipalities in the local area.

The Village of Anmore and City of Port Moody have not yet signed on to a mass emergency notification system.

Chief Jay Sharpe of Sasamat Volunteer Fire Department is “fully supportive of this initiative”.

Appendix attached:

- Alertable Info Sheet

Adopt-a-Park

**PLAYGROUND
CLOSED**
UNTIL FURTHER NOTICE

Our public parks and trails remain open.

Please maintain social distancing, avoid gathering in groups and practice frequent hand washing at all times.



The City's priority is protecting the health and safety of our community during this continuing...



COMMUNITY NOTIFICATIONS

**ROAD
CLOSED**

STAY AWARE & PLAN AHEAD

Free

Free for the public.

Notifications by text, email, phone, website, mobile app, social media, home smart speaker and more. Sign up for any combination. All are free and easy to use.

Easy

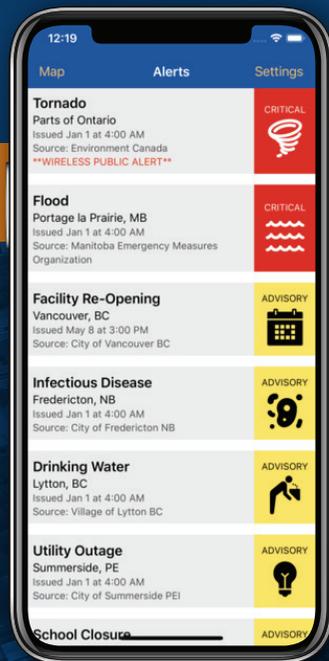
Fast and simple.

Personalize notifications by type and severity. Choose notifications for more than one location. Home, office, cottage, family, friends and more. Turn on roaming & override silent mode.

Useful

Know before you go.

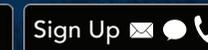
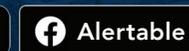
Check for closures, restrictions and hazards in advance. Emergency alerts and day-to-day community notices for facilities, roads, parks, schools, services, floods, severe weather and more.



SIGN UP

COMMUNITY NOTIFICATIONS

Stay Aware & Plan Ahead





MEDIA RELEASE

August 10, 2022

METRO VANCOUVER PROPOSAL FOR NEW REGIONAL PARK ON BOWEN ISLAND INCLUDES CAMPING OPPORTUNITIES

Metro Vancouver plans to preserve a forested and waterfront property at Cape Roger Curtis on Bowen Island for public enjoyment as a new regional park that will incorporate both day use and overnight camping areas.

“Regional parks safeguard natural areas that are home to important ecosystems and contribute to the health and well-being of our residents by connecting them with natural spaces,” said Sav Dhaliwal, chair of Metro Vancouver’s Board of Directors. “Expanding the regional parks system is a Board priority and supports climate action and regional growth targets.”

Metro Vancouver has a conditional agreement to purchase 24 parcels of land on the southwest tip of the island, totaling 97 hectares that would make up the new park, for approximately \$40 million, and the purchase agreement is in effect until spring 2023. Metro Vancouver is looking for other funding partners to help acquire and develop the regional park.

The park is located within Skwxwú7mesh úxwumíxw/Squamish Nation territory, which has been stewarded by the Nation since time immemorial. Discussions are underway with Skwxwú7mesh úxwumíxw/Squamish Nation about opportunities to work together, in a good way, on the development and stewardship of this new regional park.

“This regional park will make it easier for current and future generations to enjoy nature and help to preserve the coastal ecosystem, which Squamish Nation has stewarded since time immemorial,” said Skwxwú7mesh úxwumíxw/Squamish Nation spokesperson and Councillor Sxwíxwtn. “We look forward to working in partnership with Metro Vancouver and Bowen Island Municipality to see how we can incorporate our language and culture in the park planning process.”

The preliminary concept for the park includes day-use picnic areas, trails with impressive viewpoints, access to the beach, and a supervised overnight camping area with three group camps, and around 50 walk-in/bike-in tent sites, 35 accessible drive-in tent sites, and 10 tent cabins. Recreational vehicle and trailer camping

will not be permitted. If the land is successfully added to the Metro Vancouver regional parks system, planning and design will continue through 2023.

“I am beyond thrilled to see the potential for a new regional park that will protect public access to spectacular coastal forest and beach landscapes for generations to come,” said John McEwen, chair of Metro Vancouver’s Regional Parks Committee. “With Metro Vancouver poised to welcome one million more residents in the next 30 years, and a significant increase in regional park visitation over the last two years, Cape Roger Curtis is a unique opportunity to help ensure all residents have access to regional parks.”

The park will be adjacent to Crown land that includes the headwaters of Huszar Creek and [Fairy Fen Nature Reserve](#), which is owned by the Islands Trust Conservancy and managed by Bowen Island Conservancy, and the [Wild Coast Nature Refuge](#), managed by the Bowen Island Conservancy. The park is also within the [Átl'ka7tsem/Howe Sound UNESCO Biosphere Reserve](#). It would connect to nearby nature trails and a public beach and be accessible by active transportation and public transit.

“This new regional park initiative is incredible news, not just for Bowen Island, but for the entire region,” said Gary Ander, mayor of Bowen Island Municipality. “Cape Roger Curtis holds some of the most unique ecological characteristics in the region — and this park enhances local efforts by the Bowen Island Conservancy and many islanders to protect the area. It will provide excellent recreational and educational opportunities for island and regional residents alike for years to come. The municipality looks forward to working with Metro Vancouver on this exciting initiative.”

Metro Vancouver has started the park planning process, which includes applying to Bowen Island Municipality for rezoning of the properties from rural residential to park and an amendment to the Official Community Plan.

In the past 50 years, Metro Vancouver's regional parks system has grown from 3,835 hectares to over 13,800 hectares, with 23 regional parks, five greenways, two ecological conservancy areas, and two regional park reserves in communities from Bowen Island in the west to Langley and Maple Ridge in the east.

Media contact:

[Jennifer Saltman](#), Media Relations Officer, c. 604-314-5964

Metro Vancouver is a federation of 21 municipalities, one electoral area and one treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality,

August 18, 2022

**RESIDENTS INVITED TO LEARN ABOUT IMPORTANT REGIONAL PROJECTS AND
SERVICES AT METRO VANCOUVER PNE SHOWCASE**

Metro Vancouver returns to this year's Fair at the PNE with a showcase that will leave visitors in awe of the scope and scale of regional infrastructure and services, while feeling more connected to how they can personally contribute to keeping our region one of the most livable in the world.

From August 20 to September 5, visitors can explore the [Metro Vancouver: Together We Make Our Region Strong](#) showcase, located on the east side of the fairgrounds beside the Forum building.

"Metro Vancouver plays a central role in the daily lives of everyone in the region," said Sav Dhaliwal, Chair of the Metro Vancouver Board of Directors. "We are proud to once again have a presence at the PNE with a showcase that allows residents an opportunity to connect with us and, in a very playful way, see how the small actions they take every day connect them to our huge network of vital services and infrastructure."

Visitors to the Metro Vancouver showcase will:

- Experience the jaw-dropping size of hidden infrastructure like water mains
- Learn about the stewardship of regional parks, greenspace, and water supply areas
- Discover how Metro Vancouver's air quality became some of the best in the world
- Enjoy family-friendly live performances on the Metro Vancouver Stage by "Ben and Dan" and "Andy the Musical Scientist"
- Get an in-depth look at the science and technology that keep our region running in the Metro Movie Tent
- Be inspired to take small climate actions through fun lessons with Metro Vancouver's community partners
- Be awed by Indigenous performers from across the region, featured at the welcoming and closing ceremonies, and daily at 6:15 pm on the Metro Vancouver Stage

Guests will also have the opportunity to win an electric bike by visiting displays for each of Metro Vancouver's service areas.

More information about Metro Vancouver's exhibit and a schedule of daily performances on the Metro Vancouver stage is available [online](#).

Entry to the Metro Vancouver activation is free with PNE Fair admission. PNE Fair tickets can be purchased in advance at [pne.ca](#).

Media Day:

On August 18, media are invited to enjoy an exclusive first look of the Metro Vancouver: Together We Make Our Region Strong showcase. Following the PNE press conference beginning at 10:00 am, media are encouraged to join the media tour which will end at the Metro Vancouver exhibit.

Media will be welcomed to the site by Sav Dhaliwal, chair of the Metro Vancouver Board of Directors, and experience music by a local musician while enjoying light refreshments courtesy of the PNE.

Media contact:

[Don Bradley](#), Division Manager, Media Relations & Issues Management c. 604-788-2821

Metro Vancouver is a federation of 21 municipalities, one electoral area and one treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.



FILE NO. 0510-20-UBCM

August 31, 2022

Dear Mayor Jamie Ross,

We are the BC Crisis Line Network. We answer 1800SUICIDE (1-800-784-2433) and 310Mental Health Support (310-6789), provincial 24/7 crisis lines that provide lifesaving crisis intervention, suicide risk assessment, and strengths-based collaborative safety planning and follow-up to vulnerable British Columbians.

We are asking for your support at the Union of BC Municipalities conference this year:

Please vote yes to Resolution EB42 - New Provincial Mandate and Funding for 9-1-1

During COVID, the BC Crisis Line Network saw demand for crisis service increase by 90% (48% higher on 1800SUICIDE and 99.6% higher on 310Mental Health Support in 2021/22 compared with pre-COVID for incoming calls). We provided over 1.4 million minutes of support, but we did not answer all our calls. We are keenly aware of the challenges our crisis services, alongside 9-1-1, police, fire, and ambulance, are facing serving those in need.

We see real public and Provincial government appetite in support of a crisis mental health system that works for urban, rural, and remote communities. The BC Budget 2023 Finance Committee recommends implementing a provincial wireless call-answer levy to fund a mental health option when calling 9-1-1. Funds collected by a 9-1-1 levy will not only support 9-1-1 technology – they are intended to be shared equitably among frontline emergency service agencies, including crisis lines, to improve mental health crisis response.

A vote for Resolution EB42 is a vote towards ensuring every British Columbian, regardless of where they live in the province, has the right to equitable and easy access to mental health crisis support - the kind of support BC crisis lines have been delivering for over fifty years.

9-1-1 levies are collected by cell and landline providers in 6 provinces; BC is one of the few provinces not utilizing this reliable and non-controversial funding mechanism with an estimated value of \$112 million per year. In a recent study by Leger, 92% of British Columbians support adding mental health crisis support as a 9-1-1 option; 73% of British Columbians specifically support introducing a 9-1-1 levy to fund the 9-1-1 mental health option.

British Columbians are ready to put their vote towards reducing wait times for 9-1-1, BC Ambulance, and police response by shifting mental health calls to mental health crisis lines; a

commitment to improving mental health crisis response will affect the vote of 60% of British Columbians in October's municipal elections.

Please complete this brief survey, so we know if you support EB42:
<https://bit.ly/VoteYesonEB42>.

If you have any questions, would like more information, or if you'd like to speak in support of resolution EB42 from the floor please contact Stacy Ashton, Executive Director of Crisis Centre of BC and Chair of the BC Crisis Line Network.

Sincerely,

BC Crisis Line Network Members

Stacy Ashton, Crisis Centre of BC
Thaddée Bergler, Fraser Health Crisis Line
Asha Croggon, Interior Crisis Lines Network
Tabitha Geraghty, Chimo Community Services
Elizabeth Newcombe, Vancouver Island Crisis Society
Riley Skinner, Northern BC Crisis Centre

Vancouver Coastal Health
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Interior Health
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Northern Health
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Fraser Health
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Island Health
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If you or someone you know is in crisis, please reach out:

- Mental Health Support Line: 310-6789 (no area code required)
- Anywhere in BC 1800SUICIDE: 1-800-784-2433



COUNCIL REPORT

File: 6480-07

Date: September 6, 2022
From: Official Community Plan Review Committee
Subject: Summary of OCP Consultation – Other Agencies

Recommendation

- 1) That the Summary of Official Community Plan (OCP) Consultation – Other Agencies report dated September 6, 2022, be received for information; and
- 2) That Council direct the OCP Review Committee and staff to bring the Official Community Plan forward to the next Council for Bylaw readings, Public Hearing and Adoption.

Purpose

The purpose of this report is to provide Council with the summary of feedback received from other agencies to date.

Background

At a Special meeting of Belcarra Council held on June 27, 2022, the following motion was passed:

“THAT Council:

- a. formally receive the draft Official Community Plan as presented by the OCP Review Committee; and
- b. authorize staff to publicly release the draft Official Community Plan and refer the plan to the necessary commenting agencies for review and feedback.”

Pursuant to Section 475 of the *Local Government Act*, the draft Official Community Plan, a copy of which is attached as Appendix B, was posted on the website and residents were invited to provide input on the draft OCP document, deadline for comments was August 25, 2022. The draft OCP was distributed to the following agencies for comment with a deadline of August 25:

- | | |
|---|---------------------------------------|
| a) BC Hydro | j) Metro Vancouver Parks |
| b) City of Coquitlam | k) Pacific Parklands Foundation |
| c) City of Port Coquitlam | l) Sasamat Outdoor Centre |
| d) City of Port Moody | m) Sasamat Volunteer Fire Department |
| e) Community Recreation Association
of Belcarra (CRAB) | n) School District No. 43 (Coquitlam) |
| f) District of North Vancouver | o) Tri-Cities Chamber of Commerce |
| g) Rick Glumac, MLA | p) TransLink |
| h) Lower Mainland Local Government
Association (LMLGA) | q) Tsleil-Waututh Nation |
| i) Metro Vancouver | r) Vancouver Fraser Port Authority |
| | s) Village of Anmore |
| | t) Bonita Zarrillo, MP |

This report summarizes the comments received to date and provides observations in response to the comments.

Referral Responses

The following is a summary of the responses that have been received from commenting agencies regarding the draft Official Community Plan, copies are attached in Appendix A. OCP Review Committee observations in response are provided in italics.

d) City of Port Moody

Requested an extension to allow Port Moody Council to consider the Draft Belcarra OCP at their next Council meeting scheduled for September 20, 2022.

OCP Review Committee notes that a review of input provided by Port Moody Council will be reported to Council once received.

i) Metro Vancouver & j) Metro Vancouver Parks

Metro Vancouver provided the following comments:

- Page 5 of the Draft OCP notes that a regional context statement has not yet been included as a part of the draft OCP because of the pending adoption of *Metro 2050*, the updated regional growth strategy (RGS). As *Metro 2040* is still in effect and the precise timeline for the adoption of *Metro 2050* is not yet known, and to be consistent with the *Local Government Act*, the draft OCP should include a Regional Context Statement (RCS). Staff suggest using the RCS accepted by the MVRD Board on July 29, 2011 but that this version be updated to reflect the proposed changes in the OCP and include the most current data for the Village. Upon Adoption of *Metro 2050*, Metro Vancouver can work with Village staff to prepare a new RCS that aligns with the Regional Growth Strategy. However, should *Metro 2050* be adopted prior to bylaw readings for the updated Village OCP, there may be an opportunity to incorporate an RCS that aligns with the newly adopted Regional Growth Strategy.

Page Number / Section	Department	Comment/Feedback
General: Growth Projections	Regional Planning	Please include population, dwelling unit, and job growth projections for Belcarra out to the year 2050. Metro Vancouver data can be found here , but the Village may use their own data. See Metro 2040 Policy 1.3.3 b) for details.
		<i>OCP Review Committee notes that "Growth Projections." - Page 22, a table has been added to show projections to 2051 for population, dwellings and employment. The numbers for the 2021 base year (census year) were increased by 10% per decade (1% per year) to generate the table. These numbers are lower than previous projections but still "optimistic". It all depends upon what happens with the 'Future Residential' areas and subdivision of Farrer Cove properties.</i>
Page 5: How does an OCP relate to other Plans?	Regional Planning	The Draft OCP does not identify the Metro 2040 Regional Growth Strategy, and Regional Greenways 2050 as planning documents that inform the Belcarra OCP. Where appropriate, please consider making references to these documents.
		<i>OCP Review Committee notes that "Metro 2040 Regional Growth Strategy." --- Page 8, The 'Regional Context Statement' that was subsequently drafted addresses this item. OCP Review Committee notes that "Regional Greenways 2050." --- Page 36, a reference has been added.</i>
Pages 20 and 22: Vancouver Fraser Port Authority Area and Environmentally Sensitive Areas	Regional Planning	The Draft OCP references both the Metro Vancouver Environmentally Sensitive Areas Map (2020) and the Transportation Map as Figure 7 throughout the document (multiple references). Please revise the Metro Vancouver Environmentally Sensitive Areas Map (2020) reference to Figure 5.
		<i>OCP Review Committee notes that "Environmentally Sensitive Areas Map." --- References to this map have been corrected throughout the draft document. Also, the map title has been amended to address the MV comments.</i>

Pages 21 and 22: Regional Conservation and Recreation Areas & Environmentally Sensitive Areas	Regional Parks	The Draft OCP references Metro Vancouver designated Ecologically Sensitive Areas. Please note, Metro Vancouver does not designate Ecologically Sensitive Areas (the Province has done so in the past). The reference may be to Metro Vancouver Sensitive Ecosystem Inventory , which is a classification system that provides information to local governments, or to Metro Vancouver Evaluation of Regional Ecosystem Connectivity . Please confirm and update terminology as appropriate.
Page 22: Tree Canopy	Regional Planning	Mentions “Figure 7 – Metro Vancouver Environmentally Sensitive Areas Map (2020)”. Metro Vancouver also has a Tree Canopy Cover Dataset (2014) that may be of interest. The Tree Canopy Cover Dataset can be accessed on our Open Data Site under “EcoHealth Indicators - Canopy and Imperviousness”. Here is the accompanying report . Metro Vancouver hopes to update the Tree Canopy Cover Dataset in 2023. Additional environment-focused resources that may be of interest can be found here , including a helpful tree regulations toolkit.
		<i>OCP Review Committee notes that “Environmentally Sensitive Areas.” - Page 29, a reference has been added regarding the “Metro Vancouver Sensitive Ecosystem Inventory”.</i>

Page 22-23: Invasive Species Management	Regional Planning	Consider referring to Metro Vancouver’s Invasive Species Best Management Practices (compiled in partnership with the Invasive Species Council of Metro Vancouver), and if appropriate, add an action to implement an invasive species management plan.
		<i>OCP Review Committee notes that “Invasive Species Management.” --- Page 30, the wording of item #2 has been modified... “Develop an ‘Invasive Species Management Plan’ based on an updated catalogue and map for the community and Metro Vancouver’s Regional Best Management Guides.”</i>
Page 30: Active Transportation	Regional Parks	Active Transportation and Trails #9 – Some end of trip facilities already exist, while other facilities might not make sense to include in a regional park (e.g. showers). Consider adding the words “appropriate end of trip facilities”.
		<i>OCP Review Committee notes that “End-of-trip Facilities.” --- Page 38, the phrase has been amended to say ‘appropriate end-of-trip facilities’.</i>

Page 31: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #3a – The existing road through the park to Farrer Cover is not an authorized access. While the private properties have enjoyed access, commercial use of the road, or increased development in Farrer Cover, should not rely on this unauthorized access road. Metro Vancouver has previously sought clarification from the Province, which stated that future development North (Farrer Cove) could trigger a review of the reverter clause on the park parcels that Metro Vancouver received through a Crown grant. Commercial use of the road is not an allowable use of park land. Metro Vancouver requests Section #3 wording be revised, and delete any reference to the road being “recognized as the access”.
		<i>OCP Review Committee notes that “Farrer Cove Access Road” --- The reference to maintaining the existing gravel access road to Farrer Cove has been deleted.</i>
Page 31: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #6 – Please clarify if the Visitor Use Management Strategy referenced in the Draft OCP is only in reference to traffic and parking management.
		<i>OCP Review Committee notes that “Visitor Use Management Strategy.” - Page 39, the wording of item #6 now reads... “Advocate development of a ‘Visitor Use Management Strategy’ for parking and traffic management be prepared by Metro Vancouver.”</i>
Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #7 - Metro Vancouver and the City of Port Moody recently completed a traffic management study for Bedwell Bay Road. Consider adding the City of Port Moody as one of the parties to collaborate with.
		<i>OCP Review Committee notes that “Collaboration.” --- Page 39, the wording of item #7 now reads... “Collaborate with Metro Vancouver, City of Port Moody, BC Parks, and TransLink to find solutions to traffic, congestion, and parking problems caused by visitors to t̓amt̓m̓ix̓ˀt̓an (Belcarra Regional Park) and Say Nunth Khaw Yum (Indian Arm) Provincial Park.”</i>
Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #8 – Consider adding Metro Vancouver as a collaborating partner to optimize transit service.
		<i>OCP Review Committee notes that “Optimize Transit Service.” - Page 39, the wording of item #8 now reads. “Collaborate with Metro Vancouver, City of Port Moody and TransLink to optimize transit service to Belcarra and Belcarra Regional Park by making transit faster and more direct than by private vehicle.”</i>

Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #17 – New signage was installed in August to address this matter.
		OCP Review Committee notes that “Improve Signage.” - Page 40, former item #17 has been deleted as MV has now addressed the signage issue.
Page 39: Residential	Regional Planning	<p>Residential #8 - States that Belcarra would “Permit a higher housing density in new subdivisions subject to obtaining a sewage disposal permit from the FHA.”</p> <p>Metro 2040 Policy 1.3.3 requires municipalities to specify the allowable density and form for land uses within the Rural land use designation. While some reference to density is made, it is unclear what the exact density limits will be. Please indicate the anticipated density/number of new units and if these new subdivisions will be on greenfield lands.</p> <p>Metro 2040 Policy 1.2.6(d)(v) encourages municipalities to focus growth to established areas through infill development, rather than expanding the built footprint through new subdivisions.</p> <p>Please also consider ways to protect existing tree canopy and other natural features on any lands to be subdivided in order to support Metro 2040 Goal 3 – Protect the Environment and Respond to Climate Change Impacts.</p>
		<p><i>OCP Review Committee notes that “Allowable Density.” - OCP needs to specify the allowable density and form for land uses within the Rural land use designation. Page 44, item #2 now reads.</i></p> <p><i>“2. For subdivision of existing lots designated as “Residential”, the municipality will be divided into four residential zones that reflect the different community characteristics; as follows:</i></p> <p><i>a. R1 Zone – Belcarra Bay, Whiskey Cove & Coombe – the minimum lot size shall be 0.25 acres (0.10 ha) subject to sewage disposal approval by Fraser Health Authority.</i></p> <p><i>b. R2 Zone – Woodhaven Subdivision – the minimum lot size shall be 0.50 acres (0.20 ha) subject to sewage disposal approval by Fraser Health Authority.</i></p> <p><i>c. R3 Zone – Farrer Cove (South) – the minimum lot size shall be 0.50 acres (0.20 ha) subject to Belcarra Council consulting with Metro Vancouver regarding road access prior to allowing half-acre subdivision, and subject to domestic water and sewage disposal approval by Fraser Health Authority.</i></p> <p><i>d. R4 Zone – Cosy Cove, Twin Islands & Farrer Cove (North) – the minimum lot size shall be 1.0 acre (0.40 ha) subject to domestic water and sewage disposal approval by Fraser Health Authority.”</i></p>
		<p>“Protect existing tree canopy.” --- Page 30, “The OCP needs to consider ways to protect existing tree canopy and other natural features on any lands to be subdivided in order to support Metro 2040 Goal 3 – Protect the Environment and Respond to Climate Change Impacts.”</p>

		<i>OCP Review Committee notes that No action taken as this item is addressed by the management of trees on municipal property through the ‘Managing Trees, Views, and Landscapes Bylaw’, and the OCP Review Committee was not prepared to recommend municipal regulation of tree management on private property.</i>
Page 50: Figure 5	Regional Planning	Please clarify the data source for “Figure 5 - Metro Vancouver Environmentally Sensitive Areas Map (2020)”. Where appropriate, consider including layers from Metro Vancouver Sensitive Ecosystem Inventory (2014) with references.
		<i>OCP Review Committee notes that “Clarify the data source for Figure 5.” --- Page 29, a reference has been added regarding the “Metro Vancouver Sensitive Ecosystem Inventory”.</i>
Page 51: Figure 6	Regional Planning	Further information on the lands located within the two circled areas on “Figure 6 – Metro 2040 Land Use Designations” is needed. The figure notes that these lands are to be changed from a Regional Conservation and Recreation Land Use Designation to a Rural Land Use Designation for future residential development. Please note, the re-designation of Conservation and Recreation land typically constitutes a Type 2 amendment that requires a regional public hearing under <i>Metro 2040</i> . As this is the first time Metro Vancouver has seen the requested change, information identifying the particular parcels and the intent for the land use change would assist in discussions as we move forward.
		<i>OCP Review Committee notes that “Future Residential Areas.” --- Page 57, Figure 6. Page 45, the wording now reads... “Once the two areas of Provincial Crown Land are identified on Figure 6 – Land Use Designations Map of the adopted OCP, the process would involve Council approaching: (i) Metro Vancouver requesting that areas be changed from a ‘Regional Conservation and Recreation’ Land Use Designation to a ‘Rural Land’ Use Designation for future residential development consistent with the 1983 Village-GVRD Agreement Package. (ii) BC Ministry of Land, Water and Resource Stewardship to seek their guidance regarding the Ministry’s approval process.”</i>
Page 52: Figure 7	Regional Parks	Please ensure “Figure 7 – Transportation” map is aligned with the Regional Greenway (map). Please include the Regional Greenway on the map to show its path through Belcarra. Regional Greenway data is available on the Metro Vancouver Open Data Site , or Metro Vancouver Regional Parks staff can assist if additional data is required.
		<i>OCP Review Committee notes that “Regional Greenway.” --- Page 58, Figure 7, Transportation Map. “Please include the Regional Greenway on the map to show its path through Belcarra.” The proposed regional greenway route has been added to the Transportation Map.</i>

p) TransLink

TransLink provided the following comments:

Thank you for the correspondence dated July 20, 2022, and for the opportunity to provide feedback on the Village of Belcarra’s draft Official Community Plan (OCP). We appreciate the outreach and provide our comments based on:

- Policy direction in [Transport 2050](#), the regional transportation strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- Our legislated mandate to review partner agency plans for regional transportation implications and to support Metro Vancouver’s regional growth strategy (RGS).

General Alignment with Regional Transportation Strategy

Overall, the draft Belcarra OCP demonstrates alignment with Transport 2050. The Village is entirely outside the region’s Urban Containment Boundary and on land designated as either ‘Rural’ or ‘Conservation & Recreation’. The emphasis within the OCP in support of enhancements to active transportation infrastructure, including routes as well as facilities, and in support of improved transit and transportation demand management (TDM) measures aligns with goals to shift regional travel from private vehicles to other means. The OCP also demonstrates a commitment to ongoing engagement with the Tsleil-Waututh First Nation, which aligns with the reconciliation strategic lens in Transport 2050.

Make Transit More Attractive

Presently no existing Major Transit Network (MTN) routes that Belcarra, though local bus service is supplemented in summer months to serve additional seasonal demand to regional park destinations. Through Transport 2050, TransLink is aiming for a significant long-term increase in bus service in the region, much of which is likely to benefit people living in and traveling to Belcarra; that said, Transport 2050 does not identify future MTN or rapid transit routes directly within Belcarra. The draft OCP includes direction to advocate for additional bus service and add more bus shelters. Within the ‘Road Network, Parking and Transit’ section, Action 8 could be further strengthened by including reference to making transit faster and more direct than private vehicles to access regional parks. Transportation demand management (TDM) strategies, in particular pay parking, could complement and support non-vehicle access to Belcarra Regional Park identified in Action 32. If there is further interest in TDM, TransLink staff may be able to advise on other tools to consider. We also suggest including reference to designated ride-hailing layby areas and vehicle charging facilities as part of Action 34, relating to the support of private ride-hailing services.

OCP Review Committee notes that “Within the ‘Road Network, Parking and Transit’ section, Action 8 could be further strengthened by including reference to making transit faster and more direct than private vehicles to access regional parks.” - Page 39, revised wording of item #8 to... “Collaborate with Metro Vancouver, City of Port Moody and TransLink to optimize transit service to Belcarra and Belcarra Regional Park by making transit faster and more direct than by private vehicle.”

OCP Review Committee notes that “We also suggest including reference to designated ride-hailing layby areas and vehicle charging facilities as part of Action 34, relating to the support of private ride-hailing services.” --- No change made since ride-hailing in Belcarra is to/from individual residential addresses, unlike urban areas where people hail rides on the street.

Improve Active Travel Network and Facilities

Proposed directions within the draft OCP to expand the active transportation network through universal design, bike lanes, and additional sidewalks and pedestrian crossings align with regional goals to shift more trips from private vehicles to active modes, like walking, cycling and rolling. The usefulness of active transportation infrastructure could be further enhanced with more emphasis on end-of-trip facilities, such as secure bike parking or charging for e-bikes and other electronic micro-mobility devices. Further, consider adding future transportation conditions to Figure 4 or Figure 9 to reflect actions outlined in the draft OCP. Lastly, we suggest the language within Action 6, under the ‘Active Transportation and Trails’ heading and regarding development of an Active Transportation Plan, be strengthened to include implementation.

OCP Review Committee notes that “Consider adding future transportation conditions to Figure 4 or Figure 9 to reflect actions outlined in the draft OCP.” - No change made. What does this statement mean? Also, there is no new transportation infrastructure anticipated within the lifetime of the updated OCP.

OCP Review Committee notes that “We suggest the language within Action 6, under the ‘Active Transportation and Trails’ heading and regarding development of an Active Transportation Plan, be strengthened to include implementation.” - No change made as “implementation” infers setting priorities and schedules which have been avoided in the draft OCP.

Continue Future Collaboration

TransLink appreciates the chance to provide feedback on the draft OCP. We look forward to continued coordination with the Village of Belcarra on future initiatives that may have implications for the regional transportation system.

r) Vancouver Fraser Port Authority

Vancouver Fraser Port Authority provided the following comments:

Bedwell Bay Sustainability Plan

- On pages 5 and 14, the draft OCP references the 2007 “Bedwell Bay Sustainability Plan” created in partnership with the port authority. Port authority staff note that references contained in this plan to the Vancouver Fraser Port Authority Land Use Plan and supplemental port authority guidance documents (i.e. “Building Guidelines for Residential Waterfront Facilities”) are out of date. For your reference, the port authority’s current [land use plan](#) and [recreational dock guidelines for Burrard Inlet](#) can be found in the May 2, 2022 bulletin “[Recreational Docks – Municipal information | Village of Belcarra](#)”, available on the port authority website. At this time, the port authority is not accepting applications for private docks or group wharfages (shared docks) located on the east side of Bedwell Bay in the Highway Encroachment Area (HEA), until further engagement is completed.

OCP Review Committee notes that “Bedwell Bay Sustainability Plan” - No change made as this is a comment meant for Council. VFPA would like to see the references to VFPA guidance documents updated in the ‘Bedwell Bay Sustainability Plan’ which is not an OCP responsibility.

OCP Review Committee notes that “No further plans being accepted until further engagement is completed.” - Page 27, the following sentence has been added. “It should be noted that VFPA is not accepting applications docks in Bedwell Bay until further stakeholder engagement is completed.”

Permitting and licensing

- On page 20, under the Vancouver Fraser Port Authority Areas heading, we note the inclusion of the port authority requirements for recreational dock applications. The port authority also receives applications for projects in Belcarra that are not recreational docks, for example, private utility installations, hillside elevators, shoreline repairs, environmental investigations, etc. Therefore, we request that the wording in this section is amended to include reference to applications for works and/or activities within the port authority’s jurisdiction.
- We also note the sentence: “VFPA controls issuance of recreational waterlot licences and construction of recreational docks, not the Village of Belcarra, and all marine development applications are referred to VFPA”. We suggest adjusting this sentence as follows: “The Vancouver Fraser Port Authority issues project permits and licence agreements for the construction, alteration, removal and management of recreational docks, not the Village of Belcarra, and all marine and land development applications within port authority jurisdiction are referred to the Vancouver Fraser Port Authority”.
- We also note policy (1.) to “Refer all land use planning and development applications, within VFPA lands and waters, to the port authority for review...”. For Clarity, we suggest adjusting this sentence as follows: Refer applicants for all land use planning and development applications, within Vancouver Fraser Port Authority lands and waters, to the port authority to confirm permitting and licensing requirements.

OCP Review Committee notes that “Permitting and Licensing – include references to applications for works and/or activities within the Port jurisdiction.” – Page 27, the following wording has been included. “Applications are required for any works and/or activities within VFPA’s jurisdiction.”

OCP Review Committee notes that “Suggested word change the VPA issues permits for docks, not the Village of Belcarra.” - Page 27, the following wording has been included. “The Vancouver Fraser Port Authority issues project permits and licence agreements for the construction, alteration, removal and management of recreational docks, not the Village of Belcarra, and all marine and land development applications are referred to the Vancouver Fraser Port Authority.”

Shared docks

- On page 21, we note policy (5.) to “Advocate VFPA to develop a process to convert, over time, individual and shared docks in Bedwell Bay to group wharfage facilities in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay” and policy (6) to “Encourage existing group wharfage societies with fewer than six members to increase the size of their groups to the optimum number of six members in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay”. We would like to gain a better understanding of the Village’s intent behind these policies, potential agreements and the extent to which the Village foresees this applying to residents within the community. We suggest that further discussion between the port authority and Belcarra are required.

OCP Review Committee notes that “Shared Docks”. --- No change needed as these two items have been deleted from the draft OCP.

Mapping

- On pages 20 and 22, the “Metro Vancouver Environmentally Sensitive Areas (2020)” map is incorrectly labelled as Figure 7 and should be Figure 8.

- On page 54, the “OCP” map (Figure 9) includes land use designations for some areas within the port authority’s jurisdiction, specifically parts of the “Natural Tidal” and “Civic Marine” designated areas. The port authority has its own land use designations for these areas in the Vancouver Fraser Port Authority Land Use Plan, 2020. It is requested that the areas within the port authority’s jurisdiction be removed from Figure 9 in order to avoid confusion.

OCP Review Committee notes that “Mapping changes” – The legends on Figures 5 and 9 have been amended for clarity to show the words ‘VFPA Jurisdiction’ for ‘Eelgrass’, ‘Natural Tidal’ and ‘Civic Marine’.

Marine operations:

- On page 24, we note the policy (2) to “Advocate that the VFPA prohibit the discharge of sewage from all boats and marine craft into Bedwell Bay”. Transport Canada is the lead agency for sewage discharge from vessels in Canada. The port authority has its own practices and procedures regarding sewage discharge from vessels, which complement the Transport Canada requirements. For your reference, the port authority’s guidance related to vessel discharge is detailed on pages 185 to 188 of the [Port Information Guide](#) available on the port authority website.

OCP Review Committee notes that “Marine Operations.” – Page 32, the wording of item #2 has been changed to read... “Advocate that Transport Canada prohibit the discharge of sewage from all boats and marine craft into Bedwell Bay.”

Overall, the port authority supports the Village of Belcarra’s commitment to working with the port authority on initiatives to restrict development in important and sensitive environmental areas, such as Bedwell Bay, and to monitor, protect, and enhance critical terrestrial, marine, and estuarine environments. The port authority also recognizes the Village of Belcarra’s support for habitat enhancement along the foreshore of Bedwell Bay.

s) Village of Anmore

Requested an extension to allow Anmore Council to consider the Draft Belcarra OCP at their next Council meeting scheduled for September 20, 2022.

OCP Review Committee notes that a review of input provided by Anmore Council will be reported to Council.

To date, the other agencies listed below provided no comment on the OCP Draft provided:

- | | |
|--|---------------------------------------|
| a) BC Hydro | k) Pacific Parklands Foundation |
| b) City of Coquitlam | l) Sasamat Outdoor Centre |
| c) City of Port Coquitlam | m) Sasamat Volunteer Fire Department |
| d) City of Port Moody | n) School District No. 43 (Coquitlam) |
| e) Community Recreation Association of Belcarra (CRAB) | o) Tri-Cities Chamber of Commerce |
| f) District of North Vancouver | q) Tsleil-Waututh Nation |
| g) Rick Glumac, MLA | s) Village of Anmore |
| h) Lower Mainland Local Government Association (LMLGA) | t) Bonita Zarrillo, MP |

Conclusion

The OCP Review Committee Terms of Reference notes the following:

“The Committee will continue to serve until the OCP Bylaw is adopted by Council (anticipated by the Summer 2022).”

The Local Government Election is scheduled for October 15, 2022. As there is not enough time left in this Council term to provide for 3 readings, a Public Hearing and adoption of the bylaw, staff recommend that Council request the OCP Review Committee continue work on the Official Community Plan with the newly elected Council.

Appendix A:

- 1) Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver, letter dated August 25, 2022
- 2) Zak Bennett, Senior Planner, Partner Planning, Transportation Planning & Policy, TransLink, email dated August 25, 2022
- 3) Theresa Rawle, Director Planning and Development, Vancouver Fraser Port Authority, letter dated August 25, 2022

Appendix B:

Draft Official Community Plan, dated June 24, 2022 (provided to commenting agencies)

*Regional Planning and Housing Services
Tel. 604 432-6200 or via email
RPH-RegionalPlanning@metrovancouver.org*

August 25, 2022

File: CR-07-01-BEL

Ref: 6480-07

Paula Richardson, Acting Chief Administrative Officer
Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8
VIA EMAIL: prichardson@belcarra.ca

Dear Ms. Richardson:

Request for Comment on the Village of Belcarra Draft Official Community Plan

Thank you for your letter dated July 20, 2022, requesting comments on the Village of Belcarra Draft Official Community Plan (OCP). We appreciate the opportunity to review this early draft.

Attached please find Metro Vancouver staff comments. Metro Vancouver looks forward to working with your team to collaborate on these comments.

Page five of the draft OCP notes that a regional context statement has not yet been included as a part of the draft OCP because of the pending adoption of *Metro 2050*, the updated regional growth strategy (RGS). As *Metro 2040* is still in effect and the precise timeline for the adoption of *Metro 2050* is not yet known, and to be consistent with the Local Government Act, the draft OCP should include a Regional Context Statement (RCS). Staff suggest using the RCS accepted by the MVRD Board on July 29, 2011 but that this version be updated to reflect the proposed changes in the OCP and include the most current data for the Village.

Upon adoption of *Metro 2050*, Metro Vancouver can work with Village staff to prepare a new RCS that aligns with the Regional Growth Strategy. However, should *Metro 2050* be adopted prior to bylaw readings for the updated Village OCP, there may be an opportunity to incorporate an RCS that aligns with the newly adopted Regional Growth Strategy.

54778569

Thank you for providing this draft of the updated OCP and the opportunity to comment. Metro Vancouver looks forward to working with you as this project goes forward. If you have any questions with respect to the attached comments, please contact me by phone at 604-451-6616 or by email at Sean.Galloway@metrovancover.org.

Sincerely,



Sean Galloway, MUDD, RPP, MCIP
Director, Regional Planning and Electoral Area Services

cc: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Metro Vancouver
James Stiver, Division Manager, Regional Land Use Policy, Metro Vancouver

Attachment: Staff Comment Tracker dated August 24, 2022, titled "Metro Vancouver Staff Comments on the Village of Belcarra Draft Official Community Plan"

54778569

Page Number / Section	Department	Comment/Feedback
General: Growth Projections	Regional Planning	Please include population, dwelling unit, and job growth projections for Belcarra out to the year 2050. Metro Vancouver data can be found here , but the Village may use their own data. See Metro 2040 Policy 1.3.3 b) for details.
Page 5: How does an OCP relate to other Plans?	Regional Planning	The Draft OCP does not identify the Metro 2040 Regional Growth Strategy, and Regional Greenways 2050 as planning documents that inform the Belcarra OCP. Where appropriate, please consider making references to these documents.
Pages 20 and 22: Vancouver Fraser Port Authority Area and Environmentally Sensitive Areas	Regional Planning	The Draft OCP references both the Metro Vancouver Environmentally Sensitive Areas Map (2020) and the Transportation Map as Figure 7 throughout the document (multiple references). Please revise the Metro Vancouver Environmentally Sensitive Areas Map (2020) reference to Figure 5.
Pages 21 and 22: Regional Conservation and Recreation Areas & Environmentally Sensitive Areas	Regional Parks	The Draft OCP references Metro Vancouver designated Ecologically Sensitive Areas. Please note, Metro Vancouver does not designate Ecologically Sensitive Areas (the Province has done so in the past). The reference may be to Metro Vancouver's Sensitive Ecosystem Inventory , which is a classification system that provides information to local governments, or to Metro Vancouver's Evaluation of Regional Ecosystem Connectivity . Please confirm and update terminology as appropriate.
Page 22: Tree Canopy	Regional Planning	Mentions "Figure 7 – Metro Vancouver Environmentally Sensitive Areas Map (2020)". Metro Vancouver also has a Tree Canopy Cover Dataset (2014) that may be of interest. The Tree Canopy Cover Dataset can be accessed on our Open Data Site under "EcoHealth Indicators - Canopy and Imperviousness". Here is the accompanying report . Metro Vancouver hopes to update the Tree

		Canopy Cover Dataset in 2023. Additional environment-focused resources that may be of interest can be found here , including a helpful tree regulations toolkit.
Page 22-23: Invasive Species Management	Regional Planning	Consider referring to Metro Vancouver’s Invasive Species Best Management Practices (compiled in partnership with the Invasive Species Council of Metro Vancouver), and if appropriate, add an action to implement an invasive species management plan.
Page 30: Active Transportation	Regional Parks	Active Transportation and Trails #9 – Some end of trip facilities already exist, while other facilities might not make sense to include in a regional park (e.g. showers). Consider adding the words “appropriate end of trip facilities”.
Page 31: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #3a – The existing road through the park to Farrer Cover is not an authorized access. While the private properties have enjoyed access, commercial use of the road, or increased development in Farrer Cover, should not rely on this unauthorized access road. Metro Vancouver has previously sought clarification from the Province, which stated that future development North (Farrer Cove) could trigger a review of the reverter clause on the park parcels that Metro Vancouver received through a Crown grant. Commercial use of the road is not an allowable use of park land. Metro Vancouver requests Section #3 wording be revised, and delete any reference to the road being “recognized as the access”.
Page 31: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #6 – Please clarify if the Visitor Use Management Strategy referenced in the Draft OCP is only in reference to traffic and parking management.
Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #7 - Metro Vancouver and the City of Port Moody recently completed a traffic management study for Bedwell Bay Road. Consider adding the City of Port Moody as one of the parties to collaborate with.
Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #8 – Consider adding Metro Vancouver as a collaborating partner to optimize transit service.

Page 32: Road Network, Parking and Transit	Regional Parks	Road Network, Parking and Transit #17 – New signage was installed in August to address this matter.
Page 39: Residential	Regional Planning	<p>Residential #8 - States that Belcarra would “Permit a higher housing density in new subdivisions subject to obtaining a sewage disposal permit from the FHA.”</p> <p>Metro 2040 Policy 1.3.3 requires municipalities to specify the allowable density and form for land uses within the Rural land use designation. While some reference to density is made, it is unclear what the exact density limits will be. Please indicate the anticipated density/number of new units and if these new subdivisions will be on greenfield lands.</p> <p>Metro 2040 Policy 1.2.6(d)(v) encourages municipalities to focus growth to established areas through infill development, rather than expanding the built footprint through new subdivisions.</p> <p>Please also consider ways to protect existing tree canopy and other natural features on any lands to be subdivided in order to support Metro 2040 Goal 3 – Protect the Environment and Respond to Climate Change Impacts.</p>
Page 50: Figure 5	Regional Planning	Please clarify the data source for “Figure 5 - Metro Vancouver Environmentally Sensitive Areas Map (2020)”. Where appropriate, consider including layers from Metro Vancouver’s Sensitive Ecosystem Inventory (2014) with references.
Page 51: Figure 6	Regional Planning	Further information on the lands located within the two circled areas on “Figure 6 – Metro 2040 Land Use Designations” is needed. The figure notes that these lands are to be changed from a Regional Conservation and Recreation Land Use Designation to a Rural Land Use Designation for future residential development. Please note, the re-designation of Conservation and Recreation land typically constitutes a Type 2 amendment that requires a regional public hearing under <i>Metro 2040</i> . As this is the first time Metro Vancouver has seen the requested change, information identifying the particular parcels and the intent for the land use change would assist in discussions as we move forward.
Page 52: Figure 7	Regional Parks	Please ensure “Figure 7 – Transportation” map is aligned with the Regional Greenway (map). Please include the Regional Greenway on the map to show its path through Belcarra. Regional Greenway data is available on the Metro Vancouver Open Data Site , or Metro Vancouver Regional Parks staff can assist if additional data is required.

Subject: FW: TransLink comments: Belcarra OCP update

From: Bennett, Zak <Zak.Bennett@translink.ca>
Sent: Tuesday, August 23, 2022 3:43 PM
To: Paula Richardson <prichardson@belcarra.ca>
Subject: TransLink comments: Belcarra OCP update

Hi Paula,

Thank you for the correspondence dated July 20, 2022, and for the opportunity to provide feedback on the Village of Belcarra's draft Official Community Plan (OCP). We appreciate the outreach and provide our comments based on:

- Policy direction in [Transport 2050](#), the regional transportation strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- Our legislated mandate to review partner agency plans for regional transportation implications and to support Metro Vancouver's regional growth strategy (RGS).

General Alignment with Regional Transportation Strategy

Overall the draft Belcarra OCP demonstrates alignment with Transport 2050. The Village is entirely outside the region's Urban Containment Boundary and on land designated as either 'Rural' or 'Conservation & Recreation'. The emphasis within the OCP in support of enhancements to active transportation infrastructure, including routes as well as facilities, and in support of improved transit and transportation demand management (TDM) measures aligns with goals to shift regional travel from private vehicles to other means. The OCP also demonstrates a commitment to ongoing engagement with the Tsleil-Waututh First Nation, which aligns with the reconciliation strategic lens in Transport 2050.

Make Transit More Attractive

Presently no existing Major Transit Network (MTN) routes that Belcarra, though local bus service is supplemented in summer months to serve additional seasonal demand to regional park destinations. Through Transport 2050, TransLink is aiming for a significant long-term increase in bus service in the region, much of which is likely to benefit people living in and traveling to Belcarra; that said, Transport 2050 does not identify future MTN or rapid transit routes directly within Belcarra. The draft OCP includes direction to advocate for additional bus service and add more bus shelters. Within the 'Road Network, Parking and Transit' section, Action 8 could be further strengthened by including reference to making transit faster and more direct than private vehicles to access regional parks. Transportation demand management (TDM) strategies, in particular pay parking, could complement and support non-vehicle access to Belcarra Regional Park identified in Action 32. If there is further interest in TDM, TransLink staff may be able to advise on other tools to consider. We also suggest including reference to designated ride-hailing layby areas and vehicle charging facilities as part of Action 34, relating to the support of private ride-hailing services.

Improve Active Travel Network and Facilities

Proposed directions within the draft OCP to expand the active transportation network through universal design, bike lanes, and additional sidewalks and pedestrian crossings align with regional goals to shift more trips from private vehicles to active modes, like walking, cycling and rolling. The usefulness of active transportation infrastructure could be further enhanced with more emphasis on end-of-trip facilities, such as secure bike parking or charging for e-bikes and other electronic micromobility devices. Further, consider adding future transportation conditions to Figure 4 or Figure 9 to reflect actions outlined in the draft OCP. Lastly, we suggest the language within Action 6, under the 'Active Transportation and Trails' heading and regarding development of an Active Transportation Plan, be strengthened to include implementation.

Continue Future Collaboration

TransLink appreciates the chance to provide feedback on the draft OCP. We look forward to continued coordination with the Village of Belcarra on future initiatives that may have implications for the regional transportation system. Please contact me should you have any questions or wish to discuss any of the comments provided above.

Thank you,

Zak Bennett *(he/him)*

Senior Planner, Partner Planning
Transportation Planning & Policy

TransLink

400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



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August 25, 2022

Paula Richardson
 Village of Belcarra
 VIA EMAIL: prichardson@belcarra.ca

Re: Vancouver Fraser Port Authority comments on the Village of Belcarra draft OCP

Dear Paula Richardson:

Thank you for providing the Vancouver Fraser Port Authority (the port authority) with the opportunity to comment on the Village of Belcarra's draft 2022 Official Community Plan (OCP).

Port authority staff have reviewed the draft OCP and provide the following comments for your consideration.

Bedwell Bay Sustainability Plan

- On pages 5 and 14, the draft OCP references the 2007 'Bedwell Bay Sustainability Plan' created in partnership with the port authority. Port authority staff note that references contained in this plan to the Vancouver Fraser Port Authority Land Use Plan and supplemental port authority guidance documents (i.e. "Building Guidelines for Residential Waterfront Facilities") are out of date. For your reference, the port authority's current [land use plan](#) and [recreational dock guidelines for Burrard Inlet](#) can be found on the port authority website: <https://www.portvancouver.com/>. Supplemental guidance relating to recreational docks in Bedwell Bay can also be found in the May 2, 2022 bulletin "[Recreational Docks – Municipal information | Village of Belcarra](#)", available on the port authority website. At this time, the port authority is not accepting applications for private docks or group wharfages (shared docks) located on the east side of Bedwell Bay in the Highway Encroachment Area (HEA), until further engagement is completed.

Permitting and licensing

- On page 20, under the Vancouver Fraser Port Authority Areas heading, we note the inclusion of the port authority requirements for recreational dock applications. The port authority also receives applications for projects in Belcarra that are not recreational docks, for example, private utility installations, hillside elevators, shoreline repairs, environmental investigations, etc. Therefore, we request that the wording in this section is amended to include reference to applications for works and/or activities within the port authority's jurisdiction.
- We also note the sentence: "VFPA controls issuance of recreational waterlot licences and construction of recreational docks, not the Village of Belcarra, and all marine development applications are referred to VFPA". We suggest adjusting this sentence as follows: "The Vancouver Fraser Port Authority issues project permits and licence agreements for the construction, alteration, removal and management of recreational docks, not the Village of

Belcarra, and all marine and land development applications within port authority jurisdiction are referred to the Vancouver Fraser Port Authority”.

- We also note policy (1.) to “Refer all land use planning and development applications, within VFPA lands and waters, to the port authority for review...”. For clarity, we suggest adjusting this sentence as follows: Refer applicants for all land use planning and development applications, within Vancouver Fraser Port Authority lands and waters, to the port authority to confirm permitting and licensing requirements.

Shared docks

- On page 21, we note policy (5.) to “Advocate VFPA to develop a process to convert, over time, individual and shared docks in Bedwell Bay to group wharfage facilities in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay” and policy (6) to “Encourage existing group wharfage societies with fewer than six members to increase the size of their groups to the optimum number of six members in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay”. We would like to gain a better understanding of the Village’s intent behind these policies, potential agreements and the extent to which the Village foresees this applying to residents within the community. We suggest that further discussion between the port authority and Belcarra are required.

Mapping

- On pages 20 and 22, the “Metro Vancouver Environmentally Sensitive Areas (2020)” map is incorrectly labelled as Figure 7 and should be Figure 5.
- On page 54, the “OCP” map (Figure 9) includes land use designations for some areas within the port authority’s jurisdiction, specifically parts of the “Natural Tidal” and “Civic Marine” designated areas. The port authority has its own land use designations for these areas in the Vancouver Fraser Port Authority Land Use Plan, 2020. It is requested that the areas within the port authority’s jurisdiction be removed from Figure 9 in order to avoid confusion.

Marine operations:

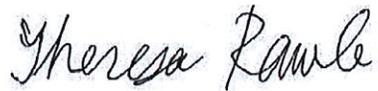
- On page 24, we note the policy (2.) to “Advocate that the VFPA prohibit the discharge of sewage from all boats and marine craft into Bedwell Bay”. Transport Canada, is the lead agency for sewage discharge from vessels in Canada. The port authority has its own practices and procedures regarding sewage discharge from vessels, which complement the Transport Canada requirements. For your reference, the port authority’s guidance related to vessel discharge is detailed on pages 185 to 188 of the [Port Information Guide](#), available on the port authority website.

Overall, the port authority supports the Village of Belcarra’s commitment to working with the port authority on initiatives to restrict development in important and sensitive environmental areas, such as Bedwell Bay, and to monitor, protect, and enhance critical terrestrial, marine, and estuarine environments. The port authority also recognizes the Village of Belcarra’s support for habitat enhancement along the foreshore of Bedwell Bay.

Vancouver Fraser Port Authority
Vancouver Fraser Port Authority comments on the Village of Belcarra draft OCP

Thank you again for the opportunity to provide our comments on the Village of Belcarra's draft OCP. We look forward to continuing to work together on matters of shared interest. If you have any questions, please contact the undersigned at 604-665-9334 or Theresa.Rawle@portvancouver.com.

Sincerely,

A handwritten signature in cursive script that reads "Theresa Rawle".

Theresa Rawle
Director Planning and Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager Land Use Planning, Vancouver Fraser Port Authority
Chris Bishop, Manager Project & Environmental Review, Vancouver Fraser Port Authority
Naomi Horsford, Manager Municipal and Stakeholder Relations, Vancouver Fraser Port Authority

Village of Belcarra
**Updated Official
Community Plan**



**This draft OCP document has been prepared with the
guidance and input from the OCP Review Committee.
June 24, 2022**



ACKNOWLEDGEMENT

The Village of Belcarra (Belcarra) recognizes that updating its Official Community Plan (OCP) was a collective effort. Many voices and perspectives contributed to the drafting of this important policy document and the Village thanks you for your efforts. Special thanks to the OCP Review Committee for making this planning process so successful.

Tum-Tumay-Whueton, or Belcarra, is home to an ancestral village of the Tseil-Waututh Nation. Belcarra is grateful for the meaningful contributions made by Tseil-Waututh Nation with whom we share part of their traditional territory.

Belcarra appreciates the support Village staff provided as well as input received from our neighbouring municipalities and key stakeholder groups. Belcarra is proud of the community interest in the new OCP and thanks residents for engaging in the planning process through community surveys and open houses.

Thank you to the following:

- **Belcarra OCP Review Committee**

- Ian Devlin, Chair
- Ralph Drew, Vice Chair
- Larry Carlsen, Member
- Paul Degraaf, Member
- Jol Drake, Member
- Kevin Ferris, Member
- Tracy McRae, Member
- Mary-Ann Pope, Member
- Sandra Rietchel, Member
- Janet Ruzycki, Member
- Angela Yin, Member

- **Council Liaison:** Councillor Carolina Clark

- **Village of Belcarra Staff**

- Lorna Dysart, CAO
- Dennis Back, Acting CAO
- Paula Richardson, Acting Corporate Officer
- Stewart Novak, Public Works

- **Stakeholder Groups**

- Tseil-Waututh Nation
- Metro Vancouver Planning Department
- Metro Vancouver Parks Department
- Vancouver Fraser Port Authority
- Tri Cities Chamber of Commerce
- TransLink
- BC Hydro
- Public Works and Engineering
- Sasamat Outdoor Centre
- City of Port Moody
- Sasamat Fire Department

INTRODUCTION

The Village of Belcarra (Belcarra) is located on the eastern shore of Indian Arm at the mouth of the Burrard Inlet within the traditional territory of Tsleil-Waututh Nation. Belcarra is a unique community, peaceful, surrounded by nature, with a pace of life that is unhurried. The community is attractive to those seeking a quiet semi-rural setting close to parks and the waterfront. One of Belcarra's greatest strengths is the character of its residents. Belcarra residents care deeply about their community and are highly engaged in municipal affairs. It should come as no surprise that the OCP garnered a lot of interest from residents, which was welcomed throughout the process.

Belcarra is known for its calm setting and placement in some of the region's most spectacular parks. As a neighbour to təmtəmíxʷtən (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park, Belcarra is surrounded by natural beauty. Belcarra is a popular regional destination for hikers, scuba divers, water skiers, and those seeking a quiet respite from the city.

This OCP represents a milestone in the development of the community as a document that recognizes Belcarra's past, present and future. The OCP was created with substantial input from residents, including the OCP Review Committee. The process also presented an opportunity for relationship building with Tsleil-Waututh Nation, laying the groundwork for future reconciliation and collaboration. Throughout the planning process, it was clear that residents wanted to strike a balance between maintaining the community character they hold dear and charting a future that considers social, environmental, and financial sustainability.

The TRC Definition of Reconciliation

"...Reconciliation is about establishing and maintaining a mutually respectful relationship between Aboriginal and non-Aboriginal peoples in this country."

Belcarra is an ageing community in a growing region. The OCP will be a valuable tool for navigating the future amidst the mounting pressures from its neighbours and the realities of the changing climate. This Plan embodies the vision of Belcarra residents and presents a land use framework designed to guide community development over the next 5 to 10 years. The OCP provides a balanced approach and direction for land use development and other key policies that will shape how Belcarra will respond in the face of a dynamic future.

LOCATION AND PLANNING AREA

Belcarra is located on the eastern shore of Indian Arm in Metro Vancouver as shown on **Figure 1 – Context Map**. Belcarra, which encompasses 5.5km², is home to Say Nuth Khaw Yum (Indian Arm) Provincial Park and t̄m̄t̄m̄íx̄wt̄n (Belcarra Regional Park). Over 70 percent of the land is designated 'Conservation and Recreation Area' by Metro Vancouver on account of its environmentally sensitive areas and extensive trail network. Belcarra's natural beauty is evident on **Figure 2 – Aerial Photograph Map**.

Belcarra shares municipal boundaries with the City of Port Moody and the Village of Anmore. These municipalities, along with the Cities of Coquitlam and Port Coquitlam, are referred to as the Northeast sub-region by Metro Vancouver. Belcarra also shares a municipal boundary with the Metro Vancouver Regional District (MVRD) Electoral Area 'A' as shown on **Figure 3 – Neighbouring Jurisdictions Map**.

Belcarra includes Hamber Island, Jug Island, Racoon Island, and Twin Islands. Jug Island is part of t̄m̄t̄m̄íx̄wt̄n (Belcarra Regional Park) while Racoon Island and Twin Islands are part of Say Nuth Khaw Yum (Indian Arm) Provincial Park. Both parks are identified on **Figure 4 – Parks and Recreation Map**.

OFFICIAL COMMUNITY PLANS: AN OVERVIEW

What is an OCP?

An OCP describes the long-term vision of a community and includes strategic objectives and policies that guide planning and land use management. An OCP presents the long-term development plans for a community and addresses matters like housing, mobility, environment, recreation, servicing, communication, and implementation. An OCP is an important policy document because it outlines how a local government plans to exercise its powers. Municipalities have the authority to develop OCPs under the Local Government Act. Once adopted, all bylaws enacted (or works undertaken) must be consistent with the OCP.

What does an OCP include?

The Local Government Act requires municipalities to include the following in their OCPs:

- residential development to meet anticipated housing needs for the next five (5) years;
- existing and proposed land uses (e.g., residential, commercial, industrial etc.);

An **Official Community Plan** should be exactly what the name suggests:

- **Official**, meaning it is adopted by the Mayor and Council.
- **Community**, meaning it should reflect the community's desires and vision for the future along with implying that the community has a strong role in ensuring the plan is implemented.
- **Plan**, meaning there is a relevant strategy for achieving future goals and vision.

- sand and gravel deposits suitable for future extraction;
- phasing of major road and water systems;
- restrictions on the use of land with hazardous conditions or environmental sensitivity;
- housing policies for affordable housing, rental housing, and special needs housing; and
- targets and policies for reducing greenhouse gas emissions.

An OCP may designate areas that require special treatment for certain purposes e.g., hazard protection areas, revitalization areas, and objectives related to built form and character.

How does an OCP relate to other Plans?

An OCP must be consistent with a Regional Growth Strategy (RGS) where it applies to a municipality. An OCP is the highest-order municipal land use plan — it informs a municipality’s Zoning Bylaw and any neighbourhood or area plans the community may have. Belcarra’s OCP will inform the Zoning Bylaw which will play a major role in implementing the OCP’s policies. Belcarra’s OCP must also be consistent with “Metro 2050” RGS.



Regional Growth Strategy

Belcarra Official Community Plan

Belcarra Zoning Bylaw

An OCP is informed by many other regional, municipal, and area plans. At a regional level, the Belcarra OCP is informed by Metro Vancouver’s Parks Plan and TransLink’s Transport 2050 which provide overarching policy frameworks for parks and recreation areas across the region and our regional transportation network. At a municipal level, the Belcarra OCP is informed by Belcarra’s Strategic Plan, Housing Needs Report, Bedwell Bay Sustainability Plan; and a broad collection of policies and bylaws. At an area level, the Belcarra OCP is informed by the Vancouver Fraser Port Authority’s Land Use Plan (particularly policies related to the Indian Arm Planning Area) and the Burrard Inlet Action Plan prepared by Tsleil-Waututh Nation.

These plans, policies, and more informed the Belcarra OCP and how the community will manage growth and development within the community over the next 5 to 10 years.

COMPONENTS OF THE PLAN

The OCP is guided by a vision statement that is supported by strategic goals, policies, and land use maps. These four (4) components work together to create a comprehensive policy framework to guide growth and development within Belcarra for the next 5 to 10 years.

Vision

The vision statement guides the OCP and provides overarching direction for the strategic goals and policies. The vision statement was crafted with input provided by the community through a fulsome public engagement process. Residents completed a community visioning survey and participated in roundtable discussions (focused on visioning) as part of the first open house. The vision statement captures Belcarra's character and the community's aspirations for the future.

Strategic Goals

Belcarra's OCP contains ten (10) strategic goals that are easy-to-remember statements of what needs to be accomplished to move forward towards a vision. The strategic goals were informed by community feedback provided through the engagement process. Community members were asked (through a survey and roundtable discussions at a public open house) what needed to change in order for their vision to become a reality. The answers to that question helped inform the strategic goals presented in this plan.

Policies

The policies are rules and/or direction on which day to day decisions are based. Policies should be specific, measurable, accurate, reliable, and time-bound wherever possible to be effective. The policies of this plan, which are intended to be read together, represent steps Belcarra should take to achieve its vision.

Maps

The maps complement the policies and translate the vision and strategic goals into tangible land uses. The maps are intended to be read alongside the policies for clarity and context. The maps identify what policies apply to what land in a way that is informative and easy to understand.

Regional Context Statement

The Local Government Act requires all municipalities to provide a Regional Context Statement (RCS) as a component of an OCP if the regional district in which they are located has adopted a RGS. The purpose of including a Regional Context Statement is to identify how the OCP's vision, goals, and policies support the objectives of the region now and in the future. Municipal OCPs must be consistent with the policies of the RGS.

In 2019, the Metro Vancouver Regional District (MVRD) began updating the Metro Vancouver 2040 Regional Growth Strategy (RGS). The new RGS has received first and second reading by the MVRD, and all Metro Vancouver municipalities have been requested in writing to endorse the new RGS. Belcarra's OCP will need to be consistent with the "Metro 2050" RGS once it is adopted by the MVRD.

OCP PLANNING PROCESS: AN OVERVIEW

Project Timeline

Council identified an OCP Review as a strategic priority within the 2020-2024 Corporate Strategic Plan. Council initiated the OCP Review process in December 2021 with the appointment of an OCP Review Committee and a professional planning consultant. Council identified July 2022 as the target for adopting a new OCP for Belcarra.

A Planning Process with Four (4) Phases

The OCP Review planning process was structured into four (4) phases: 1) Project Launch and Background Review; 2) Information Gathering and Visioning; 3) Plan Development; and 4) Plan Adoption.

Where are we in the planning process?



Phase 1: Project Launch and Background Review

The OCP Review was officially launched in January 2022 when the planning consultants met with administration and the OCP Review Committee for the first time. Phase 1 involved a lot of due diligence work (review of existing policies and reports provided by Belcarra). This work was supplemented by conversations with Village staff and comprehensive site visits, by land and sea, of the community.

Phase 2: Information Gathering and Visioning

Information was gathered through stakeholder interviews. The purpose of the interviews was to confirm what policies, plans, and regulations applied to Belcarra and how the policies should be interpreted. Information was also gathered through the development of base mapping that served as the foundation for all OCP maps. Provincial and regional datasets were used to build the OCP basemap.

Phase 2 included three (3) visioning exercises with the community: 1) a community survey; 2) a public open house; and 3) a workshop with OCP Review Committee members. Community values and aspirations were identified through the engagement processes as well emerging priorities.

Phase 3: Plan Development

Input provided by the OCP Review Committee; Belcarra residents; Village staff; stakeholders; and Tseil-Waututh Nation was themed and analyzed. The input was used to craft the Draft OCP — a strong policy framework that reflects the shared needs and interests of the community. The Draft Plan was circulated to those noted above, and revisions were made to the Draft OCP, before it was finalized and recommended by the OCP Review Committee for adoption.

Phase 4: Plan Adoption

The OCP was recommended to Council by the OCP Review Committee. Council considered the recommendations of the OCP Review Committee alongside comments and recommendations provided by members of the public through the public hearing process. The OCP was referred to the Province of British Columbia for approval after it received third reading from Council. The OCP was adopted by Council on XXXXXXXXXXXX as Bylaw XXXX.

COMMUNITY ENGAGEMENT

Two (2) phases of public engagement were undertaken between January and June 2022 to inform the OCP planning process. Belcarra is home to many engaged residents who took the time to share their thoughts and perspectives on how the community should grow and develop over the next 20 years.

Phase 1 Community Engagement Objectives

The objectives of the first phase of community engagement were as follows:

- To inform the community about OCPs;
- To inform the community about the OCP planning process;
- To consult and involve the community in defining Belcarra's character;
- To consult and involve the community in developing a vision for Belcarra; and
- To consult and involve the community in identifying emerging priorities.

Phase 1 Community Engagement Activities

A series of posters were installed at the community mailboxes/bus shelters to inform residents about the OCP Review. The posters also served to inform residents about OCPs so they would have the understanding required to provide meaningful input into the planning process. The posters also invited residents to join the conversation and advertised upcoming engagement activities. These activities included: a community survey which was completed by 111 residents; a virtual open house that was attended by 55 residents, staff, and elected officials; and a passive open house for those unable to attend the virtual one. An advertisement was also placed in the 'Belcarra Barnacle' announcing the launch of the OCP Review.

Phase 2 Community Engagement Objectives

The objectives of the second phase of community engagement were as follows:

- To report back what was heard in the first phase of community engagement;
- To inform the community about the OCP planning and adoption process;
- To consult and involve the community on the draft vision;
- To consult and involve the community on the draft strategic goals;
- To inform the community about the Draft OCP and Land Use Maps; and
- To consult and involve the community on the Draft OCP and Land Use Maps.

Phase 2 Community Engagement Activities

Posters were installed at the community mailboxes/bus shelters to: 1) inform residents about the draft vision and strategic goals; and 2) invite the community to a virtual open house. The virtual open house was attended by 34 residents, staff, and elected officials.

OCP Review Committee

Council appointed an 11-member OCP Review Committee to provide recommendations to Council regarding revisions and updates to the existing Belcarra OCP which was adopted in 2011. The OCP Review Committee was also tasked with the following:

- To help gather and disseminate information, assess priorities, determine objectives, and provide feedback throughout the planning process;
- To help educate the public about the planning process and spread the word about public engagement opportunities in the community; and
- To share experience and expertise from a diverse range of backgrounds.

The OCP Review Committee served until the OCP was adopted by Council.

Monthly Meetings

The 11-member OCP Review Committee participated in monthly meetings with the Village's planning consultants to craft Belcarra's updated OCP. The Committee met eight (8) times over the planning process to share research, discuss best practices, and make recommendations on how different policy areas could be updated and/or included in the updated OCP.

Stakeholder Interviews

Belcarra invited neighbouring municipalities and key stakeholders to provide input into the OCP Review. A total of 10 stakeholder interviews were conducted between January and June, 2022. These stakeholders included the following:

- Metro Vancouver Planning Department
- Metro Vancouver Parks Department
- Vancouver Fraser Port Authority
- TransLink
- BC Hydro
- City of Port Moody
- Tri-Cities Chamber of Commerce
- Public Works and Engineering
- Sasamat Outdoor Centre
- Sasamat Fire Department

The Village of Anmore thanked Belcarra for the notification, but declined an invitation to meet.

Belcarra provided neighbouring municipalities and key stakeholders an opportunity to review and comment on the Draft OCP document and Land Use Maps before the plan was finalized and recommended to Council for adoption.

Engaging Tsleil-Waututh Nation [PLACEHOLDER]

Belcarra extended an invitation to Tsleil-Wuatuth Nation, on a government-to-government basis, to collaborate on the OCP Review. Belcarra is committed to advancing reconciliation within the community and working towards developing a stronger working relationship with Tsleil-Waututh.

[To be updated when the official referral process to the Nation has been completed.]

OCP Review Webpage

A project webpage was launched in January 2022 to publish materials related to the OCP for public reference and information. All community posters were published on the webpage along with presentations made at open houses and video recordings of the events. Meeting agendas, minutes, presentations, and video recordings from all public OCP Review Committee meetings were also published on the project webpage for information and transparency.

VILLAGE OF BELCARRA

Municipal Hall Bylaws Community Services

2022 Official Community Plan (OCP) Review Committee

Home / Municipal Hall / 2022 Official Community Plan (OCP) Review Committee

Purpose

The purpose of the Official Community Plan (OCP) Review Committee is to provide recommendations to Council regarding revisions and updates to the Village of Belcarra OCP Bylaw No. 435, as consolidated, which was adopted in 2011.

Community Events



Engagement Activities



HISTORY OF BELCARRA

Municipal History

Belcarra is located within the traditional territory of Tsleil-Waututh Nation who have been stewards of the Belcarra area for at least 3,000 years. Settlement of the area occupied by present-day Belcarra began in 1859, when the Burrard Inlet and North Arm areas were mapped by the Royal Navy survey ship H.M.S. Plamper.

The first land owner, in what is now Belcarra, was John Hall, a hand-logger and farmer who in 1870 pre-empted approximately 160 acres (District Lot 229) covering the present-day location of the Belcarra picnic grounds and southern half of Belcarra Peninsula. In payment for legal representation, Hall's land was transferred in 1882 to his lawyer, William Norman Bole, who developed the land as a summer destination for his family. Bole has significant ties to the initial settlement in the area and the Village's name, "Belcarra." As a native of Ireland, Bole used two Celtic words to describe the area. *Baal*, meaning "sun," and *Carra*, meaning a "lovely land," were combined to create "Belcarra" – *The Fair Land Upon Which The Sun Shines*.

Bole's acquired land was eventually sold and subdivided in 1908 to create waterfront residences and cottages. By 1911, upwards of 70 cottages had been built at Belcarra Bay and Bedwell Bay that varied in both size and structure. These cottages were built as summer accommodations for residents across the Lower Mainland and a few cottages have been designated under the City of Port Moody Heritage Register.

The abundance of natural resources within the Belcarra area made it a prime location for industry. In 1870, the first Timber Lease was issued by the Colonial Government to the Moodyville Mill on the eastern shore of Bedwell Bay and was hand-logged by Stephen Decker. A second phase of logging within the Bedwell Bay area occurred between 1900 and 1905, when fir and cedar trees were logged.

Between 1907 and 1917, the Bedwell Bay Federal Crown Land was surveyed by the Dominion Government of Canada, subdivided into "200 villa-style lots" and named "Woodhaven" at the time the lots were sold in 1911. Original survey pins have been said to be found within the second-growth forest in the area today.

The cottage owners originally accessed their lots along the North Arm and Bedwell Bay by water. In 1908, the 'New Brighton Ferry Company' formed a ferry service that provided passage from Vancouver to the Belcarra Park picnic grounds. The service was sold to the 'Harbour Navigation Company' in 1920, which developed amenities such as a picnic shelter, concession stand, dance hall, and a wharf within the park.

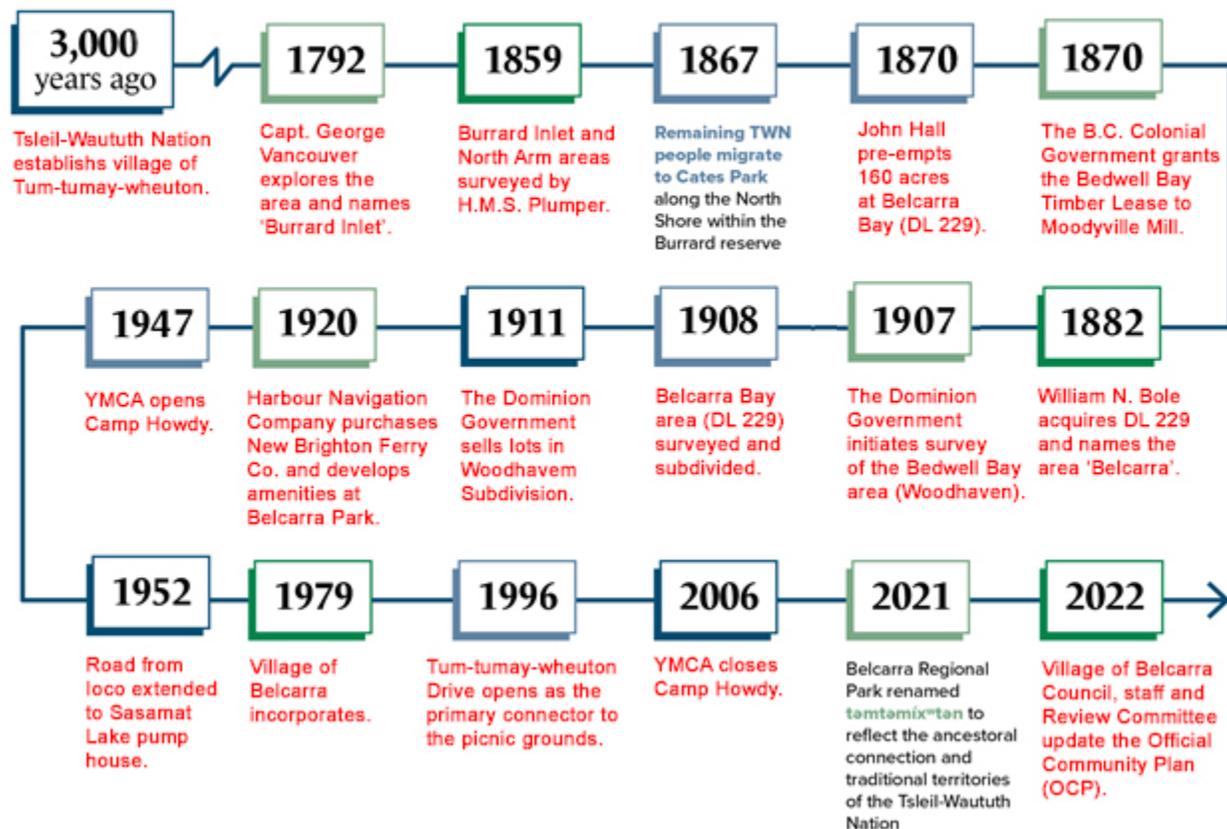
Through the 1930s, the idea of a road to Belcarra began to form with formal submissions to the Provincial Government. Construction of the road eventually began in 1952 with an extension from the present-day First Avenue in Ioco to the Sasamat Lake pump house.

YMCA purchased a large parcel of land in the Belvedere (Farrer Cove) area in 1946 and the following year opened 'Camp Howdy', a popular summer youth camp. The camp was a much-loved part of the community for the next 60 years until its closure in 2006. The property is still referred to as "Camp Howdy" by local residents.

In 1979, the 'Village of Belcarra' was incorporated as a municipality. Since its incorporation, the construction of single-family homes has continued throughout the community. Use of Belcarra Regional Park increased substantially during the 1990s, creating a need for alternate road access to accommodate higher traffic volumes. Bedwell Bay Road, which had served as the only road access to the Belcarra picnic grounds, was replaced in 1996 by Tum-Tumay-Wheaton Drive as the primary road access to the Belcarra picnic grounds.

In the last 10 years, development has increased minimally due to the physical barriers presented by the limited amount of developable land, in addition to key natural environmental features that are to be conserved and protected. Although development has generally been insignificant, regional park and trail usership has continued to grow substantially over time. In 2021, Metro Vancouver renamed the Belcarra Regional Park in recognition of the ancestral land of the Tsleil-Waututh Nation. The park is now officially renamed “təmtəmixʷtən”, which means “biggest place for all the people” in the local Indigenous language. The 1,100 hectare (2,718 acre) regional park is a key destination for Metro Vancouver visitors and residents alike.

Timeline



First Peoples [PLACEHOLDER FOR TSLEIL-WAUTUTH COLLABORATION]

[This section serves as a placeholder to share the history of the Tsleil-Waututh people in their own words. One of the strategic goals of the OCP is to advance reconciliation in the Belcarra community with the Tsleil-Waututh. The intent is also to include a map that identifies places of cultural and historical significance within the community.]

TECHNICAL BACKGROUND

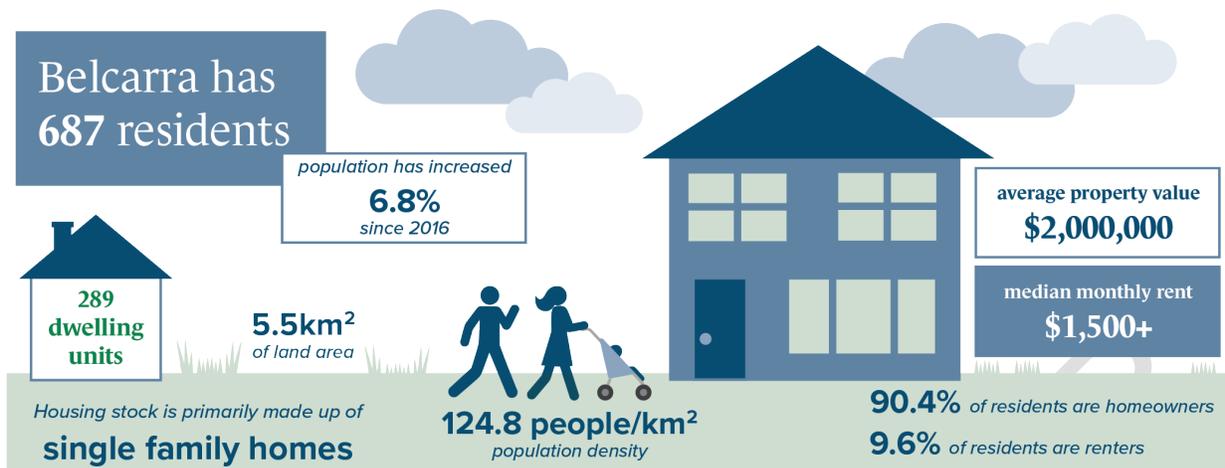
Environmental Characteristics

Belcarra is characterized by its picturesque landscape and pristine natural features, making it a unique place to visit and reside. The waterfront views and wooded trails offer an abundance of natural beauty that can be captured across the community. t̄amt̄əmíx̄wt̄ən (Belcarra Regional Park) and Say nuth Khaw Yum (Indian Arm) Provincial Park are both located within the Village's boundary. These parks, and some surrounding areas, are designated as Conservation and Recreation land due to their significant environmental contribution to the Bedwell Bay area. Wildlife and natural features under this designation are protected through a range of provincial and regional initiatives. Since 2007, the 'Bedwell Bay Sustainability Plan', created in partnership with the Vancouver Fraser Port Authority (VFPA), has provided a strategic vision for the protection of the tidal zones, riparian areas, and natural features within the Bedwell Bay area of Belcarra. These conservation efforts will be continued to sustain the natural beauty that contributes to the distinctive character of the community.

Population and Growth Forecasts

According to federal census data, Belcarra's population increased from 643 residents in 2016 to 687 in 2021. Overall, this is a 6.8% population increase over a 5-year timeline. Metro Vancouver's RGS anticipates growth to continue to occur across the region; however, Belcarra is not deemed a key area for growth within the region and is outside of Metro Vancouver's urban containment boundary. Regardless, if significant growth were to occur within Belcarra, the current land use pattern could not adequately accommodate the needs of potential newcomers.

Belcarra is a small Village with a total land area of 5.5 square kilometres; however, only 30% (1.6 km²) is developable area. Accordingly, the current population density of the village per square kilometre is 124.8 overall and 416 for the developable area. This is a low population density, especially when compared to other municipalities within the region, such as the City of Vancouver, which has a population density of 5,249 per square kilometre. However, the low population density within Belcarra is reflective of the overall rate of growth of new construction and development. New development in Belcarra is constrained by the availability of developable lots with appropriate services required for construction. Innovative sewage disposal solutions, as approved by the Provincial Government and Fraser Health Authority (FHA), could expand options for development over the next 20-year period.



Housing Needs

Belcarra is required, by the province, to conduct a Housing Needs Assessment (HNA) every five (5) years. The latest HNA was completed in 2021 and identifies current conditions, anticipated trends, and expected housing needs for current and future residents of Belcarra. A municipal level housing analysis uncovers the potential impact population growth (at both the local and regional level) could have on housing requirements and needs within an area.

Belcarra has seen minimal population growth over the last 10 years, with an overall population increase of 44 residents between 2016 and 2021. The average age of residents in Belcarra is 55.9, which exceeds the regional average of 40.9 by a considerable amount. Most residents of the area are owners (90.4%) of single-detached dwellings, which account for approximately 80% of the existing housing stock. With only a few young families with children within Belcarra, the average household structure within the community is 1-person and 2-person (62.7%), with a median household income of \$128,250. In addition, most residents own their homes, with an overall median home value of approximately \$2 million. This significantly surpasses the regional median value of \$800,000, making home ownership unaffordable for most potential residents.

The HNA identified that only 9.6% of residents rented their home which reflects a lack of rental housing stock in the community. Multi-unit housing forms (i.e., duplex, apartments, and accessory suites) account for only 10% of the current housing stock. The HNA identifies a need for a more diverse housing mix to accommodate the needs of the aging population within the community. The HNA breaks down the current housing stock by number of bedrooms and projects demand for different unit types as illustrated in the table below. Although the total demand for housing units is not expected to increase significantly, the type of housing units is expected to change as demand for smaller units grows in response to Belcarra's ageing population.

Table 1 Housing Needs Report Summary (2021)

Bedrooms	Current Supply in 2021 (units)	Anticipated Needs to 2026 (units)	Change (units)
0	0		
1	20	41	21
2	35	145	110
3+	205	78	-127
Total	260	264	4

Belcarra is an aging community with minimal available housing stock to accommodate its changing demographics. As residents age, there is a growing demand for smaller spaces that are easier to maintain and provide more opportunities for community building. In general, there is a need to expand housing diversity and affordability within the community to reflect the needs of anticipated regional population growth.

Existing Community Services

The following provides a list of the key community facilities that exist within Belcarra and are shown on **Figure 5 – Community Facilities Map**:

- Fire Protection (Sasamat Volunteer Fire Department);
- Solid Waste Management (central drop-off 'Waste and Recycling Depot');
- Street Lighting next to bus shelters;
- Transit (TransLink);
- A multi-sport court;
- Parks (Metro Vancouver and BC Parks); and
- The Village Hall.

EMERGING PRIORITIES

The community engagement process identified policy areas residents and the OCP Review Committee members consider emerging priorities for Belcarra. The community provided feedback on emerging priorities through a community-wide survey, a public open house, and a visioning workshop with the OCP Review Committee. In all forums, the community was asked: “What emerging priorities should Belcarra be planning for?”. All feedback was themed, analyzed and reported. The top five (5) themes from the three (3) engagement activities were as follows:

Table 2 Emerging Priorities

Rank	Survey	Open House	Committee
1	Emergency Preparedness	Infrastructure & Servicing	Environmental Management & Climate Action
2	Infrastructure & Servicing	Emergency Preparedness	Infrastructure & Servicing
3	Financial Sustainability	Community Building & Engagement	Preservation of Rural Character
4	Housing & Population	Financial Sustainability	Financial Sustainability
5	Active Transportation	Active Transportation	Housing & Population

The community generally agrees on the emerging priorities for which Belcarra should be planning for through the strategic objectives and policies of the OCP.

VISION AND STRATEGIC GOALS

The vision and strategic goals of the plan are based on feedback provided through a community-wide survey, a public open house, and a visioning workshop with the OCP Review Committee. The purpose of the community survey was twofold: 1) to better understand the community's aspirations; and 2) to better understand the community's priorities. A total of 111 residents completed the survey representing 16 percent of the population. Residents were asked ten (10) questions in the survey including the following:

- What do you love most about your community?
- In 20 years, Belcarra will be ... (finish the sentence).
- What three (3) emerging priorities should Belcarra be planning for?
- What is one (1) thing you would change about Belcarra?

Village residents had an opportunity to explore these themes in greater detail during a public open house. A total of 51 residents, elected officials, and Village staff attended the open house. In small breakout rooms, the following questions were discussed:

- When you think of Belcarra 20 years from now, what does your ideal community look like?
- What needs to change about Belcarra today for your ideal to become a reality?
- What emerging priorities should the OCP address? Why?

Members of the OCP Review Committee participated in a similar workshop where they discussed the following questions:

- What three (3) words would you use to describe Belcarra today?
- In 20 years, Belcarra will be ... (finish the sentence).
- What emerging priorities should Belcarra be planning for?

Feedback from these engagement activities was themed and analyzed to develop the vision and strategic goals presented below.

Vision

Belcarra is a peaceful Village 'between forest and sea'.

"Belcarra is a beautiful, quiet sanctuary 'between forest and sea'. We have a duty to remember and honour its history, to protect and conserve its natural beauty, and to care for and safeguard this special place for future generations."

Strategic Goals

1. To advance indigenous reconciliation within the Belcarra community.
2. To ensure long-term financial sustainability.
3. To be a steward of the natural environment.
4. To be prepared for emergencies.
5. To meet the regional greenhouse gas reduction target.
6. To be a safe place for residents and visitors to explore.
7. To be a Village that offers a range of housing options.
8. To be a municipality that evolves progressively and sustainably.
9. To be a community where residents feel engaged, informed, and heard.
10. To be a connected neighbour with strong inter-governmental relationships.

KEY POLICY AREAS

The OCP has nine (9) key policy areas: 1) Natural Environment; 2) Financial Sustainability; 3) Hazard Lands; 4) Climate Change; 5) Mobility; 6) Municipal Infrastructure; 7) Land Use Designations; 8) Communication, Collaboration, and Reconciliation; and 9) Implementation. The OCP is intended to be read as a whole. The key policy areas, when read together, form a comprehensive policy framework that will guide land use planning, growth, and development in Belcarra for the next 5 to 10 years.

Natural Environment

Belcarra is a coastal community on the shores of Bedwell Bay and Indian Arm. Belcarra is surrounded by conservation and recreation areas comprised of environmentally sensitive areas like wetlands, woodlands, and riparian areas. A number of creeks flow through Belcarra including Kitty Creek, Owens Brook, Farrer Creek, Capon Creek, Sasamat Creek, Avalon Creek, Ray Creek, Bole Creek, Dutchman Creek, Robson Creek and Woodhaven Creek. These creeks flow through mature forests, young forests, and riparian areas. The tree canopy is comprised of a healthy mix of coniferous and deciduous trees that provide shelter for a host of forest dwellers including birds, amphibians, deer, cougars, bobcats and bears. Belcarra works collaboratively with the Vancouver Fraser Port Authority, BC Parks, Metro Vancouver Regional Parks, and Tsleil-Waututh Nation to manage and protect these natural areas.

Vancouver Fraser Port Authority Areas

Belcarra is located within the Vancouver Fraser Port Authority's (VFPA) Indian Arm planning area, which extends from Cates Park/Whey-ah-Wichen in the District of North Vancouver to the Indian Arm estuary. For at least three thousand years, this territory has been home to the Tsleil-Waututh people. Indian Arm was an important source of marine food and a key trade/travel route supporting the Tsleil-Waututh village site at təmtəmíxwtən (Belcarra). The VFPA Land Use Plan provides a land use policy framework to accommodate growth in a socially, environmentally, and economically responsible way.

For all lands and waters managed by the port authority, a project permit is required for: 1) new private or shared recreational docks; 2) maintenance, upgrades, or repairs to existing docks; and 3) removal of an existing dock. The VFPA does not permit new recreational docks in important environmental areas. Important environmental areas have identified fish and fish habitat value, occur within (or near) intertidal zones, conservation areas, cultural areas, and estuaries of streams. These areas provide food and shelter for wildlife and marine mammals living in Burrard Inlet. Important environmental areas are identified on **Figure 7 – Metro Vancouver Environmentally Sensitive Areas Map (2020)**.

The VFPA is collaborating with Tsleil-Waututh Nation on a number of conservation projects. The VFPA has implemented an indefinite moratorium on new recreational dock development in Bedwell Bay while this important conservation work is undertaken. VFPA controls issuance of recreational waterlot licences and construction of recreational docks, not the Village of Belcarra, and all marine development applications are referred to VFPA.

It is a policy of Council to:

1. Refer all land use planning and development applications, within VFPA lands and waters, to the port authority for review. Applications must comply with the port authority's 'Land Use Plan' and the ['Recreational Dock Guidelines For Burrard Inlet'](#) published by VFPA.

2. Support VFPA in prohibiting the construction of new recreational docks (single or shared) in important environmental areas.
3. Support VFPA in prohibiting the construction of new recreational docks (single or shared) in Bedwell Bay until the VFPA moratorium is lifted.
4. Advocate VFPA to protect the Bedwell Bay eelgrass beds by working with existing recreational waterlot licencees to ensure a minimum depth of water below the float at low tide.
5. Advocate VFPA to develop a process to convert, over time, individual and shared docks in Bedwell Bay to group wharfage facilities in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay.
6. Encourage existing group wharfage societies with fewer than six members to increase the size of their groups to the optimum number of six members in order to create opportunities for non-waterfront residents to obtain recreational access to Bedwell Bay.
7. Collaborate with the VFPA and Tsleil-Waututh Nation on port authority led initiatives to monitor, protect, and enhance critical terrestrial, marine, and estuarine environments.

Regional Conservation and Recreation Areas

Seventy percent of Belcarra is designated Conservation and Recreation by Metro Vancouver. The Conservation and Recreation land use designation is intended to help protect significant ecological and recreation assets like wildlife management areas, ecological reserves, forests, wetlands, riparian areas, major parks and outdoor areas, and other ecosystems that may be vulnerable to climate change and natural hazard impacts. Lands designated Conservation and Recreation are shown on **Figure 8 – Metro Vancouver Land Use Designations Map** and include places like t̄amt̄m̄ix̄v̄t̄ən (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park.

It is a policy of Council to:

1. Protect and enhance conservation and recreation areas by buffering them from adjacent uses.
2. Permit uses that are consistent with the intent of Metro Vancouver's conservation and recreation designation.
3. Strive for no net ecosystem loss when developing and operating utility and transportation infrastructure in regional conservation and recreation areas.
4. Invite Tsleil-Waututh Nation to share their knowledge and history of the regional conservation and recreation areas.

Environmentally Sensitive Areas

Belcarra's natural beauty includes a collection of Environmentally Sensitive Areas (ESAs) that are part of a complex ecological system that includes a variety of plant and wildlife. The ESAs were

designated by Metro Vancouver based on 2020 data. Belcarra's ESAs include natural features like eelgrass, mature forests, wetlands, woodlands, and riparian areas. Lands identified as ESAs are shown on **Figure 7 – Metro Vancouver Environmentally Sensitive Areas Map (2020)**.

It is a policy of Council to:

1. Strive for no net ecosystem loss in environmentally sensitive areas through planning and development processes.
2. Require planning and development applications to demonstrate how ecosystem loss will be mitigated, to the greatest extent possible, where it is unavoidable.
3. Require ecosystem restoration as a condition of development permit approval.
4. Support the research and work being undertaken by Tsleil-Waututh Nation, VFPA and Metro Vancouver to identify, protect, and enhance ESAs.
5. Update the municipality's ESA mapping as new data is provided by Metro Vancouver and the Vancouver Fraser Port Authority (VFPA).

Tree Canopy

Belcarra is located within a temperate rainforest that is comprised of young broadleaf trees and mature coniferous trees. The forests surrounding the community contribute to its scenic beauty and unique character. Belcarra residents value the surrounding forests and natural views as important components for their health and well being. As the Village tree canopy matures, it is important to protect its semi-rural character and well-established view corridors. Significant portions of the tree canopy have been identified as ESAs on **Figure 7 – Metro Vancouver Environmentally Sensitive Areas Map (2020)**, including mature forests, woodlands, and young forests.

It is a policy of Council to:

1. Support the management of trees on municipal property through the Managing Trees, Views, and Landscapes Bylaw.
2. Support a balance between tree retention and view retention with regard to the policy pertaining to tree management on municipal land except where environmentally sensitive areas (ESAs) are involved such as riparian zones.

Invasive Species Management

Invasive species are those which occur outside their natural range. Invasive species can have significant ecological, social and/or economic impacts once established. A catalogue (and map) of invasive species found in Belcarra was prepared in 2014. Several invasive species, including knotweed, giant hogweed, and Himalayan blackberry were identified and remain pervasive in the community.

It is a policy of Council to:

1. Partner with the Invasive Species Council of Metro Vancouver to update the Invasive Species Catalogue and Map.
2. Develop an Invasive Species Management Plan based on an updated catalogue and map for the community.
3. Partner with the Invasive Species Council of Metro Vancouver to raise awareness of invasive species (and invasive species management) through public education and community events.
4. Support Metro Vancouver management of invasive species in t̄amt̄míx̄wt̄ən (Belcarra Regional Park).
5. Support BC Parks management of invasive species in Say Nuth Khaw Yum (Indian Arm) Provincial Park.
6. Publish information on Belcarra's website regarding invasive species (and their management) on the Village website for public education.

Wildlife Management

Belcarra is surrounded by natural beauty that is home to a variety of birds and wildlife. Otters and seals frequent the water's edge while racoons, cougars, bobcats, deer and bears forage for food in the forest. A host of other species live, and travel through, the community's conservation and recreation areas and environmentally sensitive areas. It is the responsibility of every resident and visitor to respect the birds, aquatic life, and wildlife we are fortunate to share our natural environment with.

It is a policy of Council to:

1. Enforce the Wildlife and Vector Control Bylaw.
2. Support the Ministry of Environment's Bear Smart Community program through public outreach and education.
3. Support community led initiatives to become an official "Bear Smart" Community.
4. Invite Tseil-Waututh Nation to share wildlife stories to promote learning and relationship building.
5. Support Metro Vancouver's conservation efforts to protect Roughskin Newts and other threatened and endangered species within regionally designated conservation and recreation areas.
6. Publish information on Belcarra's website regarding Metro Vancouver's multi-year Roughskin Newts monitoring program for public education.

Water Quality

Water quality is a measure of how much pollution is in our water system. Water quality depends on the temperature of the water as well as the number of bacteria and amount of dissolved mineral content in the water. Belcarra is located between Sasamat Lake, Sasamat Creek, Bedwell Bay, and the broader Burrard Inlet. Belcarra also has several streams, creeks, and springs that flow through the municipality. Development (existing and proposed) presents a risk to water quality as contaminants enter the water system through the day-to-day activities of a community's residents and visitors.

It is a policy of Council to:

1. Support ongoing research and monitoring initiatives underway by Tsleil-Waututh Nation and their partners to implement the Burrard Inlet Action Plan.
2. Advocate that the VFPA prohibit the discharge of sewage from all boats and marine craft into Bedwell Bay. (Note: Belcarra has advocated for sewage discharge regulations for many years, but Bedwell Bay is Federal jurisdiction and the Federal government has not supported Belcarra's initiatives.)
3. Support local initiatives to clean municipal beaches and shorelines.
4. Publish local water quality resources on the Village website for public education.

Air Quality

Air quality is a measure of how much pollution is in the air we breathe. Outdoor air quality depends on the type, and quantity, of pollutants in the air and weather (wind, precipitation, temperature). Belcarra is a coastal community surrounded by parks and conservation areas that contribute to good air quality. At the same time, Belcarra's semi-rural character and remote location compromise air quality as vehicle trips are made to access necessities, employment, and schools.

It is a policy of Council to:

1. Promote active transportation to eliminate short vehicle trips to reduce transportation emissions.
2. Advocate additional public transit service to reduce vehicle trips to tæmtæmíxʷtæn (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park.
3. Lead by reducing vehicle emissions from municipal fleet vehicles and equipment.
4. Publish local and provincial air quality monitoring and reporting resources on the Village website for public education.

Hazard Lands

Belcarra's natural setting, while tranquil, also exposes it to risks from hazard lands. Understanding and preparing for these hazards is critically important to ensure long term community stability. This includes emergency response planning and policies designed to respond to specific hazards including flooding, steep slopes and wildfire.

Emergency Response Planning

Emergency preparedness is a priority for Belcarra residents. The community wants to be ready to act when faced with an emergency situation, whether it be an earthquake, flood, wildfire or some other natural or man-made disaster. Municipalities across British Columbia are developing *Emergency Response Plans* (ERPs) to prepare for, respond to, and recover from disasters. These plans identify potential hazards and priority actions to be taken in the event of a disaster. These plans also articulate roles and responsibilities for municipal staff and emergency response agencies like the *Sasamat Volunteer Fire Department* (SVFD).

It is a policy of Council to:

1. Collaborate with the *Sasamat Volunteer Fire Department* (SVFD) to develop an *Emergency Response Plan* (ERP).
2. Collaborate with the SVFD to annually test the *Emergency Response Plan*.
3. Collaborate with Anmore, Port Moody, Metro Vancouver, the Province of British Columbia, BC Hydro, and the SVFD to develop a coordinated ERP to prepare for sub-regional emergencies.
4. Publish the *Emergency Response Plan*, including evacuation routes, on the Village website for public education.
5. Collaborate with the SVFD to coordinate mutual aid response resources for the community, and particularly for more remote water-access-only properties.
6. Encourage the adoption of residential indoor and outdoor fire sprinkler initiatives wherever feasible.
7. Collaborate with the SVFD to consider encouraging the acquisition of portable fire pumps by water-access-only property owners as a means of reducing the risk of fire spread.
8. Promote recruitment of volunteer firefighters and evaluate incentive programs to increase volunteer firefighter retention.
9. Examine the feasibility of creating an emergency response communication tool and process for a municipal designate (e.g. mayor, fire chief, RCMP, etc.) to provide clear and accurate information for residents during largescale emergencies.
10. Encourage *Metro Vancouver* and the *City of Port Moody* to pursue preventative fire protection measures within *Belcarra Regional Park*, including the installation of hydrants along Tum-Tumay-Whueton Drive from existing Port Moody Thermal Plant water mains.
11. Continue to examine cost-effective ways of increasing water capacity for fire-fighting to the existing municipal water system.

Steep Slopes

Much of Belcarra is built on hillsides which contribute to the community's natural beauty. While scenic, steep slopes pose geotechnical risks such as landslides and subsidence which can cause damage to structures and infrastructure thus risking public safety. Steep slopes are identified as those having a natural slope greater than 30 percent for more than 1.5 metres and/or pose a potential for landslides or geotechnical hazards.

It is a policy of Council to:

1. Require technical studies for lands that may be subject to soil instability, rock fall, debris flows, etc., as determined by the Approving Officer and/or Building Inspector during the subdivision and/or building permit approval process. Technical reports shall be completed by a geoscientist registered with Engineers and Geoscientists BC (EGBC).
2. Require that erosion mitigation and slope stabilization measures be implemented for future development, including but not limited to, the altering of land and soil, the erection and placement of buildings and the installation of in-ground sanitary or storm sewer systems.
3. Maintain steep slopes in their natural state where possible.
4. Maintain existing vegetation in order to avoid erosion, slumping and mass wasting. Access improvements on a steep slope such as roadways, pathways and trails shall be located and constructed so as not to disturb the slope or natural drainage.
5. Require new buildings and structures to be sited in accordance with building setbacks and other requirements as determined by a geoscientist registered with EGBC.
6. When new buildings and structures are approved, require that provisions are made for the disposal of surface run-off and storm water drainage to divert it away from the steep areas that may be subject to sloughing or erosion.

Flood and Sea Level Rise Hazards

As a waterfront community, Belcarra is susceptible to flooding originating from Indian Arm and its tributaries. The risk of flooding has increased as climate change continues to alter weather patterns. Proactive management of waterfront and flood zone interfaces will be important to mitigate potential impacts on property and infrastructure.

It is a policy of Council to:

1. Encourage new development to be located outside of the 200 year floodplain for the various creeks that feed into Indian Arm.
2. Require technical studies and recommendations from registered and certified professionals for all new subdivisions of lands within flood or sea level rise hazard areas.
3. Participate in ongoing regional and provincial efforts to monitor and predict sea level rise and incorporate any relevant findings into future Belcarra development policies.

Wildfire Management

The summer months are becoming hotter and drier while extreme weather events like thunderstorms are becoming more frequent. Lightning is a leading cause of wildfires in British Columbia. Wildfire management is of critical importance to Belcarra residents as the community and adjacent areas are heavily forested.

It is a policy of Council to:

1. Advocate that the 'B.C. Wildfire Service' develop a strategy for 'Provincial Crown Land' and 'Regional Park Land' whereby the Province provides priority aerial fire response for MV regional parks, MV watersheds and Crown Land forest interface areas.
2. Continue the current 'FireSmart Program' initiatives with a resident awareness and education program and require that all new construction be 'FireSmart'.
3. Retain a qualified professional to undertake a 'Wildfire Hazard Assessment' every five (5) years.
4. Update the 'Community Wildfire Resilience Plan' every five (5) years.
5. Apply for provincial government grants to fund wildfire prevention initiatives.
6. Work with the 'Sasamat Volunteer Fire Department' to raise awareness of the FireSmart program through public education materials and community events.
7. Advocate development of 'Fire and Fuel Management Plans' for Provincial Crown and Metro Vancouver owned land near Belcarra.
8. Educate residents on emergency evacuation routes in the event of a wildfire.

Climate Change

Research published in Metro Vancouver's 'Climate 2050', describes six (6) ways the regional climate will change over the next 30 years. Belcarra can expect warmer temperatures (both daytime and nighttime temperatures); longer summer dry spells with rainfall declining by 20%; wetter autumns and winters; more extreme precipitation events with more rain on the wettest days and a higher frequency of heavy rain events; decreased snowpack; and rising sea level that will impact our coastal communities.

Climate Action Planning

Belcarra is a signatory of the 'BC Climate Action Charter' that commits municipalities to 1) becoming carbon neutral in their corporate actions; 2) measuring and reporting their greenhouse gas emissions; and 3) creating complete, compact, and more energy efficient communities.

It is a policy of Council to:

1. Uphold Belcarra's commitment to the 'BC Climate Action Charter'.
2. Develop a 'Climate Action Plan' to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change.

Greenhouse Gas Reductions

The regional greenhouse gas reduction target is 45% below 2010 levels by the year 2030. The region is striving to become carbon neutral by 2050. Metro Vancouver is seeking to achieve these targets by reducing energy consumption and greenhouse gas emissions, creating carbon storage opportunities and improving air quality from land use, infrastructure, and settlement patterns. A strategic goal of this Plan is to meet the regional greenhouse gas reduction target by 2030. Belcarra recognizes that greenhouse gas emissions are dropping across the region due to building improvements, vehicle energy efficiencies, and lower carbon energy sources like electricity and renewable fuels.

It is a policy of Council to:

Building Improvements

1. Support the BC Energy Step Code's goal of reaching net zero energy for new construction by 2032.
2. Evaluate Belcarra's BC Energy Step Code requirements every two (2) years.
3. Require greenhouse gas reductions for buildings undergoing renovations.
4. Continue to require demolition waste be diverted away from the landfill to the greatest extent possible.
5. Continue to encourage recycling and material salvage where possible during the demolition process.
6. Continue to encourage infill development through the construction of secondary suites and coach houses.
7. Reduce environmental risk by encouraging best practices for both septic (Type 1) and innovative (Type 2 & 3) sewage disposal systems.
8. Continue to permit home-based businesses in all residential areas throughout the community.
9. Support private homeowner green energy transitions.
10. Continue to increase energy efficiency in municipal facilities.

Vehicle Energy Efficiencies

1. Promote low carbon forms of transportation such as walking, rolling, cycling, and public transit.
2. Work with Metro Vancouver to develop the Regional Greenways Network through Belcarra.
3. Advocate TransLink provide more frequent transit service in the summer months to reduce local emissions.
4. Expand the active transportation network, making it the most convenient option for short trips within the community that is safe for all users.

5. Advocate the installation of secure bike parking and electric charging stations in Metro Vancouver Regional Parks.
6. When practical, transition to zero-emissions municipal vehicles by 2040.

Low Carbon Energy Sources

1. Encourage the development of low impact alternative/renewable energy sources e.g., heat pumps and solar panels.

Other Greenhouse Gas Reduction Initiatives

1. Investigate a commercial land use designation to provide necessities to residents, thereby reducing vehicle trips.
2. Adopt a 'Green Procurement Policy' to guide the purchase of materials, supplies, and services.
3. Reduce greenhouse gas emissions associated with landfill operations by reducing the amount of waste and compost going to the municipal landfill site.
4. Request provincial support for measuring, monitoring, reporting, and reducing GHG emissions.
5. Support Climate Action initiatives by residents for encouraging fuel switching and adopting efficient energy practices, e.g., replacing wood burning stoves and purchasing electric lawn equipment.
6. Support local food production on private property to reduce GHG emissions generated by transporting food.
7. Publish greenhouse gas reduction material on the Village website for public education.
8. When practical, transition to municipal equipment that is powered by electricity by 2040.

Mobility

Belcarra's many trails and pathways enable residents to connect with nature. The community's compact form allows residents (and visitors) to explore on foot, bicycle, transit, or with the use of mobility aids. Belcarra residents want walking, cycling, and rolling to be more inclusive and safer for all ages and abilities throughout the community.

Active transportation refers to any form of human-powered transportation. Active transportation includes walking, rolling, cycling, jogging, and the use of mobility devices such as wheelchairs, walkers, and strollers. A well-developed active transportation network can help reduce reliance on motor vehicles, thereby reducing traffic and congestion and increasing community health and well-being. Such a network can also improve ageing in place and access to recreational opportunities. It is important that active transportation infrastructure (e.g., pathways, trails, bicycle lanes) be safe and comfortable, so people of all ages and abilities access these benefits. It is equally important that a well-developed active transportation network have multiple connections within a community to support walking, rolling, cycling and the recreational use of trails.

There are currently no commercial uses in Belcarra which mean residents must make extended trips out of the community to access necessities. The local road network plays an important role in the community as residents make daily trips for school, employment, shopping, and other services. The local road network accommodates public transit as well as personal vehicles. Belcarra's Transportation System is shown on **Figure 9 – Transportation Map**. Belcarra must carefully consider future road upgrades to ensure the road network remains functional, parking is not negatively impacted, and there is enough room for all road users to coexist peacefully and safely.

There are neighbourhoods within Belcarra that cannot be accessed by the existing road network. Roughly 30 lots are water-access-only.

Active Transportation and Trails

Belcarra's existing municipal trails and pedestrian corridors are shown on **Figure 4 – Parks and Recreation Map**. It is a policy of Council to:

1. Document the existing municipal trails as part of this OCP, and undertake a study to identify additional pathway connections on undeveloped road right-of-ways.
2. Establish a process for prioritizing how and where money would be spent on development of new municipal trails.
3. Maintain the existing municipal trail network to ensure public safety and environmental protection.
4. Investigate options to improve pedestrian safety on Bedwell Bay Road.
5. Collaborate with Metro Vancouver to implement the '2050 Greenway Vision' by designing and constructing a new multi-use pathway through Belcarra.
6. Pursue funding to develop an 'Active Transportation Plan'.
7. Develop an 'Active Transportation Plan' that identifies new pedestrian and cycling routes and required upgrades to existing infrastructure. The Plan should provide residents (and visitors) with more transportation choices.
8. Provide end-of-trip facilities for cyclists, such as bicycle storage/racks at key destinations in the community.
9. Advocate Metro Vancouver provide end-of-trip facilities for cyclists in təmtəmişwətan (Belcarra Regional Park).
10. Incorporate universal access design when replacing or upgrading road infrastructure to support ageing in place.
11. Integrate trails (e.g., adjacent, separated bicycle lanes) when replacing or upgrading road infrastructure where possible.
12. Collaborate with the Tseil-Waututh to designate heritage trails such as the trail from the Belcarra picnic grounds (ancestral indigenous village site) along the shore of Bedwell Bay and along Sasamat Creek to Sasamat Lake and over to the indigenous village site at Ioco.

13. Collaborate with the Tsleil-Waututh to implement a wayfinding sign program to identify and provide direction to key destinations. Wayfinding and signage should incorporate traditional Tsleil-Waututh place names.

Road Network, Parking and Transit

The roads system as shown on **Figure 7 – Transportation Map** will continue to function as the road network that is required to handle vehicular traffic over the next 5-to-10-year period. Accordingly, it is a policy of Council to:

1. Continue to designate Bedwell Bay Road as the major collector route for Village residents.
2. Continue to designate Tum-Tumay-Whueton Drive as the major access road for Belcarra Regional Park picnic and staging area while protecting wildlife such as the regionally unique migration of Rough-Skinned Newts from road traffic.
3. Not 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 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:
 - a. Facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long-term legal road access to Farrer Cove (South).
 - 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.
 - c. 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.
 - d. In cases where a new Belcarra North access road traverses a property within the Farrer Cove (South) area and in so doing would render the size of a lot in a future subdivision to be less than 0.50 acres (0.20 ha), Council will consider a rezoning application to accommodate the creation of such a lot subject to the concurrence of the *Fraser Health Authority*.
 - e. Ensure that the design of the new Farrer Cove Road and its connection with Senkler Road will minimize impact on the existing residents along Senkler Road.
 - f. The general alignment of the proposed new road is conceptually identified on **Figure 7 – Transportation Map**.
4. Retain the existing access road from White Pine Beach to Camp Howdy in its existing gravel surface condition, its primary use for access by emergency and service vehicles.
5. Manage use of municipal road allowances by private individuals via Council Policy.
6. Advocate development of a 'Visitor Use Management Strategy' to be prepared by *Metro Vancouver*. The Strategy should consider the effects of visitor use on ecological, physical, and experiential conditions.

7. Collaborate with *Metro Vancouver*, *BC Parks*, and *TransLink* to find solutions to Belcarra's traffic, congestion, and parking problems caused by visitors to təmtəmíxwtən (Belcarra Regional Park) and Say Nunth Khaw Yum (Indian Arm) Provincial Park.
8. Collaborate with the City of Port Moody and *TransLink* to optimize transit service to Belcarra and Belcarra Regional Park.
9. Obtain funding for safety improvements such as crosswalk enhancements, signage and lighting.
10. Continue to restrict parking by regional park visitors to locations outside the residential areas of the Village.
11. Support the development of a community ride share program to meet the needs of those who do not drive.
12. Ensure future road upgrades or replacement projects carefully consider impacts on the stormwater drainage network.
13. Require new roads and/or road upgrades to be funded by landowners through the development permit process.
14. Permit infill development in the form of secondary suites and carriage houses to make the most efficient use of the existing road network and to provide better access to community amenities and services.
15. Support public road access to the southern portion of Farrer Cove within Belcarra North, recognizing: 1) access requires approval from Port Moody and Metro Vancouver; and 2) the municipality does not intend to fund any of the capital costs associated with constructing the road.
16. Install additional bus shelters at transit stops along Bedwell Bay Road as identified by Council such as at the Village Hall and Midden Road.
17. Improve signage for the turn-off to Belcarra picnic grounds — there should be earlier, larger, clearer signage so that fewer cars miss the turn-off to the picnic grounds.
18. Install two new pedestrian crosswalks: one located immediately south of the Village Hall driveway access; and one a little north of Watson Road.
19. Implement traffic-calming such as converting all pedestrian crosswalks to raised crosswalks.
20. Install an electronic speed warning sign about 50 meters south of the WARD access driveway that flashes a vehicle's speed when travelling over 50 kph.
21. Ensure that parking for picnic grounds visitors is located south of Bedwell Bay Road and Midden Road to prevent park visitors from travelling through the community residential areas.
22. Install welcoming signage such as: 'transit, bicycles and pedestrians welcome'.
23. Allow vehicles that display SVFD or 'Coquitlam Search and Rescue' license plates to park in resident-only parking areas in recognition of the important work that these volunteers do for the community.

24. Express concern to MV Parks regarding the impact of over-flow parking on the safety of bicyclists using Tum-Tumay-Whueton Drive.
25. Support electric vehicle charging stations for regional park visitors and for MV employees who park at the MV Park Works Yard.
26. Consider making limited, designated parking available for scuba divers at Whiskey Cove — possibly a permit system — if administered and policed by MV Parks personnel.
27. Support enforcement of marine traffic speed limits, wake management, noise management and policing on the waters of Indian Arm and Bedwell Bay — needed to manage excessive speeds of boats and jet-skis.
28. Support Metro Vancouver–Tsleil-Waututh partnerships that provide low-environmental-impact rentals — such as electric bicycles, paddleboards and kayaks — within Belcarra Regional Park.
29. Support Metro Vancouver–Tsleil-Waututh partnerships that provide increased food service opportunities within Belcarra Regional Park.
30. Policy Statement: Belcarra does not support resident helicopter use on private land within Belcarra’s municipal boundaries as it is not conducive to preserving the peace and tranquility of the community.
31. Support efforts by Port Moody and Metro Vancouver to reduce peak summer-time use of private vehicles travelling to Belcarra Regional Park recreation areas (Sasamat Lake and Belcarra picnic grounds) and restrictions on parking along Bedwell Bay Road.
32. Support efforts on prioritizing rideshare, transit, and bicycle (including electric bikes) access to Belcarra Regional Park.
33. Provided there are no legal issues, pursue installation of a dedicated closed-circuit camera at the entrance to the Village as an aid to police investigate criminal incidents and deter late-night vehicle racing.
34. Support the use of private ride-hailing services.
35. Support temporary resident visitor parking exemptions for weddings, graduations, and community events, etc.
36. Manage movie industry traffic and parking through the current permitting processes of the municipality and the MV Parks Department.

Water-Access-Only Properties

1. Support water access only lot owners (and their visitors) using the water access at Farrer Cove to access their properties, recognizing the boat launch is not a public entity, nor is the boat launch located on public land.
2. Continue to consider water access as an acceptable form of legal access for new subdivisions where conventional road access may not be possible.

Municipal Infrastructure

Belcarra is a semi-rural community with varying levels of municipal infrastructure and servicing. Residents enjoy municipal water services and rely on private septic systems to manage liquid waste. Residents also enjoy solid waste, recycling, and composting services provided by the municipality. Belcarra's level of municipal infrastructure and servicing is consistent with municipalities of its size and nature across the province.

Asset Management and Infrastructure Planning

Belcarra owns and manages a significant portfolio of infrastructure assets. These assets include: roads; the municipal water system; stormwater network (ditches, culverts and storm water mains); the Village hall; the Public Works facilities and other assets that must be maintained and periodically replaced. In addition, it is Belcara's responsibility to monitor community needs to plan for new municipal infrastructure as needed. Planning for existing and future assets is a significant capital expense that requires community and Council input.

It is the policy of Council to:

1. Ensure that municipal infrastructure is functional and in good working order.
2. Develop an Asset Management Plan to track the maintenance and lifespan of municipal assets.
3. Work with neighbouring jurisdictions to understand where there may be opportunities to partner in the delivery of capital projects or upgrades that can benefit Belcarra residents.
4. Ensure that municipal assets are located on municipal rights-of-way or road allowances.
5. Ensure that municipal assets and service delivery levels are aligned with community goals and financial sustainability.

Financial Sustainability

It is the policy of Council to:

1. Continue to work on asset management planning in conjunction with 25-year financial planning as a key means to ensuring financial sustainability for the municipality and strive to update those two plans at least once every five years. The Village of Belcarra Council recognizes the importance of managing and sustaining the Village's assets / infrastructure to create a sustainable and balanced community and has prioritized Asset Management as a key strategic goal.
 - a. Incorporate the results of Asset Management into the long-term financial plan to create a fully integrated Asset Management / Long-Term Financial Plan.
 - b. Focus on the importance of Asset Management and related long-term financial planning to manage assets and infrastructure in a responsible and systematic manner, which includes the ongoing maintenance, replacement, renewal of assets.

2. Continue to make contributions to the Capital Asset Reserve Fund to address the municipality's infrastructure replacement costs as part of the 25-year financial planning.
3. Support appropriate operation and maintenance programs that ensure the maximum life of municipal infrastructure, reduce frequency of infrastructure replacement, and facilitate proper functionality of the infrastructure.
4. Ensure that infrastructure decisions are based on a full life-cycle cost accounting analysis.
5. Ensure that service and amenity delivery expectations through subsidized infrastructure improvements that increase property values and improve the quality of life for residents are aligned with the financial resources of the municipality. The value to private homeowners as a group should also be considered — financial and otherwise.
6. Recognize the inherent value of growth, which will increase the number of tax-paying residents, thereby minimizing the per household impact of tax increases expected to meet future financial obligations of the Village.
7. Facilitate future investment in the Village by being flexible with respect to lot size restrictions, while preserving the semi-rural character, consistent with residential land use policies.
8. Encourage subdivision and development applicants to consider the financial implications to the Village as a result of new development, and require subdividers and developers to assume responsibility for the costs associated with system and service upgrades to accommodate new development.

Water

Belcarra's municipal water system is a combined system for potable water and fire protection. Individual properties are serviced by a municipal water system. The District of North Vancouver supplies the water through a marine pipeline that crosses Indian Arm from Strathcona to Midden Road. Belcarra's municipal water system includes a series of water mains, reservoirs and hydrants, as shown on **Figure 8 – Water Infrastructure Map**.

It is a policy of Council to:

1. Measure the demand on (and capacity within) the municipal water system through the SCADA (Supervisory Control And Data Acquisition system) that allows the Village of Belcarra to monitor real-time data directly, interact with water system sensors, valves, pumps, motors and record events into a log file. The SCADA provides for remote monitoring of water levels in Tatlow Reservoir during fire calls.
2. Continue to allow residential private wells and community water systems that are subject to approval and permit by the Fraser Health Authority (FHA).
3. Promote the reduction of community water consumption through outdoor water use restrictions and water metering.
4. Update the 'Fees and Charges Bylaw' to encourage water conservation through a new fee structure for water.

5. Continue to publish water conservation information on the village website for public education.
6. For subdivision of properties that do not have access to the municipal water system, use of surface water (streams) as a source for domestic water supply will be subject to approval and permit by the Fraser Health Authority.

Unserviced Properties

Belcarra has some unique properties that are unserviced by the municipal water system, and only accessible by water transportation. It is not envisioned these properties will be serviced by municipal domestic water within the next five (5) years.

Stormwater

Many areas of Belcarra are serviced by an open drainage system of ditches that convey stormwater to local creeks and streams. The drainage system allows stormwater to infiltrate the ground, thus slowing the flow of stormwater. Belcarra's open drainage system is an asset as it provides habitat for a variety of aquatic life and serves to filter contaminants out of stormwater runoff.

It is a policy of Council to:

1. Adopt an Integrated Stormwater Management Plan to guide growth, development, and construction of drainage infrastructure in the municipality, including ditches.

Liquid Waste

Belcarra is a rural area of *Metro Vancouver* characterized by shallow soils underlain by glacial till and fractured bedrock. Severe slopes also restrict the use of on-site sewage disposal systems. Where sewage disposal systems are used, there are concerns about the long-term impacts on water resources, especially in community watershed areas, in areas of domestic or licensed surface water supply, on ground-water resources, and on surrounding marine waters.

Belcarra is located outside of the *Metro Vancouver* 'Urban Containment Boundary' (UCB) and, as per the 'Regional Growth Strategy' (RGS), the *Metro Vancouver Sewerage and Drainage District* will not extend regional sewage services to rural areas. Belcarra does not have community wastewater collection and treatment systems, and instead relies on ground disposal of effluent from septic systems on private residential lots, or via shared septic fields. The level of growth and development required to make community septic systems cost effective is not envisioned to occur within the next ten (10) years.

Private residential sewage systems are subject to permit and regulation by either the *BC Ministry of Health* via the *Fraser Health Authority* (FHA) under the *BC Public Health Act*, or by the *BC Ministry of the Environment and Climate Change Strategy*. It should also be noted that sewage disposal permits are exclusively issued under the authority of the Provincial Government and FHA and are not a discretionary matter for the municipality. Accordingly, it is a policy of Council to:

1. Continue to support the requirement that individual residential properties obtain a sewage disposal permit from the *Fraser Health Authority* as a prerequisite to obtaining a municipal building permit.
2. Support the requirement that rural property owners wanting to subdivide parcels smaller than 2.0 hectares (4.94 acres) obtain the requisite regulatory approval for subdivision proposals from the *Fraser Healthy Authority* as required by the provincial government [Guide to Rural Subdivision Approvals \(February 2021\)](#).
3. Ensure that liquid waste is managed and treated by processes approved and permitted by *Fraser Health Authority* and consistent with the [BC Sewerage / Subdivision Best Practice Guideline \(January 2017\)](#) to protect the health and environment of Belcarra and the surrounding waters while leaving the smallest footprint on the land and marine ecology.
4. Ensure that the nature and scale of development does not exceed the natural capacity of the land to absorb liquid waste where on-site sewage disposal systems are used.
5. Ensure that Belcarra's water resources are protected from liquid waste contamination resulting from human activity.
6. Ensure that all liquid hazardous wastes are collected and disposed according to both Federal and Provincial regulatory requirements.

Solid Waste & Recycling

Belcarra has a community waste and recycling depot (WARD) that accepts solid waste, organics, and recyclable materials.

It is a policy of Council to:

1. Promote becoming a zero-waste community by 2040.
2. Support public initiatives to reduce consumption and promote recycling and composting within the community.
3. Implement "Reuse Days" so residents can put unwanted household items by the curb for others to pick-up.
4. Install measures to avoid wildlife conflicts at the community waste and recycling depot.
5. Provide bear-proof garbage containers at the community waste and recycling depot.
6. Lead by providing recycling and composting opportunities at municipal facilities.
7. Publish information regarding waste management, recycling, and composting materials on the village website for public education.

LAND USE DESIGNATIONS

The OCP includes seven (7) land use designations: 1) Residential; 2) Future Residential; 3) Commercial; 4) Conservation and Recreation; 5) Civic Institutional; 6) Civic Marine, and

7) Natural Tidal. These land use designations are mapped on **Figure 9 – OCP Land Use Designations Map**.

Residential

Residential areas are those that consist primarily of single-family homes and carriage homes. The community expressed a desire to preserve these low density forms of housing and Belcarra's semi-rural character. Residential areas will permit various housing forms, including secondary suites, carriage homes, duplexes, triplexes, and fourplexes, to accommodate future growth. New residential development will look a lot like existing residential development in terms of its form, character, and scale. The intent is to provide a mix of housing options that make the most efficient use of municipal infrastructure while blending in with the existing character of the Village.

Belcarra has a number of older residents who have lived in the community for several decades. There is a growing demand for housing options that enable residents to age within the community. At the same time, Belcarra also has young families who are looking for more affordable housing options to establish themselves within the community. Overall, Belcarra's housing stock must diversify to provide options that meet a growing variety of space, mobility and special needs.

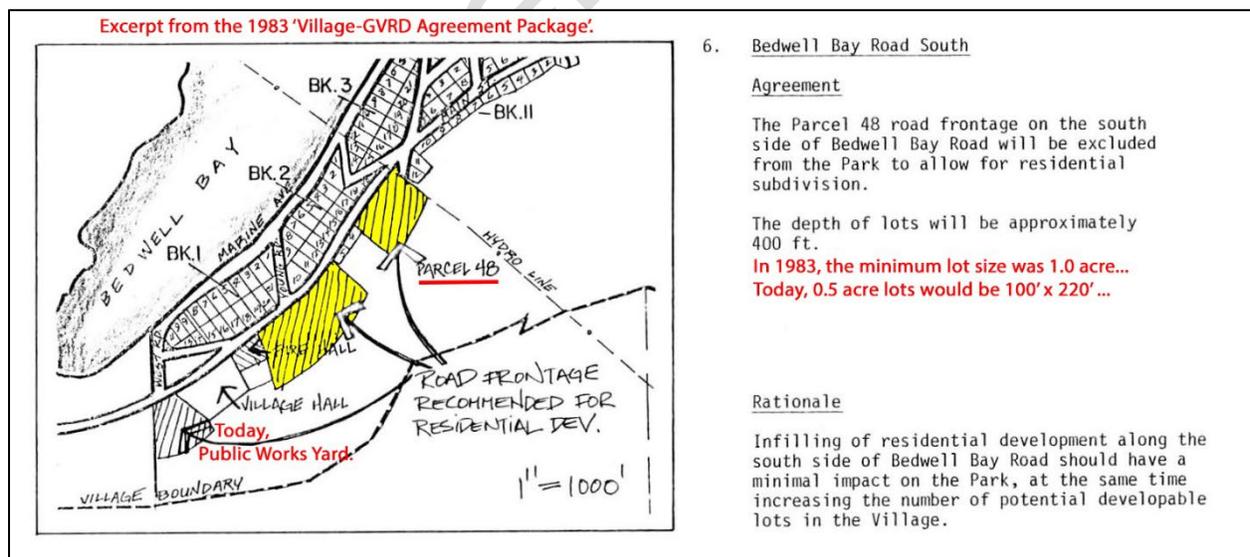
It is the policy of Council to:

1. Support the development of residential neighbourhoods and subdivisions within areas designated "Residential" and "Future Residential" on **Figure 10 – Land Use Designations Map**.
2. Permit the following housing forms in residential areas:
 - a. Single detached homes;
 - b. Duplex homes;
 - c. Triplexes;
 - d. Fourplexes;
 - e. Accessory suites within single detached homes; and
 - f. Carriage Houses.
3. Permit a range of housing options to support current and future residents.
4. Encourage the development of adaptive housing that allows residents to age in place.
5. Permit the development of detached suites and carriage houses (suites above detached garages) where lot sizes are appropriate, and sufficient parking is provided to meet the needs of the uses on the property, subject to obtaining a sewage disposal permit from the FHA.
6. Permit triplexes and fourplexes where lot sizes are appropriate, the proposed building is similar in height and scale to the surrounding homes, sufficient parking is provided to meet the needs of the uses on the property, and the character of the village is maintained.
7. Encourage newly created lots within residential areas to accommodate a variety of building types to encourage new housing development in a variety of housing forms.

8. Permit a higher housing density in new subdivisions subject to obtaining a sewage disposal permit from the FHA.
9. Support alternative subdivision design principles that facilitate active living and social interaction, including but not limited to:
 - a. Trail networks;
 - b. Parks and spaces for play; and
 - c. Clustered housing (e.g., courtyard housing, co-housing, cottage housing, etc.) with shared parking areas and common areas to accommodate the necessary engineered sewage disposal systems required by the *Fraser Health Authority*.
10. Ensure new housing is designed to preserve and enhance the semi-rural character of Belcarra.
11. Continue to ensure residential development provides adequate space for parking to avoid the need for on-street parking.
12. Continue to permit home-based businesses.

Future Residential

The "Future Residential" land use designation identifies areas of future development that were envisioned in the [1983 Village-GVRD Agreement Package](#). Once the two areas of Provincial Crown Land are identified on **Figure 10 – Land Use Designations Map** of the adopted OCP, the process would involve Council approaching the 'Ministry of Land, Water and Resource Stewardship' to seek their guidance regarding the Ministry's approval process.



Commercial

The 'Commercial' land use designation is new, and no lands have been identified for commercial uses on **Figure 9 – OCP Land Use Designations Map**. The new Commercial land use designation reflects the community's desire to become a greener and more sustainable Village.

The community supports small-scale community-oriented commercial uses in Belcarra. Residents support small-scale retail, and low-impact tourism uses that provide services to residents and visitors. Examples of small-scale retail and low-impact tourism uses include cafes, small neighbourhood corner stores, and/or specialty grocery stores. The new commercial land use designation encourages businesses that serve the needs of the community.

It is the policy of Council to:

1. Update the Zoning Bylaw to provide guidelines for potential Commercial uses.
2. Support small-scale commercial development in parks, such as kayak rentals, concession stands, and food trucks.
3. Explore appropriately designated areas for potential commercial development.
4. Explore small-scale retail and low-impact commercial uses including cafes, small neighbourhood corner stores, specialty grocery stores, and artist studios in the commercial designation.
5. Support commercial uses that provide services to local residences.
6. Support commercial uses that reduce vehicle trips for necessities.
7. Assess the commercial designation to diversity the municipal tax base.
8. Permit home-based businesses to alter the outward appearance of the dwellings they are located within to facilitate small-scale retail businesses so long as the character of the village is maintained.
9. Support commercial opportunities that provide local employment.

Conservation and Recreation

The Conservation and Recreation designation is intended to protect environmentally sensitive areas and guide recreation in Belcarra's regional and provincial parks.

It is the policy of Council to:

1. Collaborate with Metro Vancouver and BC Parks on park planning initiatives within təmtəxʷtən (Belcarra Regional Park and Say Nuth Khaw Yum (Indian Arm) Provincial Park).
2. Revitalize the multi-sport court. (Note: The West Road Recreation Site is under a 25-year licence to the Village from Metro Vancouver (with an option for another 25 years) and it is not a Metro Vancouver facility.)
3. Connect existing Village community trails to regional park trail networks.
4. Advocate preservation of lands designated Conservation and Recreation by Metro Vancouver within Belcarra Regional Park.

Civic Institutional

The Civic Institutional designation is intended to accommodate civic uses that are essential to the community. Within Belcarra, these civic uses include the village hall, fire hall, multi-sport court, public works yard, and waste and recycling depot. These civic uses are identified on **Figure 5 – Community Facilities Map**. (Note: The multi-sport court is a municipal community facility under a 25-year licence from Metro Vancouver with an option for an additional 25 years and should be designated as "Civic Institutional" on the land use designation maps within the OCP.)

Note: The ELC-owned lands are currently zoned "Civic Institutional" and should be accordingly designated as "Civic Institutional" on the OCP designation map (Figure 9).

It is the policy of Council to:

1. Permit the development (or redevelopment) of civic uses within areas designated 'Civic Institutional' on **Figure 10 – OCP Land Use Designations Map**.
2. Assess the Village's need for additional space to accommodate new civic uses if the community grows.
3. Pursue opportunities to acquire land to accommodate new civic uses as required.
4. Consult the Sasamat Volunteer Fire Department about their existing and anticipated space needs.
5. Work with utility providers to accommodate new services as required.

Civic Marine

The Civic Marine designation applies to the foreshore and riparian lands along Marine Avenue. These areas, where recreational wharves are located, are critical components of the terrestrial and marine ecosystems. These areas must be carefully managed to ensure their environmental integrity is not compromised. The VFPA has implemented a moratorium on new recreational docks

(private or shared) while important research is undertaken. The VFPA is working closely with Tsleil-Waututh Nation to learn more about these important areas.

It is the policy of Council to:

1. Collaborate with Tsleil-Waututh Nation to design and install interpretive signage around Bedwell Bay for public education.
2. Develop a public education program to raise awareness of Bedwell Bay's sensitive marine environment and riparian habitat.
3. Maintain Belcarra's invasive species control program along Marine Avenue.
4. Prioritize planting native species appropriate to the foreshore area around Bedwell Bay.
5. Support VFPA habitat enhancement opportunities such as boulder clusters and cobble beds for habitat complexity.
6. Support VFPA identification of 'no-go' zones for specific environmentally sensitive areas to minimize disturbance of the foreshore intertidal habitat and shallow subtidal eelgrass or kelp beds by users.
7. Advocate VFPA to designate a "no anchoring" zone at the head of Bedwell Bay to protect the eelgrass beds from damage due to recreational boats anchoring.
8. Identify designated waterfront/beach accesses to discourage activities in areas subject to erosion and vegetation loss.

Natural Tidal

Lands designated Natural Tidal reflect those designated as "Important Environmental Areas" by the Vancouver Fraser Port Authority (VFPA). These areas hold significant environmental value to both the upland terrestrial environment and the marine environment. These intertidal zones are important habitat for fish and birds. These zones are also key areas for food and shelter for other plant and animal life. The VFPA prohibits the development of new docks in these areas.

It is the policy of Council to:

1. Advocate VFPA to prohibit development of any kind in areas designated Natural Tidal.
2. Collaborate with the VFPA to ensure natural tidal areas are protected for their environmental and intrinsic value.
3. Consult the VFPA to ensure the designation of natural tidal areas remains current.

Communication, Collaboration and Reconciliation

Belcarra is located on the traditional territory of Tsleil-Waututh Nation. Within Belcarra's municipal boundary, the Province of British Columbia, Metro Vancouver, and the VFPA have jurisdiction over specific lands. TransLink (a regional transit authority) provides transit service to the community, and Belcarra shares municipal boundaries with the City of Port Moody and the Village of Anmore. As such, it is important that Belcarra maintain strong working relationships with its neighbours,

agencies, and more senior levels of government. These relationships must be built on respect, trust, and ongoing communication and dialogue.

Belcarra is home to roughly 700 residents who care deeply about their community. Belcarra residents are engaged, involved, and eager to learn more about municipal affairs. Belcarra residents are advocates for open communication and transparent decision-making and support a governance model grounded in meaningful engagement. The following policies provide a framework for communication, engagement, and decision-making with respect to land use planning matters.

Relationship with Tsleil-Waututh Nation

It is a policy of Council to:

1. Collaborate with Tsleil-Waututh to identify and protect places of cultural and historical significance.
2. Strengthen relationships with Tsleil-Waututh by meeting government-to-government on a regular basis.
3. Honour Tsleil-Waututh traditions, culture, and knowledge through place-making and wayfinding projects.
4. Collaborate with Tsleil-Waututh Nation to develop protocols for communication related to land use matters.
5. Refer Official Community Plan updates to Tsleil-Waututh for review.
6. Partner with Tsleil-Waututh to advance projects for mutual benefit through joint land use planning exercises.

Relationships with Neighbouring Jurisdictions and Government Agencies

1. Strengthen relationships with municipalities within the Northeast sub-region (Anmore, Port Moody, Coquitlam, and Port Coquitlam) by meeting with their Chief Administrative Officers and Directors of Planning on a regular basis.
2. Work with neighbouring jurisdictions and government agencies on matters such as land use, servicing, transportation, transit, and affordable housing for the betterment of the Northeast sub-area.
3. Collaborate with the neighbouring communities of Port Moody and Anmore to develop protocols for inter-municipal communication and referral processes for land use planning applications.
4. Attend Regional Planning Advisory Committee meetings to stay informed of regional planning research and initiatives.
5. Maintain relationships with Metro Vancouver and the provincial government to collectively address the impacts of recreational park users on the community (e.g., traffic congestion, parking, etc.).
6. Communicate Belcarra's interests to Metro Vancouver and TransLink regarding transit service levels.
7. Maintain positive relationships with all agencies that provide services to Belcarra.

8. Participate in conversations between private landowners, Metro Vancouver, and Port Moody regarding potential road access to Farrer Cove.
9. Support additional park land acquisition for the Tri-Cities sub-region to reduce the pressure on Belcarra Regional Park. The Tri-Cities sub-region has experienced very strong population growth and insufficient park land has been set aside.
10. Support Provincial development of Burke Mountain Provincial Park as a means of increasing recreational opportunities in the Tri-Cities area.
11. Encourage MV Parks to provide safe bicycle parking and/or storage at Belcarra Regional Park high activity areas such as Sasamat Lake and Belcarra picnic grounds.

Relationship with the Belcarra Community

1. Inform residents of proposed Official Plan Amendments and Zoning Bylaw Amendments via the municipal website, email distribution list, and community message boards.
2. Inform residents of proposed changes (or upgrades) to municipal infrastructure and/or servicing via the municipal website, email distribution list, and community message boards.
3. Continue to make application materials and infrastructure/servicing reports available for public view on the municipal website.
4. Provide residents with at least two (2) weeks' notice of a public engagement session.
5. Publish public engagement materials for land use planning matters on the village website for public view.
6. Design public engagement sessions that are inclusive and accessible to as many residents as possible.
7. Facilitate public engagement sessions that are neutral, fair, and open.
8. Continue to encourage public participation at public hearings of Council on land use planning matters.
9. Continue to report back what was heard through public engagement for transparency.
10. Continue to publish agendas, minutes, and recordings of Council meetings where land use planning matters are discussed.
11. Continue to respond to community inquiries within a reasonable timeframe.
12. Continue to enforce land use planning and servicing bylaws in a consistent manner.

IMPLEMENTATION

The OCP is a living and working document — a plan that is not only referenced, but periodically updated to respond effectively to emerging priorities, opportunities, and constraints. This adaptive approach involves learning from implementation successes and failures to improve the policies of the Plan over time. A continuous cycle of monitoring, evaluating, and adjusting will better enable Belcarra to measure how well the municipality is achieving the strategic goals of the OCP.

It is a policy of Council to:

OCP Planning Process

1. Support an Official Community Plan planning process that is cyclical and repeated once every five years.
2. Link the Official Community Plan planning process to the Strategic Plan and Budget processes.
3. Provide a periodic progress report on implementation of the Official Community Plan.
4. Provide periodic progress reports via the annual strategic planning report.

Monitoring

1. Develop an Official Community Plan monitoring and evaluation program following adoption of this Plan that:
 - a. Identifies data that is already being collected and analyzed.
 - b. Identifies data that would be useful to collect for Official Community Plan implementation purposes.
 - c. Recommends how additional data should be collected and analyzed.
 - d. Establishes Performance Indicators that are specific, quantifiable targets to be monitored every five (5) years.
 - e. Develops Tracking Targets that report information on policies with no specific targets.
 - f. Develops a consistent process for capturing community storytelling and anecdotes.
 - g. Recommends amendments to performance indicators/tracking targets that are not working well and/or may no longer be appropriate.

Evaluating

1. Evaluate all Official Community Plan policies against their respective performance indicators/tracking targets to assess progress.
2. Assess any new information that may be relevant to the Official Community Plan.
3. Recommend any amendments that may be required to better enable the vision and strategic goals of the Official Community Plan to be met.
4. Periodically summarize the progress being made on implementing the Official Community Plan.

Reporting and Engaging

1. Publish periodic progress reports on the Village website to strengthen transparency, accountability, and community engagement in the decision making process.

Adjusting

1. Make strategic amendments to the content of the Official Community Plan outside the regular five-year review in response to new opportunities, unforeseen events, results of the annual evaluation etc.



Official Community Plan
Context Map

Legend

-  Village of Belcarra Municipal Boundary



FIGURE 1



Official Community Plan
Aerial Photograph

Legend

-  Village of Belcarra Municipal Boundary
-  Municipal Boundaries
-  Provincial Parks

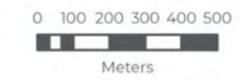
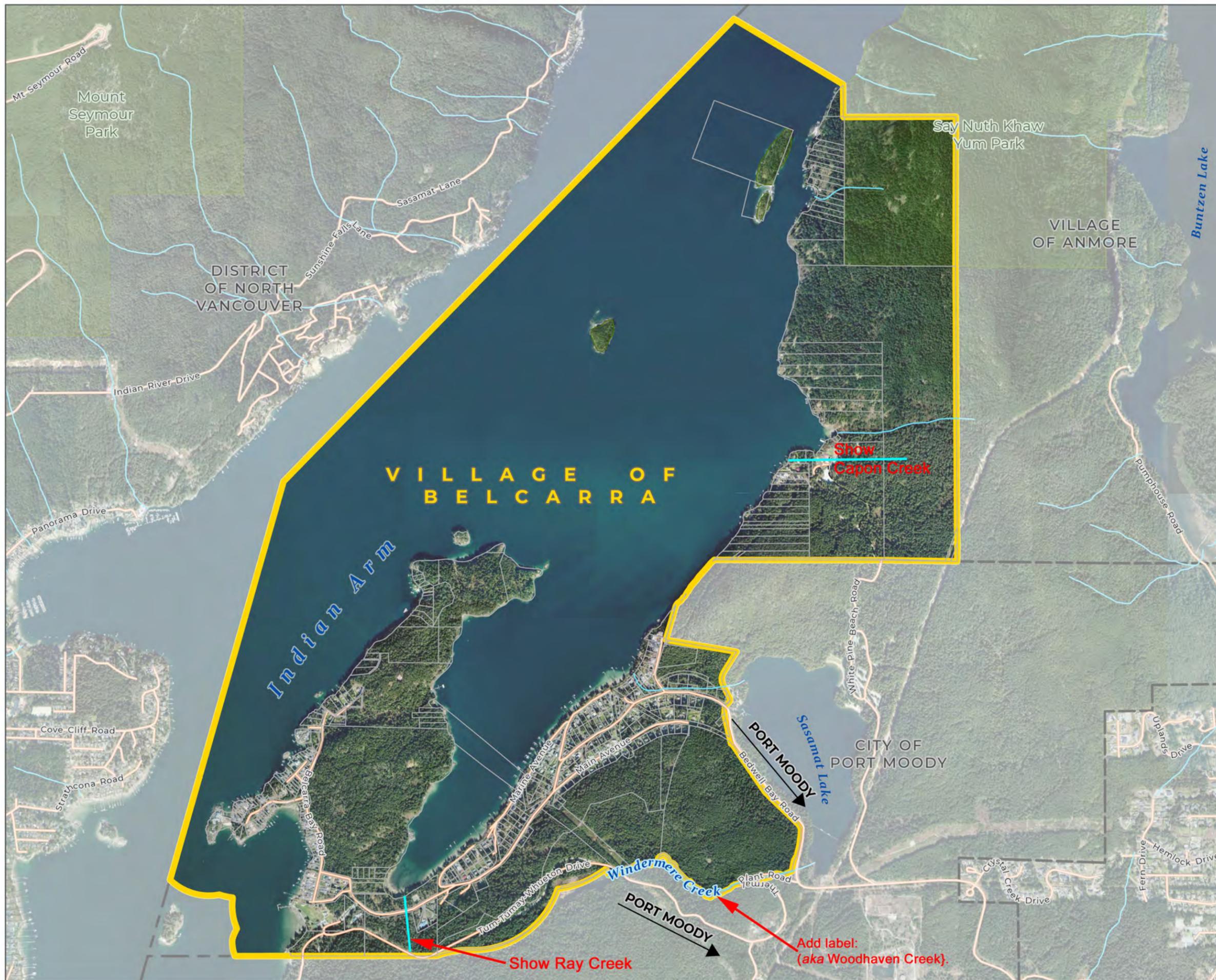
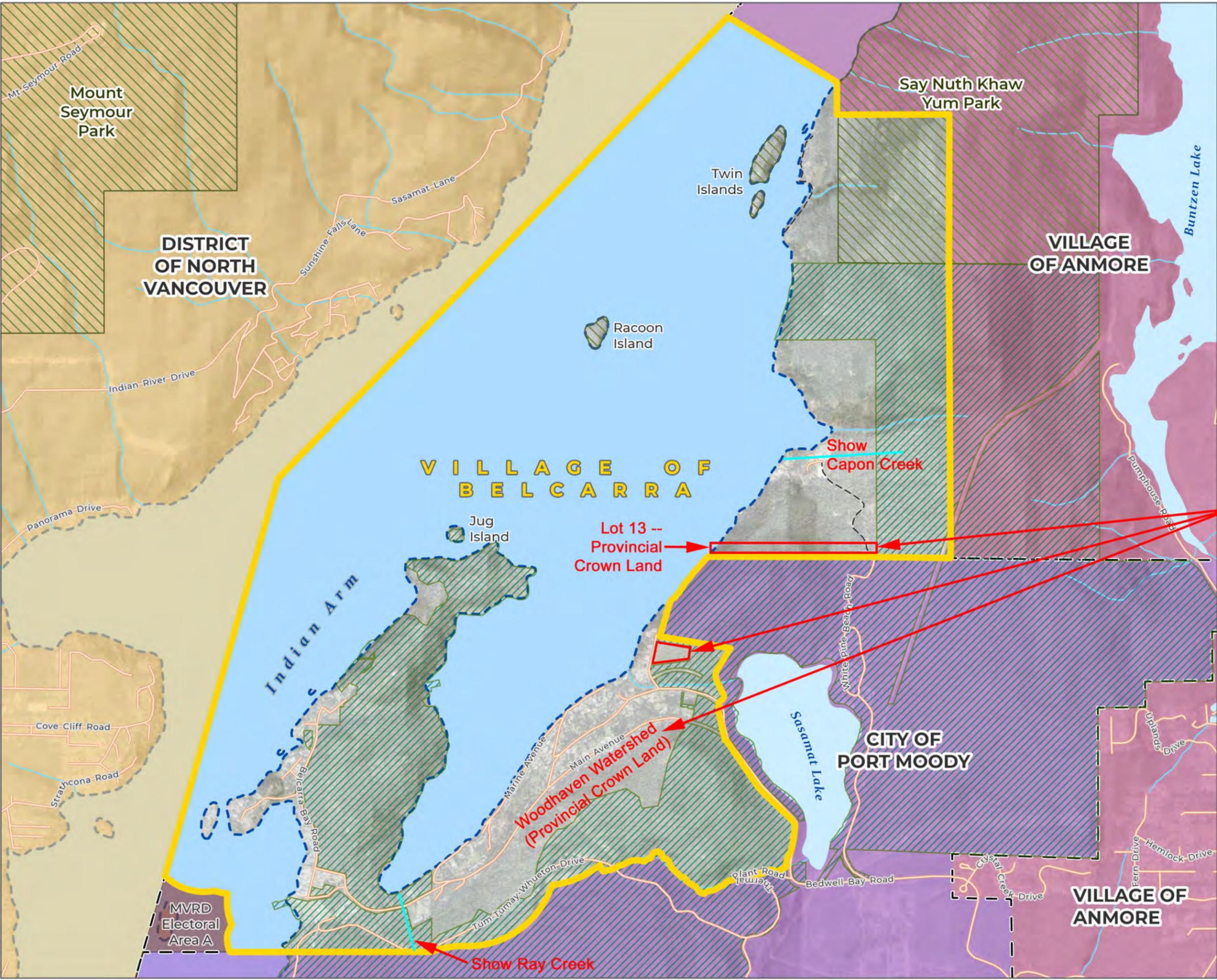


FIGURE 2



Official Community Plan
Neighbouring Jurisdictions



Legend

- Village of Belcarra Municipal Boundary
- Provincial Parks
- VFPA Jurisdiction
- City of Port Moody
- Village of Anmore
- District of North Vancouver
- MVRD Electoral Area A
- təmtəmix*ʔən/Belcarra Regional Park
- Provincial Crown Land

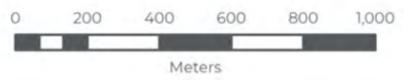


FIGURE 3



Official Community Plan Parks and Recreation

Legend

-  Municipal Boundaries
-  Village of Belcarra Municipal Boundary
-  tæmtæmîx*tæn/Belcarra Regional Park
-  Provincial Parks
-  Pier
-  Free Library
-  Vancouver Water Ski Club
-  Sasamat Outdoor Centre
-  Multi-Sport Court
-  Pedestrian/Hiking Trail
-  Cycling Trail
-  Regional Greenway 2050
-  Provincial Camp Site

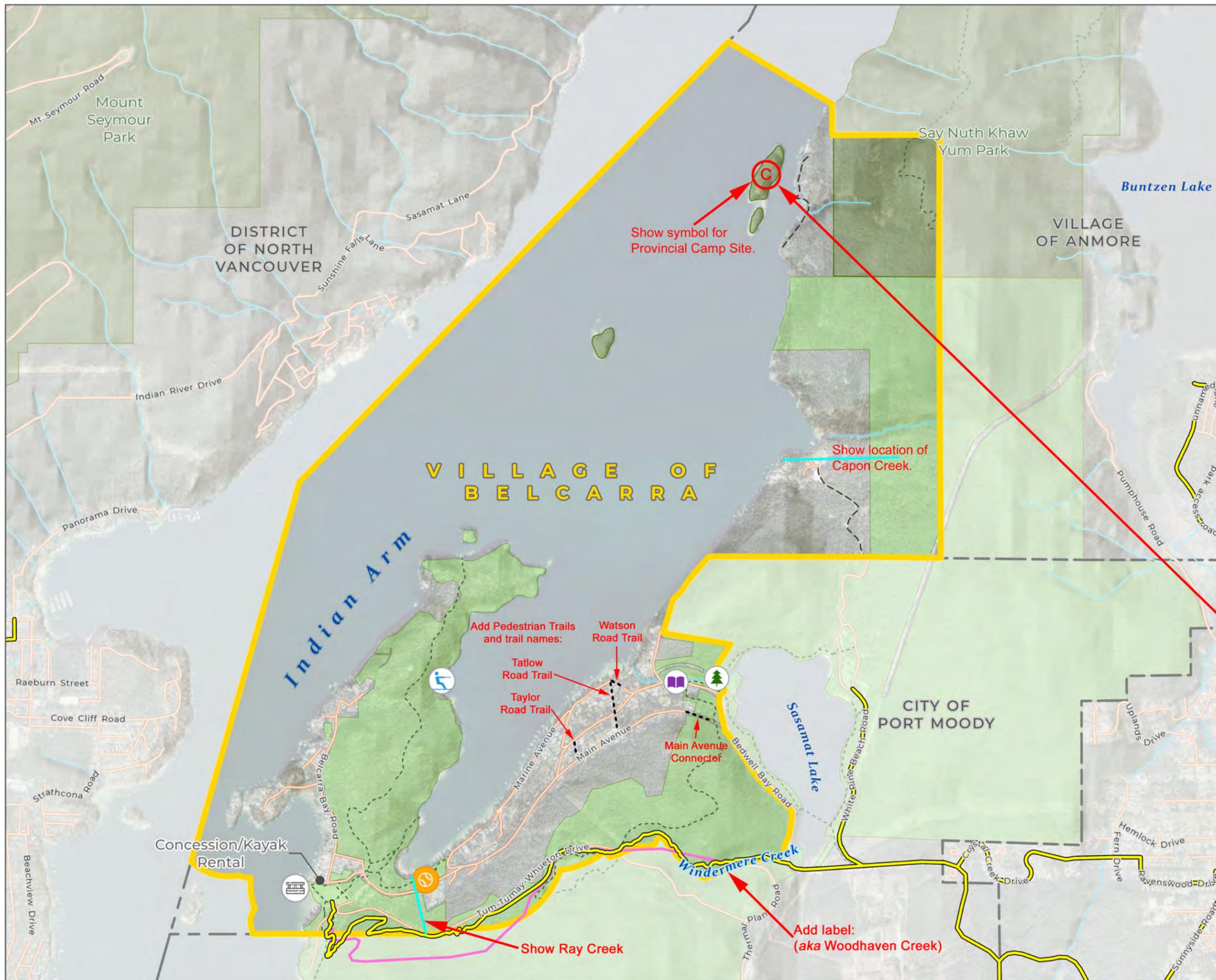


FIGURE 4



Official Community Plan
Metro Vancouver Environmentally
Sensitive Areas (2020)

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- VFPA Important Environmental Areas
- Eelgrass
- Intertidal
- Mature Forest (ME)
- Mature Forest (SE)
- Non SE/ME
- Riparian
- Sparsely Vegetated
- Wetland
- Woodland
- Young Forest
- Unclassified Road

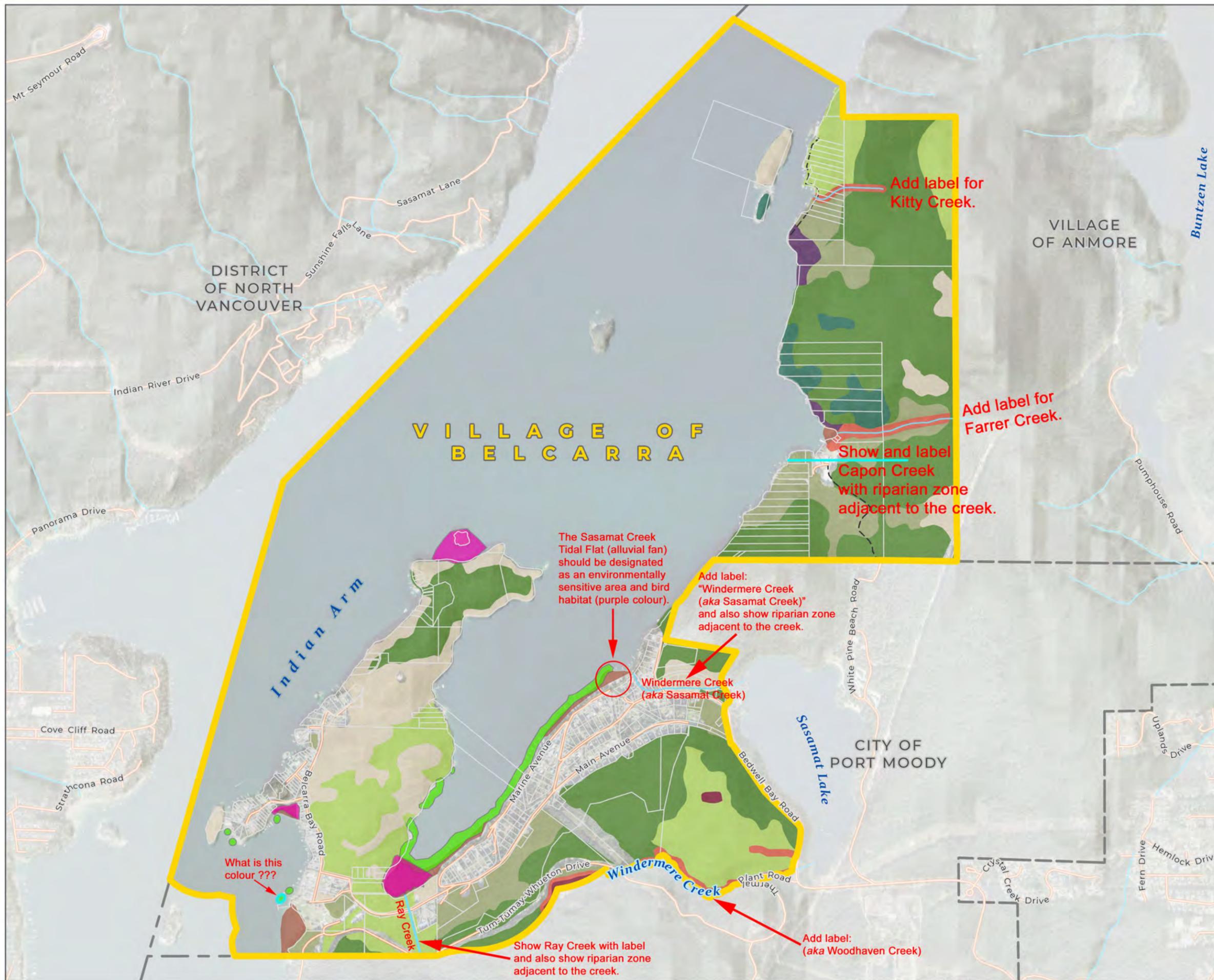


FIGURE 5



Official Community Plan
Metro Vancouver
2040 Land Use Designations

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- Urban Containment Boundary
- Conservation/Recreation
- General Urban
- Industrial
- Rural

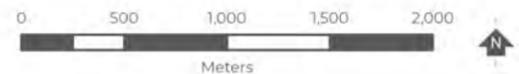
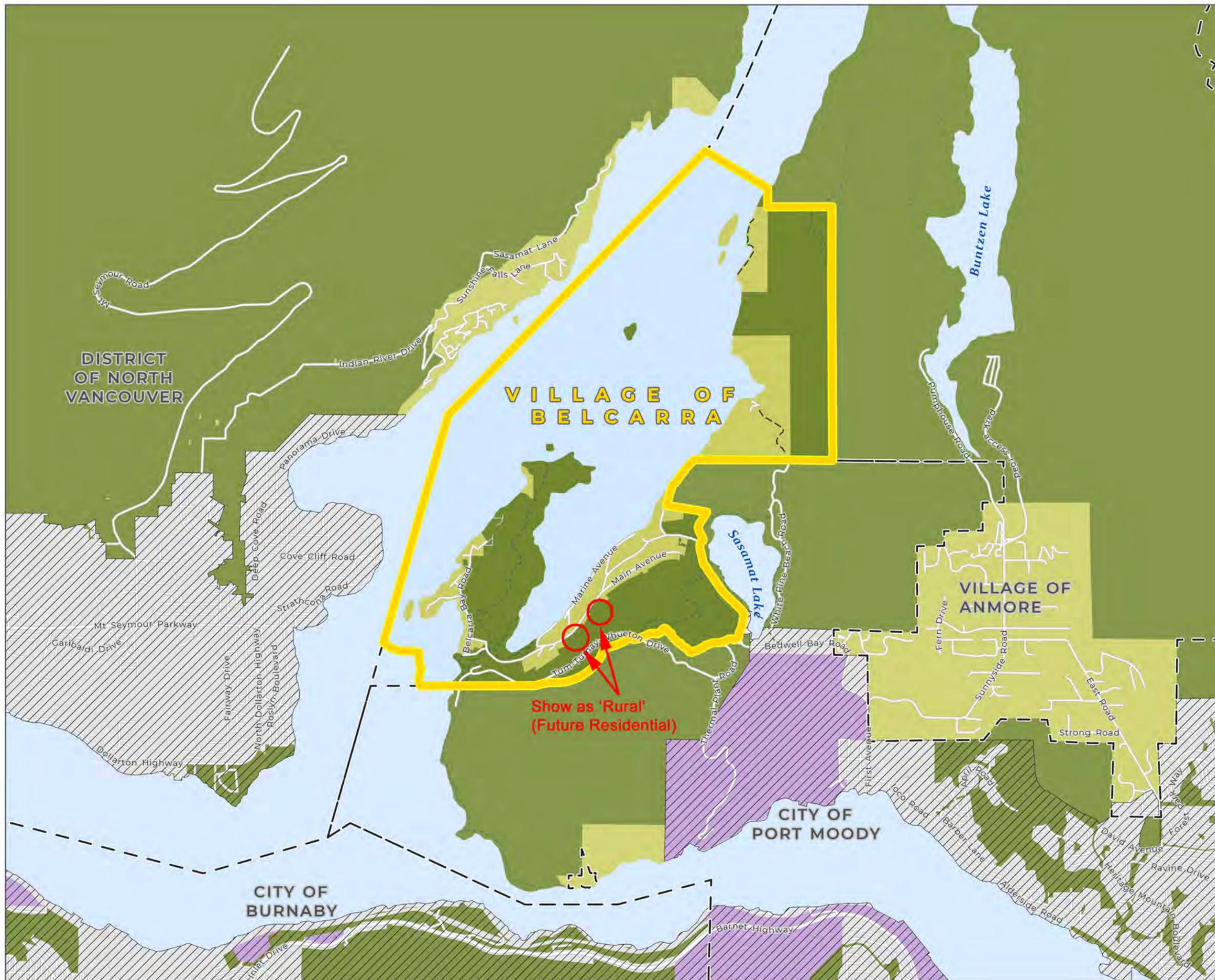


FIGURE 6



Official Community Plan Transportation

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- Provincial Parks
- təmtəmix'tən/Belcarra Regional Park
- Transit Stop
- Bus Route
- Seasonal Bus Route
- Primary Road
- Secondary Road
- Unclassified Road
- Proposed Farrer Cove Access Road

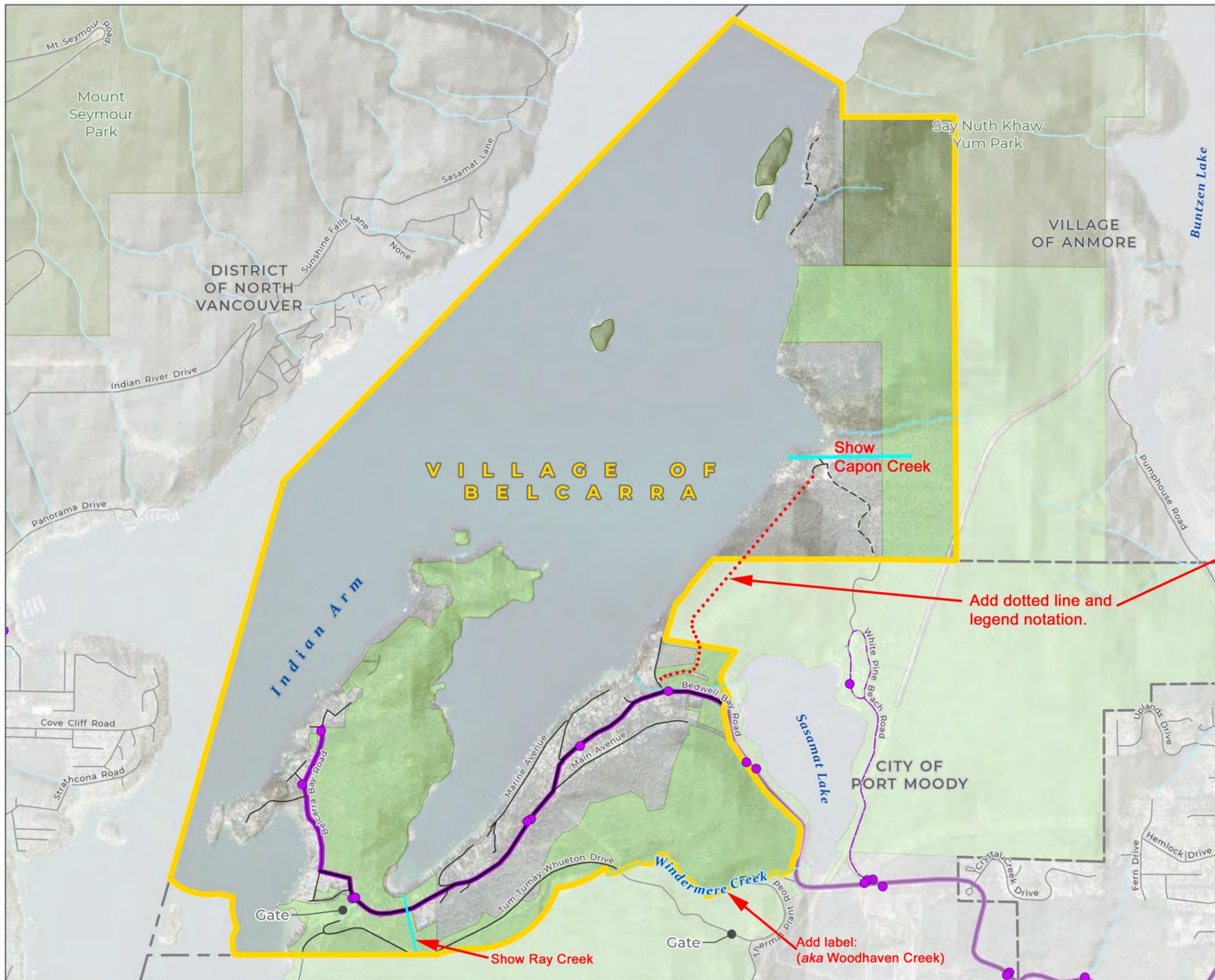
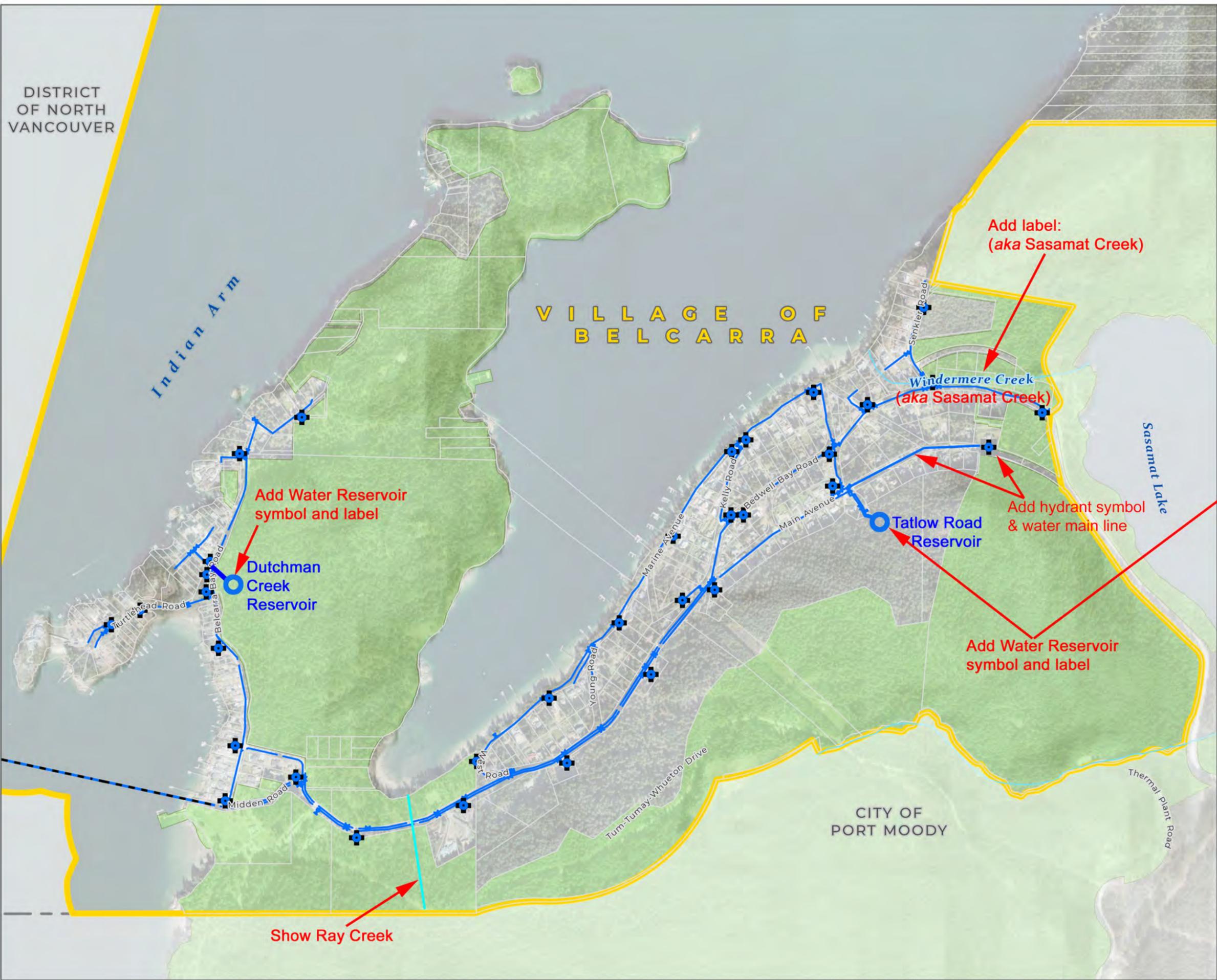


FIGURE 7



DISTRICT OF NORTH VANCOUVER

VILLAGE OF BELCARRA

CITY OF PORT MOODY



Official Community Plan Water Infrastructure

Legend

-  Hydrant
-  Water Main
-  Water from District of North Vancouver
-  Village of Belcarra Municipal Boundary
-  Municipal Boundaries
-  təmtəmix*ʔən/Belcarra Regional Park
-  Water Reservoir

Indian Arm

Sasamat Lake

Add Water Reservoir symbol and label

Dutchman Creek Reservoir

Add label: (aka Sasamat Creek)

Windermere Creek (aka Sasamat Creek)

Add hydrant symbol & water main line

Tatlow Road Reservoir

Add Water Reservoir symbol and label

Show Ray Creek

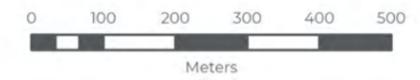


FIGURE 8



Official Community Plan
OCP

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- R - Residential
- CL - Civic Institutional
- CN - Civic Marine
- NT - Natural Tidal
- P - Conservation and Recreation
- Pedestrian/Hiking Trail
- Unclassified Road
- R2 - Future Residential
- W - Watershed

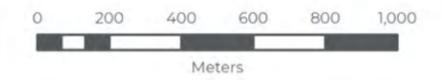
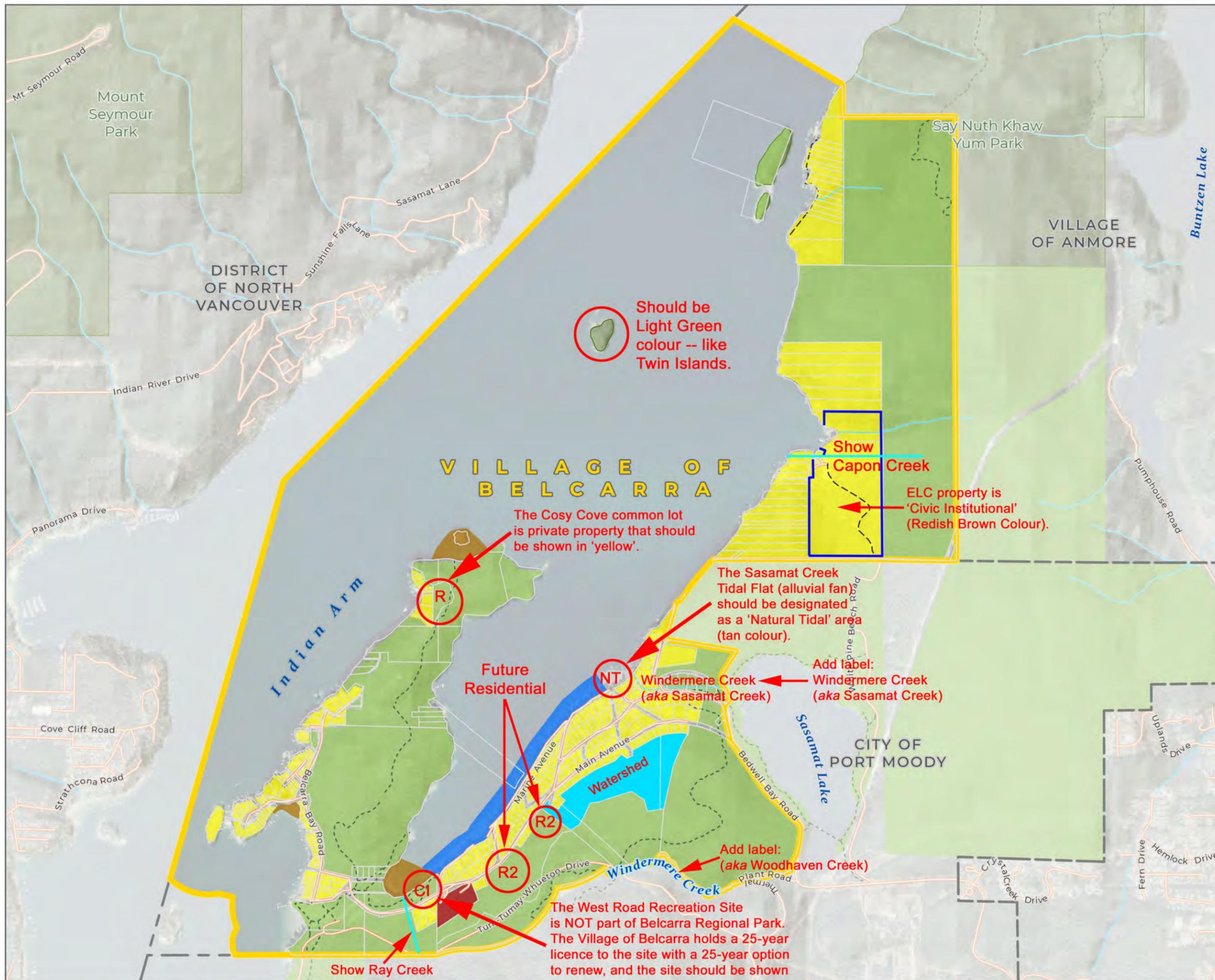


FIGURE 9



Official Community Plan Community Facilities

Legend

- Village of Belcarra Municipal Boundary
- Provincial Parks
- Municipal Boundaries
- Belcarra Municipal Hall
- Waste and Recycling Depot
- Sasamat Volunteer Fire Department
- Transit Stops and Community Message Boards (located at the Transit Stops)
- t̄amt̄amix̄t̄ən/Belcarra Regional Park
- Metro Vancouver & BC Parks Pedestrian/Hiking trail
- Provincial Camp Site
- Belcarra Multi-Court

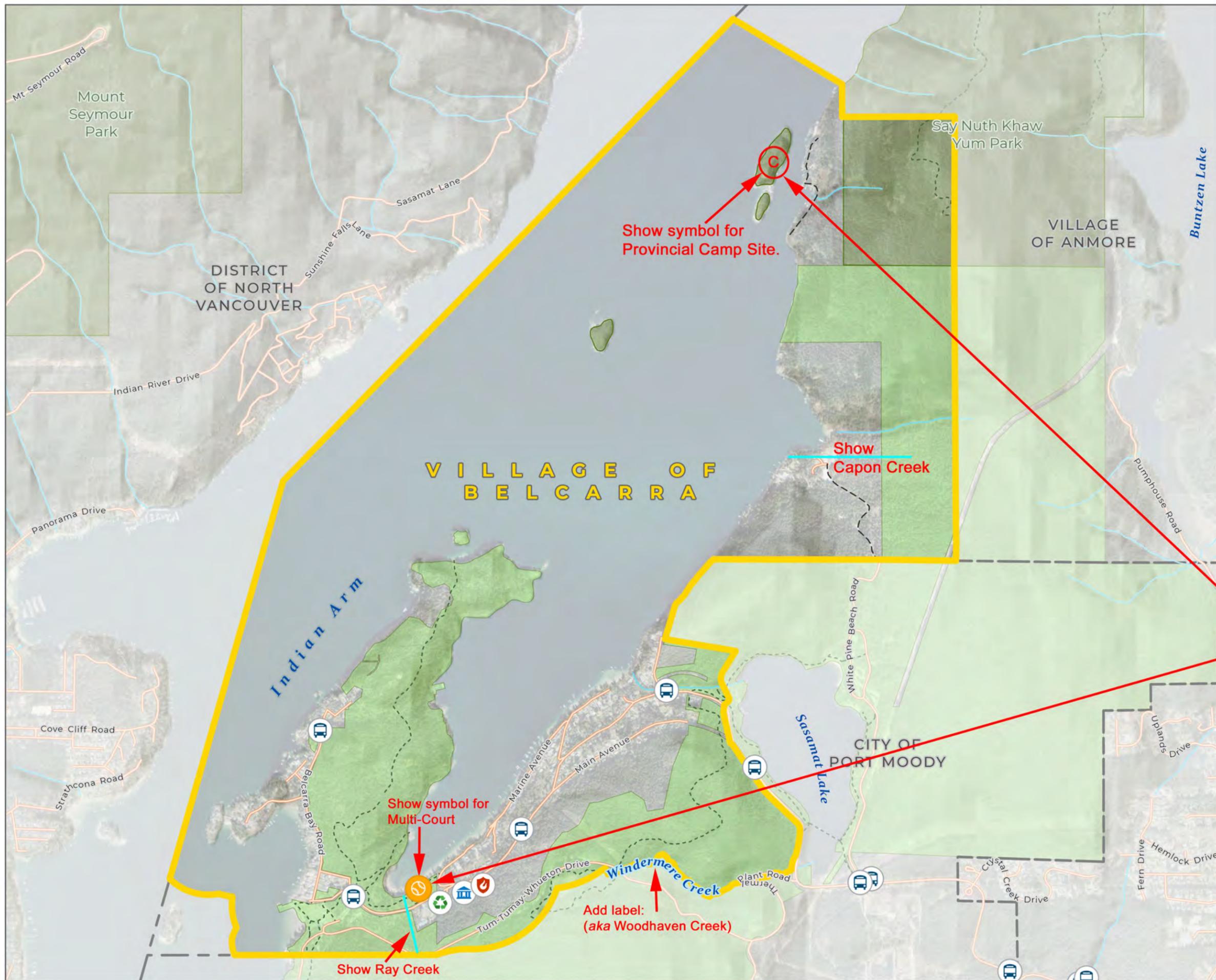


FIGURE 10

This OCP represents a milestone in the development of the community as a document that recognizes Belcarra's past, present and future. The OCP was created with substantial input from residents, including the OCP Review Committee. The process also presented an opportunity for relationship building with Tsleil-Waututh Nation. Throughout the planning process, it was clear that residents wanted to strike a balance between maintaining the community character they hold dear and charting a future that considers social, environmental, and financial sustainability.

Belcarra Council appointed an 11-member OCP Review Committee and held their first meeting January 26th, 2022. Members participated in monthly meetings with the Village's planning consultants to craft Belcarra's updated OCP. The Committee met twelve (12) times over the planning process to share research, discuss best practices, and make recommendations on how different policy areas could be updated and/or included in the updated OCP.

Wednesday March 2, 2022; April 6th, 2022; May 4, 2022; June 1st, 2022 with an extra meeting on June 15th, 2022. Once the consultant unveiled their version of the draft OCP, our committee knew that we were on a troubled path and appreciate that our council Rep took decisive action immediately. The loss of the consultant for our OCP enabled the committee to proceed at a faster pace, dealing with issues that were important to the Village of Belcarra.

Draft report (June 24, 2022) presented to Council

Meeting held on July 27th, 2022, at Village Hall from 7:00PM to 8:45PM to review the 26 comments received from residents at that time. Decision was made to extend the comment period to August 25th, 2022 – the same time as provided for the stakeholders to provide comments.

Additional OCP committee meetings were held to discuss resident comments. The committee immediately decided that we would only have the entire council receive our document if all reference to wharfs and docks were removed. Since the Vancouver Harbour Board has complete authority on this issue, it was agreed that this topic was not required in the draft OCP document, and all references were removed from the draft document.

Revised Draft report (dated August 2nd, 2022) was available for residents' comments until closing on August 25th, 2022. A total of 45 residents provided comments (16 were regarding Farrer Cove ½ acre lot size) on 156 items of interest. All were considered by the OCP committee.

Couple of Significant decisions regarding the Draft OCP

1) Metro Vancouver requests Section #3 wording be revised, and delete any reference to the road being "recognized as the access"

Page 31: Road Network, Parking and Transit - Road Network, Parking and Transit #3a – The existing road through the park to Farrer Cover is not an authorized access. While the private properties have enjoyed access, commercial use of the road, or increased development in Farrer Cover, should not rely on this unauthorized access road. Metro Vancouver has previously sought clarification from the province, which stated that future development North (Farrer Cove) could trigger a **review of the reverter clause** on the park parcels that Metro Vancouver received through a Crown grant. Commercial use of the road is not an allowable use of park land.

2) “Residential” section on page 45:

“For subdivision of existing lots designated as “Residential”, the municipality will be divided into four residential zones that reflect the different community characteristics; as follows:

1. **R1 Zone – Belcarra Bay, Whiskey Cove & Coombe** – the minimum lot size shall be 0.25 acres (0.10 ha) subject to sewage disposal approval by [Fraser Health Authority](#).
2. **R2 Zone – Woodhaven Subdivision** – the minimum lot size shall be 0.50 acres (0.20 ha) subject to sewage disposal approval by [Fraser Health Authority](#).
3. **R3 Zone – Farrer Cove (South)** – the minimum lot size shall be 0.50 acres (0.20 ha) subject to Belcarra Council consulting with Metro Vancouver regarding road access prior to allowing half-acre subdivision, and subject to domestic water and sewage disposal approval by [Fraser Health Authority](#).
4. **R4 Zone – Cosy Cove, Twin Islands & Farrer Cove (North)** – the minimum lot size shall be 1.0 acre (0.40 ha) subject to domestic water and sewage disposal approval by [Fraser Health Authority](#).”

022-07-10 022-08-16	Kate Spence Brian Ashford Sy Rogers Lynda Spence	Farrer Cove Lot size Background Longstanding Issues Potable Water Road Access Precedent regarding subdivision options	See wording “Residential” section on page 45: Committee agrees with the suggestion that Farrer Cove is provided acre lot sizes, <ul style="list-style-type: none"> • subject to Provincial Health approvals, and • predicated by Belcarra Council obtaining an understanding with Metro Vancouver and Parks, regarding road access for additional residents.
022-08-17	Lynda Spence	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-20	Tony Spence	Equal treatment for Farrer Cove subdivision Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-22	Suzanne Kyra	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-22	Zachary Kyra-Derksen	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-24	Robert Wilson	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-24	Shane Lander	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-24	Jennifer Rodgers	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-24	Sy Rogers	Misc issues Farrer Cove	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-24	Daniel Richardson	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-25	Sharilyn Sweet Brian Ashford	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-26	Jason Sadler	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-25	Kellie Elmer	Support for ½ acre lot	Added suggestion for zones in Belcarra to accommodate various lot sizes. Farrer Cove will be considered a separate zone.
022-08-26 (received)	Peter Smith, Architect ELC Rezoning	Rezone ELC Lands to be commercial	Committee felt that this was complicated Commercial project and Village Council will look after this when a full proposal is presented.

16 submissions from Farrer Cove residents all regarding changing lot sizes to provide for ½ acre lots in Farrer Cove South.

29 submissions, regarding the OCP document contents

022-07-28	David Barwin	Name of "Kitty Creek"	Map modified
022-06-29	Laurie Fraser	Noise – Heat Pumps Dark Sky Program Parcel 48 impacts	Both included into OCP
022-07-03	Sandra Rietchel		
022-07-14	Cathy MacDonald	Encourage multi units to allow for stratification	
022-07-15	Don Babineau	Misc Comments - Too long - P.19 Strategic Goals - Revitalize tennis Courts - Lot sizes	
022-07-19	Nancy Johnston	Vision statement Strategic goal 5 as specific goal of Goal 3	
022-07-19	Deborah Struk	Not linking docks or TWNation to OCP	All mention of wharfs removed from OCP
022-07-28	Brian Hirsch	Re-aligning of OCP Document	Explained that cannot move sections in appendix.
022-08-09	Brian Hirsch	Road ends Relationship with Belcarra community(p.44)	Road ends issue has been discussed by council and issue is closed.
022-08-11	John Stubbs	Items 1-8 support for	"New and exciting small homes" are currently allowed - Need to add section to describe that what is proposed is already possible for smaller homes, Carriage style homes
022-08-11	Deborah Struk	29 items of concern	Multi-use court included in OCP All references to docks have been removed as this is a VPort author not Village of belcarra
022-08-24	Ron Davis	½ acre lot sizes/zones	Added suggestion for zones in Belcarra to accommodate various lot sizes that reflect already established sizes in the area.
022-08-24	Ron Davis	Municipal Act Chapter 20 part 29	See wording for "Residential" section on page 45:
022-08-24	Colleen MacDonald	Misc: detailed comments	"New and exciting small homes" are currently allowed - Need to add section to describe that what is proposed is already possible for smaller homes, Carriage style homes As per Metro Vancouver comment added Greenway corridor to ma Committee appreciates that wording regarding "open ditches" are being replaced with bioswales and rainwater gardens. Village of Belcarra has already completed a Drainage Study in December 201

3) Several Comments were received even though the current bylaws would allow.

“The following housing forms are already permitted in Belcarra’s residential areas subject to obtaining a sewage disposal approval by [Fraser Health Authority](#):

1. Single detached homes, including small homes;
2. Duplex, triplex, and fourplex homes;
3. Homes with age-in-place amenities such as elevators, ramps & railings;
4. Accessory suites within single detached homes; and
5. Coach houses in conjunction with single detached homes.”

022-08-24	Rex Crider	Windermere Creek	Map changed
022-08-24	Irene VanderSpek	Subdivision requests	Added suggestion for zones in Belcarra to accommodate various lot sizes.
022-08-25	Diego Marchese	Zoning for Belcarra lot sizes.	Added suggestion for zones in Belcarra to accommodate various lot sizes.
022-08-25	Belle Bojanowski	Housing Needs Assessment Integrated walking/cycling paths	Need to add a section to describe that what is proposed is already possible for smaller homes, Carriage style homes
022-08-25	Janet Robertson	8 bullets only answered	Added suggestion for zones in Belcarra to accommodate various lot sizes.
022-08-26	Don Babineau	4 of his points	New wording to replace the statement item #6 on page 43 with the following wording:
	Dr. John Reynolds	2 points for consideration	"6. Allowing for modest growth in the number of households to provide additional revenue and reduce the need for higher taxes to meet the future financial obligations of the Village."
022-08-25	Ruth Foster	Resend 2 points	Comments and changes were made to OCP
022-08-25	John Foster	Water Sources and Liquid Wastes #2 Revitalize the multi-sport court	P. 23 wording changed to reflect p.42 and 44 regarding water sources and liquid wastes the "Unserviced Properties" section on page 44: "In Addition, there are many households in the Village that continue to get their water from wells, and those property owners rely on the controls and oversight of the Village and the Fraser Health Authority to maintain their water quality."
022-08-25	Sy Rodgers	Comments re OCP document.	Committee discussed the various issues.
022-08-25	Sharilyn Sweet	Registration of Road ends lots	Road ends issue has been discussed by council and issue is closed
022-08-25	Ian MacDonald	Transportation and Trails Parking	Committee agreed that the various comments already addressed



Village of Belcarra

Official Community Plan



This draft OCP document has been prepared with the guidance and input from the OCP Review Committee.
September 2022



TABLE OF CONTENTS

Table of Contents	2
Acknowledgements	4
Introduction	5
Location and Planning Area	6
Official Community Plans: An Overview	6
• What Is An OCP?	6
• What Does An OCP Include?	6
• How Does An OCP Relate To Other Plans?	7
Components of the Plan	7
• Vision	7
• Strategic Goals	8
• Policies	8
• Maps	8
Regional Context Statement	8
• Metro 2050 Vision	8
• Create A Compact Urban Area	9
• Support A Sustainable Economy	9
• Protect The Environment	9
• Address Climate Change	9
• Respond To Natural Hazards	10
• Provide Diverse and Affordable Housing Choices	10
• Support Sustainable Transportation Choices	10
OCP Planning Process: An Overview	11
• Project Timeline	11
• A Planning Process With Four Phases	11
Community Engagement	12
• Phase 1 Community Engagement Objectives	12
• Phase 1 Community Engagement Activities	12
• Phase 2 Community Engagement Objectives	12
• Phase 2 Community Engagement Activities	13
• OCP Review Committee	13
• Stakeholder Interviews	13
• Engaging Tsleil-Waututh Nation	14
• OCP Review Webpage	14
Belcarra Municipal History	16
Belcarra Indigenous History	18
• Archaeological sites located in Belcarra and adjacent areas	20



TABLE OF CONTENTS (cont'd)

<u>Technical Background</u>	21
• <u>Environmental Characteristics</u>	21
• <u>Population and Growth Forecasts</u>	21
• <u>Housing Needs</u>	22
• <u>Existing Community Services</u>	23
• <u>Existing Infrastructure</u>	23
<u>Community Character</u>	24
<u>Emerging Priorities</u>	24
<u>Vision and Strategic Goals</u>	25
• <u>Vision</u>	25
• <u>Strategic Goals</u>	25
<u>Key Policy Areas</u>	26
• <u>Natural Environment</u>	26
• <u>Hazard Lands</u>	33
• <u>Climate Change</u>	35
• <u>Mobility</u>	37
• <u>Municipal Infrastructure</u>	42
• <u>Financial Sustainability</u>	42
• <u>Land Use Designations</u>	44
• <u>Communication, Collaboration and Reconciliation</u>	48
• <u>Implementation</u>	50
<u>Maps Schedule</u>	51
• Figure 1 – OCP Context Map.....	52
• Figure 2 – OCP Aerial Photograph Map.....	53
• Figure 3 – OCP Neighbouring Jurisdictions Map.....	54
• Figure 4 – OCP Parks and Recreation Map.....	55
• Figure 5 – Environmentally Sensitive Areas Map.....	56
• Figure 6 – Metro Vancouver Land Use Designations Map.....	57
• Figure 7 – OCP Transportation Map.....	58
• Figure 8 – OCP Water Infrastructure Map.....	59
• Figure 9 – OCP Land Use Designations Map.....	60
• Figure 10 – OCP Community Facilities Map.....	61



ACKNOWLEDGEMENTS

The Village of Belcarra (Belcarra) recognizes that updating its Official Community Plan (OCP) was a collective effort. Many voices and perspectives contributed to the drafting of this important policy document and the Village thanks you for your efforts. Special thanks to the OCP Review Committee for making this planning process so successful.

Tum-Tumay-Whueton, or Belcarra, is home to an ancestral village of the Tsleil-Waututh Nation. Belcarra is grateful for the meaningful contributions made by Tsleil-Waututh Nation with whom we share part of their traditional territory.

Belcarra appreciates the support Village staff provided as well as input received from our neighbouring municipalities and key stakeholder groups. Belcarra is proud of the community interest in the new OCP and thanks residents for engaging in the planning process through community surveys and open houses.

Thank you to the following:

- **Belcarra OCP Review Committee**

- Ian Devlin, Chair
- Ralph Drew, Vice Chair
- Larry Carlsen, Member
- Paul Degraaf, Member
- Jol Drake, Member
- Kevin Ferris, Member
- Tracy McRae, Member
- Mary-Ann Pope, Member
- Sandra Rietchel, Member
- Janet Ruzycki, Member
- Angela Yin, Member

- **Council Liaison:** Councillor Carolina Clark

- **Village of Belcarra Staff**

- Lorna Dysart, CAO
- Dennis Back, Acting CAO
- Paula Richardson, Acting Corporate Officer
- Stewart Novak, Public Works

- **Stakeholder Groups**

- Tsleil-Waututh Nation
- Metro Vancouver Planning Department
- Metro Vancouver Parks Department
- Vancouver Fraser Port Authority
- Tri Cities Chamber of Commerce
- TransLink
- BC Hydro
- Public Works and Engineering
- Sasamat Outdoor Centre
- City of Port Moody
- Sasamat Fire Department



INTRODUCTION

The Village of Belcarra (Belcarra) is located on the eastern shore of Indian Arm about 1.5 km north of Burrard Inlet within the traditional territory of the Tsleil-Waututh Nation. Belcarra is a unique community, peaceful, surrounded by nature, within Metro Vancouver, a short 10-minute drive to Port Moody and a 45-minute drive from downtown Vancouver. The Village has 700 residents and is surrounded by təmtəmíxwtən/Belcarra Regional Park and Say Nuth Khaw Yum Provincial Park (Indian Arm Provincial Park).

It is a jewel of Metro Vancouver offering a unique spectacular natural setting in a larger urban context. The Village is entirely residential with its municipal office, community hall and public works yard as the centre piece of municipal government and gathering place for Village residents. Surrounding təmtəmíxwtən/Belcarra Regional Park provides ready access to popular walking, hiking and biking trails, and water activities at both a sea water beach and a freshwater lake. Belcarra is a popular regional destination for hikers, scuba divers, water skiers, and those seeking a quiet respite from the city.

This OCP represents a milestone in the development of the community as a document that recognizes Belcarra's past, present and future. The OCP was created with substantial input from residents, including the OCP Review Committee. The process also presented an opportunity for relationship building with Tsleil-Waututh Nation, laying the groundwork for future reconciliation and collaboration. Throughout the planning process, it was clear that residents wanted to strike a balance between maintaining the community character they hold dear and charting a future that considers social, environmental, and financial sustainability.

The TRC Definition of Reconciliation

“Reconciliation is about establishing and maintaining a mutually respectful relationship between Aboriginal and non-Aboriginal peoples in this country.”

Belcarra is a community with an aging demographic in a growing region. The OCP will be a valuable tool for navigating the future amidst the mounting pressures from its neighbours and the realities of the changing climate. This Plan embodies the vision of Belcarra residents and presents a land use framework designed to guide community development over the next 5 to 10 years. The OCP provides a balanced approach and direction for land use development and other key policies that will shape how Belcarra will respond in the face of a dynamic future.



Harbour Seals — Mother and Pup — Belcarra Bay 2021.



LOCATION AND PLANNING AREA

Belcarra is located on the eastern shore of Indian Arm in Metro Vancouver as shown on **Figure 1 – Context Map**. Belcarra, which encompasses 5.5 km², is home to Say Nuth Khaw Yum (Indian Arm) Provincial Park and tæmtæmíxʷtæn (Belcarra Regional Park). Over 70 percent of the land is designated ‘Conservation and Recreation Area’ by Metro Vancouver on account of its environmentally sensitive areas and extensive trail network. Belcarra's natural beauty is evident on **Figure 2 – Aerial Photograph Map**.

Belcarra shares municipal boundaries with the City of Port Moody and the Village of Anmore. These municipalities, along with the Cities of Coquitlam and Port Coquitlam, are referred to as the Northeast sub-region by Metro Vancouver. Belcarra also shares a municipal boundary with the Metro Vancouver Regional District (MVRD) Electoral Area ‘A’ as shown on **Figure 3 – Neighbouring Jurisdictions Map**.

Belcarra includes Hamber Island, Jug Island, Racoon Island, and Twin Islands. Jug Island is part of tæmtæmíxʷtæn (Belcarra Regional Park) while Racoon Island and Twin Islands are part of Say Nuth Khaw Yum (Indian Arm) Provincial Park. Both parks are identified on **Figure 4 – Parks and Recreation Map**.

OFFICIAL COMMUNITY PLANS: AN OVERVIEW

What is an OCP?

An OCP describes the long-term vision of a community and includes strategic objectives and policies that guide planning and land use management. An OCP presents the long-term development plans for a community and addresses matters like housing, environment, mobility, recreation, servicing, communication, and implementation. An OCP is an important policy document because it outlines how a local government plans to exercise its powers. Municipalities have the authority to develop OCPs under the Local Government Act. Once adopted, all bylaws enacted (or works undertaken) must be consistent with the OCP.

An **Official Community Plan** should be exactly what the name suggests:

- **Official**, meaning it is adopted by the Mayor and Council.
- **Community**, meaning it should reflect the community's desires and vision for the future along with implying that the community has a strong role in ensuring the plan is implemented.
- **Plan**, meaning there is a relevant strategy for achieving future goals and vision.

What does an OCP include?

The Local Government Act requires municipalities to include the following in their OCPs:

- residential development to meet anticipated housing needs for the next five (5) years;
- existing and proposed land uses (e.g., residential, commercial, industrial, etc.);
- sand and gravel deposits suitable for future extraction;
- phasing of major road and water systems;
- restrictions on the use of land with hazardous conditions or environmental sensitivity;
- housing policies for affordable housing, rental housing, and special needs housing; and
- targets and policies for reducing greenhouse gas emissions.



An OCP may designate areas that require special treatment for certain purposes e.g., hazard protection areas, revitalization areas, and objectives related to built form and character.

How does an OCP relate to other Plans?

An OCP must be consistent with a [Regional Growth Strategy](#) (RGS) where it applies to a municipality. An OCP is the highest-order municipal land use plan — it informs a municipality's [Zoning Bylaw](#) and any neighbourhood or area plans the community may have. Belcarra's OCP will inform the Zoning Bylaw which will play a major role in implementing the OCP's policies. Belcarra's OCP must also be consistent with [Metro 2050](#) RGS.



Regional Growth Strategy

Belcarra Official Community Plan

Belcarra Zoning Bylaw

An OCP is informed by many other regional, municipal, and area plans. At a regional level, the Belcarra OCP is informed by Metro Vancouver's [Regional Parks Plan](#) and TransLink's [Transport 2050](#) which provide overarching policy frameworks for parks and recreation areas across the region and our regional transportation network. At a municipal level, the Belcarra OCP is informed by Belcarra's [2021 Strategic Plan](#), [2021 Housing Needs Report](#), [Bedwell Bay Sustainability Plan](#); and a broad collection of policies and bylaws. At an area level, the Belcarra OCP is informed by the Vancouver Fraser Port Authority's [Land Use Plan](#) (particularly policies related to the [Indian Arm Planning Area](#)) and the [Burrard Inlet Action Plan](#) prepared by Tsleil-Waututh Nation.

These plans, policies, and more informed the Belcarra OCP and how the community will manage growth and development within the community over the next 5 to 10 years.

COMPONENTS OF THE PLAN

The OCP is guided by a vision statement that is supported by strategic goals, policies, and land use maps. These four (4) components work together to create a comprehensive policy framework to guide growth and development within Belcarra for the next 5 to 10 years.

Vision

The vision statement guides the OCP and provides overarching direction for the strategic goals and policies. The vision statement was crafted with input provided by the community through a fulsome public engagement process. Residents completed a community visioning survey and participated in roundtable discussions (focused on visioning) as part of the first open house. The vision statement captures Belcarra's character and the community's aspirations for the future.



Strategic Goals

Belcarra's OCP contains ten (10) [strategic goals](#) that are easy-to-remember statements of what needs to be accomplished to move forward towards a [vision](#). The strategic goals were informed by community feedback provided through the engagement process. Community members were asked (through a survey and roundtable discussions at a public open house) what needed to change in order for their vision to become a reality. The answers to that question helped inform the strategic goals presented in this plan.

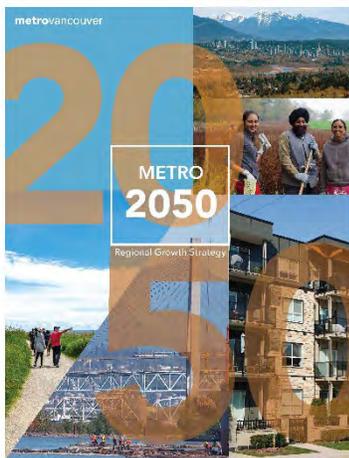
Policies

The policies are rules and/or direction on which day-to-day decisions are based. Policies should be specific, measurable, accurate, reliable, and time-bound wherever possible to be effective. The policies of this plan, which are intended to be read together, represent steps Belcarra should take to achieve its vision.

Maps

The maps complement the policies and translate the [vision](#) and [strategic goals](#) into tangible land uses. The maps are intended to be read alongside the policies for clarity and context. The maps identify what policies apply to what land in a way that is informative and easy to understand.

REGIONAL CONTEXT STATEMENT



The [Local Government Act](#) requires all municipalities to provide a [Regional Context Statement](#) (RCS) as a component of an OCP if the regional district in which they are located has adopted an RGS. The purpose of including a Regional Context Statement is to identify how the OCP's vision, goals, and policies support the objectives of the region now and in the future. Municipal OCPs must be consistent with the policies of the RGS.

In 2019, the [Metro Vancouver Regional District](#) (MVRD) began updating the [Metro Vancouver 2040: Shaping Our Future](#) Regional Growth Strategy (RGS). The new RGS, [Metro 2050](#), was adopted by the MVRD Board of Directors on July 29th, 2022, when a significant majority of Metro Vancouver municipal councils (22 of 24) adopted resolutions endorsing the new RGS.

Metro 2050 Vision

“Metro Vancouver is a region of diverse, equitable, and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.”

“Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gas emissions, and improves resilience to climate change impacts and natural hazards.”



In achieving this vision, [Metro 2050](#) specifies five fundamental goals:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment, address climate change, and respond to natural hazards;
- Provide diverse and affordable housing choices; and
- Support sustainable transportation choices.

The following describes how Belcarra's Official Community Plan relates to the goals of the RGS.

Create A Compact Urban Area

The purpose of this goal is to concentrate Metro Vancouver's growth in compact communities with access to a range of housing choices close to employment, amenities and services. The RGS strategies to achieve this goal involve focusing urban development within the Urban Containment Boundary in Urban Centres and Frequent Transit Development Areas. The Village of Belcarra supports this goal's objectives in principle through its Rural land use designation as identified on **Figure 6 – Land Use Designation Map**, and intent to remain a primarily low-density residential community. These land use designations will prevent Belcarra from drawing urban development out of the Urban Containment Boundary and away from Urban Centres.

Belcarra's population increased from 643 residents in 2016 to 687 in 2021. Overall, this was a 6.8% population increase over a 5-year timeline. Metro Vancouver's RGS anticipates growth to continue to occur across the region; however, Belcarra is located outside of Metro Vancouver's Urban Containment Boundary (UCB) and is designated a RURAL area in the Metro 2050 RGS, with no Urban Centres or Frequent Transit Development Areas. While some growth may be necessary in order to maintain a fiscally sustainable municipality, Belcarra is a small community with limited land area within its municipal boundaries for future residential development, so future population growth is anticipated to be modest.

Support A Sustainable Economy

The RGS protects the land base and transportation corridors needed to foster a vibrant regional economy. Industrial and agricultural areas are protected and commerce is directed towards the Urban Centers. Again, due to its isolated location in the region, Belcarra is not in a position to contribute to a flourishing regional economy but does support the general direction of the RGS.

This OCP supports home-based businesses and has added a "commercial" land use designation that reflects the community's desire to become a greener and more sustainable Village. The OCP supports small-scale retail and commercial uses that serve the needs of the community as well as low-impact tourism uses that provide services to both residents and visitors.

Protect The Environment

This particular goal focuses on the region's "Conservation and Recreation" land including providing connectivity across the region. It also is intended to encourage a land use and transportation pattern that reduces energy consumption and greenhouse gases and is able to withstand climate change impacts and the risk of natural hazards. The guiding objectives in this OCP emphasize the importance of preserving the natural environment. Environmental policies within this OCP promote the protection and stewardship of "Conservation and Recreation" lands and environmental systems and features throughout the municipality and emphasize environmental protection through partnerships with local, regional, provincial, federal and indigenous organizations.



Figure 5 – Environmentally Sensitive Areas Map shows the areas identified by both Metro Vancouver (MV) and the Vancouver Fraser Port Authority (VFPA) as environmentally sensitive areas within Belcarra’s municipal boundaries that require protection.

Figure 6 – Regional Land Use Map delineates the areas designated “Conservation and Recreation” that comprise regionally significant natural assets, major parks, watersheds and ecologically important areas, including təmtəmíxwtən (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park that comprise 70% of Belcarra’s municipal land area.

Land use policies within the Rural residential designation provide the context for development approaches that protect hillsides and environmental features through clustering or other innovative approaches. The OCP also encourages the community to respect natural features, manage invasive plant species, maintain native plant species, limit light pollution through promotion of “Dark Sky” strategies, and protect freshwater and marine riparian areas consistent with the Province’s [Riparian Areas Regulation](#).

Address Climate Change

Belcarra is a signatory of the [B.C. Climate Action Charter](#) that commits municipalities to 1) becoming carbon neutral in their corporate actions; 2) measuring and reporting their greenhouse gas emissions; and 3) creating complete, compact, and more energy efficient communities. This OCP also addresses greenhouse gas emission reduction strategies and identifies a number of initiatives that Belcarra can pursue to reduce energy consumption and emissions. This OCP also supports Climate Action community initiatives by providing information and education, and encouraging fuel switching and the adoption of efficient energy practices; for example, replacing wood burning stoves, and purchasing electric vehicles and yard-maintenance equipment.

Respond To Natural Hazards

Belcarra's natural setting, while tranquil, also exposes it to risks from hazard lands. Understanding and preparing for these natural hazards is critically important to ensure long-term community stability. This OCP includes policies addressing emergency response planning and policies designed to respond to specific hazards including flooding, sea level rise, and wildfire.

Provide Diverse and Affordable Housing Choices

A goal of the Belcarra community is to preserve low-density forms of housing and Belcarra’s semi-rural character. Various residential housing forms, including secondary suites, coach houses, duplexes, triplexes, and fourplexes, are already options that can accommodate future growth. New residential development will look a lot like existing residential development in terms of its form, character, and scale. The intent is to provide a mix of housing options that make the most efficient use of municipal infrastructure while blending-in with the existing character of the Village.

Support Sustainable Transportation Choices

The RGS seeks to co-ordinate land use and transportation that will result in the efficient movement of people and goods and will encourage transit, cycling, and walking. Given the Village’s isolated location, these principles are not fully applicable, and therefore alternative forms of transportation are not a key element of this Official Community Plan. This OCP supports continued transit use (see **Figure 7 – Transportation Map**), promotes improved transit ridership, and encourages ride-sharing and ride-hailing opportunities. OCP speaks to the development of bicycle and pedestrian pathway networks (see **Figure 4 – Parks and Recreation Map**), and promotes active transportation including walking, rolling, cycling, jogging, and the use of mobility devices such as wheelchairs, walkers, and strollers.



OCP PLANNING PROCESS: AN OVERVIEW

Project Timeline

Council identified an OCP Review as a strategic priority within the 2020–2024 Corporate Strategic Plan. Council initiated the OCP Review process in December 2021 with the appointment of an OCP Review Committee and a professional planning consultant. Council identified July 2022 as the target for adopting a new OCP for Belcarra.

A Planning Process with Four (4) Phases

The OCP Review planning process was structured into four (4) phases: 1) Project Launch and Background Review; 2) Information Gathering and Visioning; 3) Plan Development; and 4) Plan Adoption.

Where are we in the planning process?



Phase 1: Project Launch and Background Review

The OCP Review was officially launched in January 2022 when the planning consultants met with administration and the OCP Review Committee for the first time. Phase 1 involved a lot of due diligence work (review of existing policies and reports provided by Belcarra). This work was supplemented by conversations with Village staff and comprehensive site visits, by land and sea, of the community.

Phase 2: Information Gathering and Visioning

Information was gathered through stakeholder interviews. The purpose of the interviews was to confirm what policies, plans, and regulations applied to Belcarra and how the policies should be interpreted. Information was also gathered through the development of base mapping that served as the foundation for all OCP maps. Provincial and regional datasets were used to build the OCP basemap.

Phase 2 included three (3) visioning exercises with the community: 1) a community survey; 2) a public open house; and 3) a workshop with OCP Review Committee members. Community values and aspirations were identified through the engagement processes as well emerging priorities.



Phase 3: Plan Development

Input provided by the OCP Review Committee; Belcarra residents; Village staff; stakeholders; and Tsleil-Waututh Nation was themed and analyzed. The input was used to craft the Draft OCP — a strong policy framework that reflects the shared needs and interests of the community. The Draft Plan was circulated to those noted above, and revisions were made to the Draft OCP, before it was finalized and recommended by the OCP Review Committee for adoption.

Phase 4: Plan Adoption

The OCP was recommended to Council by the OCP Review Committee. Council considered the recommendations of the OCP Review Committee alongside comments and recommendations provided by members of the public through the public hearing process. The OCP was referred to the Province of British Columbia for approval after it received third reading from Council. The OCP was adopted by Council on XXXXXXXXXXXX as Bylaw XXXX.

COMMUNITY ENGAGEMENT

Two (2) phases of public engagement were undertaken between January and June 2022 to inform the OCP planning process. Belcarra is home to many engaged residents who took the time to share their thoughts and perspectives on how the community should grow and develop over the next 20 years.

Phase 1 Community Engagement Objectives

The objectives of the first phase of community engagement were as follows:

- To inform the community about OCPs;
- To inform the community about the OCP planning process;
- To consult and involve the community in defining Belcarra's character;
- To consult and involve the community in developing a vision for Belcarra; and
- To consult and involve the community in identifying emerging priorities.

Phase 1 Community Engagement Activities

A series of posters were installed at the community mailboxes/bus shelters to inform residents about the OCP Review. The posters also served to inform residents about OCPs so they would have the understanding required to provide meaningful input into the planning process. The posters also invited residents to join the conversation and advertised upcoming engagement activities. These activities included: a community survey which was completed by 111 residents; a virtual open house that was attended by 55 residents, staff, and elected officials; and a passive open house for those unable to attend the virtual one. An advertisement was also placed in the 'Belcarra Barnacle' announcing the launch of the OCP Review.

Phase 2 Community Engagement Objectives

The objectives of the second phase of community engagement were as follows:

- To report back what was heard in the first phase of community engagement;
- To inform the community about the OCP planning and adoption process;
- To consult and involve the community on the draft vision;
- To consult and involve the community on the draft strategic goals;
- To inform the community about the Draft OCP and Land Use Maps; and
- To consult and involve the community on the Draft OCP and Land Use Maps.



Phase 2 Community Engagement Activities

Posters were installed at the community mailboxes/bus shelters to: 1) inform residents about the draft vision and strategic goals; and 2) invite the community to a virtual open house. The virtual open house was attended by 34 residents, staff, and elected officials.

OCP Review Committee

Council appointed an 11-member OCP Review Committee to provide recommendations to Council regarding revisions and updates to the existing Belcarra OCP which was adopted in 2011. The OCP Review Committee was also tasked with the following:

- To help gather and disseminate information, assess priorities, determine objectives, and provide feedback throughout the planning process;
- To help educate the public about the planning process and spread the word about public engagement opportunities in the community; and
- To share experience and expertise from a diverse range of backgrounds.

The OCP Review Committee will serve until the OCP is adopted by Council.

Monthly Meetings

The 11-member OCP Review Committee participated in monthly meetings with the Village's planning consultants to craft Belcarra's updated OCP. The Committee met twelve (12) times over the planning process to share research, discuss best practices, and make recommendations on how different policy areas could be updated and/or included in the updated OCP.

Stakeholder Interviews

Belcarra invited neighbouring municipalities and key stakeholders to provide input into the OCP Review. A total of 10 stakeholder interviews were conducted between January and June, 2022. These stakeholders included the following:

- Metro Vancouver Planning Department
- Metro Vancouver Parks Department
- Vancouver Fraser Port Authority
- TransLink
- BC Hydro
- City of Port Moody
- Tri-Cities Chamber of Commerce
- Public Works and Engineering
- Sasamat Outdoor Centre
- Sasamat Fire Department

The Village of Anmore thanked Belcarra for the notification, but declined an invitation to meet.

Belcarra provided neighbouring municipalities and key stakeholders an opportunity to review and comment on the draft OCP document and Land Use Maps before the plan was finalized and recommended to Council for adoption.

Engaging Tsleil-Waututh Nation

Belcarra extended an invitation to Tsleil-Wuatuth Nation, on a government-to-government basis, to collaborate on the OCP Review. Belcarra is committed to advancing reconciliation within the community and working towards developing a stronger working relationship with Tsleil-Waututh.



OCP Review Webpage

A project webpage was launched in January 2022 to publish materials related to the OCP for public reference and information. All community posters were published on the webpage along with presentations made at open houses and video recordings of the events. Meeting agendas, minutes, presentations, and video recordings from all public OCP Review Committee meetings were also published on the project webpage for information and transparency.



VILLAGE OF BELCARRA

Municipal Hall Bylaws Community Services

2022 Official Community Plan (OCP) Review Committee

Home / Municipal Hall / 2022 Official Community Plan (OCP) Review Committee

Purpose

The purpose of the Official Community Plan (OCP) Review Committee is to provide recommendations to Council regarding revisions and updates to the Village of Belcarra OCP Bylaw No. 435, as consolidated, which was adopted in 2011.



Bedwell Bay — View from West Road.



Community Events



Engagement Activities



Bedwell Bay — View looking northeast toward Buntzen Ridge.



HISTORY OF BELCARRA

Municipal History

Belcarra is located within the traditional territory of Tsleil-Waututh Nation who have been stewards of the Belcarra area for at least 3,000 years. Settlement of the area occupied by present-day Belcarra began in 1859, when the Burrard Inlet and North Arm areas were mapped by the Royal Navy survey ship H.M.S. Plumper.

The first land owner, in what is now Belcarra, was John Hall, a hand-logger and farmer who in 1870 pre-empted approximately 160 acres (District Lot 229) covering the present-day location of the Belcarra picnic grounds and southern half of Belcarra Peninsula. In payment for legal representation, Hall's land was transferred in 1882 to his lawyer, William Norman Bole, who developed the land as a summer destination for his family. Bole has significant ties to the initial settlement in the area and the Village's name, "Belcarra". As a native of Ireland, Bole used two Celtic words to describe the area. *Baal*, meaning "sun", and *Carra*, meaning a "lovely land", were combined to create "Belcarra" – *The Fair Land Upon Which The Sun Shines*.

Bole's acquired land was eventually sold and subdivided in 1908 to create waterfront residences and cottages. By 1911, upwards of 70 cottages had been built at Belcarra Bay and Bedwell Bay that varied in both size and structure. These cottages were built as summer accommodations for residents across the Lower Mainland.

The abundance of natural resources within the Belcarra area made it a prime location for industry. In 1870, the first Timber Lease was issued by the Colonial Government to the Moodyville Mill on the eastern shore of Bedwell Bay and was hand-logged by Stephen Decker. A second phase of logging within the Bedwell Bay area occurred between 1900 and 1905, when fir and cedar trees were logged.

Between 1907 and 1917, the Bedwell Bay Federal Crown Land was surveyed by the Dominion Government of Canada, subdivided into "200 villa-style lots" and named "Woodhaven" at the time the first phase of lots were sold in 1911. Original survey pins have been said to be found within the second-growth forest in the area today.

The cottage owners originally accessed their lots along the North Arm and Bedwell Bay by water. In 1908, the 'New Brighton Ferry Company' formed a ferry service that provided passage from Vancouver to the Belcarra Park picnic grounds. The service was sold to the 'Harbour Navigation Company' in 1920, which developed amenities such as a picnic shelter, concession stand, dance hall, and a wharf within the park.

Through the 1930s, the idea of a road to Belcarra began to form with formal submissions to the Provincial Government. Construction of the road eventually began in 1952 with an extension from the present-day First Avenue in loco to the Sasamat Lake pump house.

YMCA purchased a large parcel of land in the Belvedere (Farrer Cove) area in 1946 and the following year opened 'Camp Howdy', a popular summer youth camp. The camp was a much-loved part of the community for the next 60 years until its closure in 2006. The property is still referred to as "Camp Howdy" by local residents.

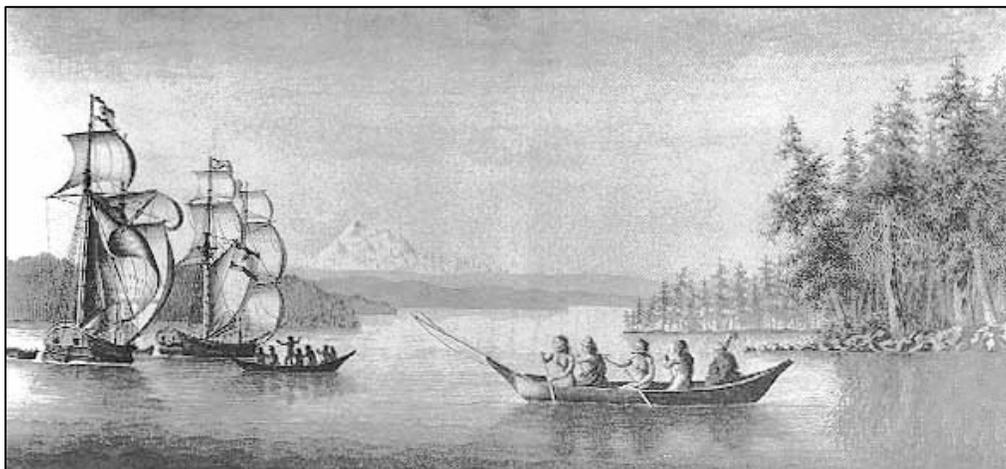
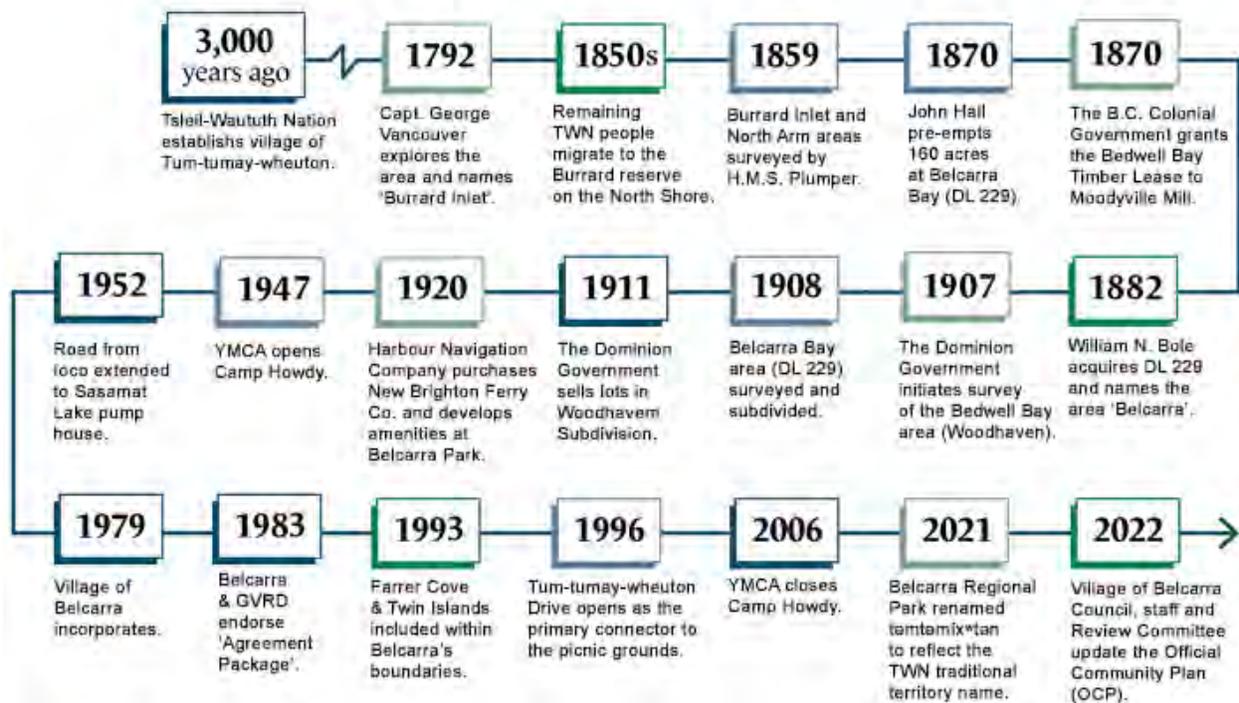
In 1979, the 'Village of Belcarra' was incorporated as a municipality. Since its incorporation, the construction of single-family homes has continued throughout the community. Use of Belcarra Regional Park increased substantially during the 1980s and 1990s, creating a need for alternate



road access to accommodate higher traffic volumes. Bedwell Bay Road, which had served as the only road access to the Belcarra picnic grounds, was replaced in 1996 by Tum-Tumay-Wheaton Drive as the primary road access to the picnic grounds.

In the last 10 years, development has increased minimally due to the physical barriers presented by the limited amount of developable land, in addition to key natural environmental features that are to be conserved and protected. Although development has generally been insignificant, regional park and trail usership has continued to grow substantially over time. In 2021, Metro Vancouver renamed the Belcarra Regional Park in recognition of the ancestral land of the Tsleil-Waututh Nation. The park is now officially renamed “təmtəmixʷtən”, which means “biggest place for all the people” in the local indigenous language. The 1,100 hectare (2,718 acre) regional park is a popular destination for Metro Vancouver visitors and residents alike.

Timeline



‘Sutil’ and ‘Mexicana’: Drawing by José Cardero, Museo Naval, Madrid.

Indigenous History



**Tsleil-Waututh Nation
Wolf (Guardian Spirit)**

The Tsleil-Waututh Nation (TWN) kindly provided a comprehensive 477-page document titled [Tsleil-Waututh Nation's History, Culture and Aboriginal Interests in Eastern Burrard Inlet](#) prepared by Jesse Morin, PhD, in 2015. Using this very large document as reference, the following is a brief synopsis of the Coast Salish and TWN historical presence in the Belcarra area of Indian Arm.

Coast Salish people were the pre-contact inhabitants of the Gulf of Georgia, Puget Sound, and Lower Fraser regions, now commonly called the “Salish Sea”. They are bound by related languages, cultures, and a very long history of interaction. The Salish Sea region has long been considered a distinctive “natural region”, and the pre-contact Coast Salish economy and social organization is generally considered as an adaptation to the specific ecological and environmental attributes of that region. Anthropologists describe pre-contact Coast Salish people as marine-oriented hunter-gatherers, or hunter-gatherer-fishers.

Individual Coast Salish First Nations are associated with a watershed (or equivalent bounded region) to which they hold collective territorial rights and interests. Such territorial associations are derived from members of an individual First Nation’s genealogical links to ‘First Ancestors’ who first populated a region. Coast Salish territorial areas and collective tribal rights were predicated on deep ancestral connections to specific places.

From a Coast Salish perspective, the world as known today began when the First People appeared into a chaotic and dangerous world. In some cases, the First People fell from the sky, in other cases they appeared out of the earth, or were transformed from animals. These First People became the First Ancestors of the social groups we now term First Nations. The Tsleil-Waututh First Ancestors were transformed from a wolf and created from the sediments of Burrard Inlet. The Tsleil-Waututh Nation translates the name ‘Tsleil-Waututh’ as meaning “the people of the inlet,” referring to Burrard Inlet, and refers to Burrard Inlet as ‘Tsleil-Wat’ or ‘Tsleil-Waut’.

It is highly significant that the Coast Salish world had undergone a very heavy mortality before contact. Mortality rates of up to 90% have been described by some historians for a 1782 smallpox epidemic. Entire villages and groups were decimated including the once numerous Tsleil-Waututh population. If 90% of the population suddenly died a decade before ‘First Contact’ in 1792, then the observers at ‘First Contact’ were not witnessing an indigenous aboriginal culture that had remained unchanged for centuries. They were witnessing a survivor population rebuilding their societies and social groups. A second smallpox epidemic occurred much later (*circa* 1858–62) and is specifically described as almost annihilating the Tsleil-Waututh living at Tum-tumay-whueton (Belcarra Park).

In June 1792, the George Vancouver expedition (British) explored the Salish Sea including Burrard Inlet. Indigenous people were encountered at Point Grey and near First Narrows. Peter Puget (of the Vancouver expedition) described the north shore of Burrard Inlet as apparently being “well inhabited”. Puget’s accounts referred to the Tsleil-Waututh villages at Sleil-Waututh/Tat-ose (Burrard IR No.3), Whey-ah-wichen (Cates Park), Say-umiton (Strathcona Park), and Tum-tumay-whueton (Belcarra Park) — all known ancestral Tsleil-Waututh village sites with corresponding archaeological sites and evidence of late prehistoric (~1600 and later) and early historic occupations.



Also in June 1792, the Galiano and Valdez expedition (Spanish) explored the Salish Sea including Burrard Inlet and Indian Arm. Indigenous people were encountered at Point Grey, near First Narrows, and at Indian River. Settlements were inferred, but not observed at First Narrows. A small settlement was observed at Indian River. The Spanish indicated that the indigenous name for Burrard Inlet was “Sasamat”.

Many Tsleil-Waututh oral histories are located at Tum-tumay-whueton (Belcarra Park) which was the primary home of Tsleil-Waututh’s hereditary chiefs (Waut-salk and Sla-holt), and Tsleil-Waututh oral history places their relocation from Tum-tumay-whueton to the north shore at around 1853–62 (during the time of Governor James Douglas). Some historical evidence suggests an earlier move around 1830–40, but there is also an apparent eye-witness account in 1864 by Stephen Decker of a native encampment at Tum-tumay-whueton.

In 1863, an English-speaking colonial official and Judge H.P.P. Crease identified the village at Burrardview (later Burrard IR No.3) as “Large Indian Ranch (Squamish) owned by Lillooet”, indicated the village at Roche Point as “Slilooet Indians, Tum-tumay-whueton”, and the North Vancouver area as “Lillooet Indians ground”. It is notable here that there were no indigenous settlements at either Belcarra, indicating Tsleil-Waututh’s relocation to Sleil-Waututh prior to that time, or Seymour Creek, indicating that this village had not yet been re-occupied.

At present, Tsleil-Waututh is a Central Coast Salish First Nation in the Metro Vancouver area with three reserves: IR No. 3 (the primary community) in North Vancouver, IR No. 4 and IR No. 4a on the banks of the Indian River. Membership stands at about 500 persons. The current Tsleil-Waututh Nation is a federally recognized First Nation governed by an elected chief and four councillors. The current Tsleil-Waututh Nation also recognizes a hereditary chief — Chief Ignatius Ernest George Sla-holt — who can trace his genealogy and the Tsleil-Waututh hereditary chieftainship back to the mid-1700s. In addition, the Tsleil-Waututh Nation has a Traditional Council of eight family heads who meet periodically to discuss major issues and relay those discussions back to their respective families.

The Tsleil-Waututh Consultation Area represents an approximation of Tsleil-Waututh’s recent or modern harvesting area, including both Tsleil-Waututh territory, and the territories of other First Nations. Tsleil-Waututh access to the resources of other First Nation’s territories was predicated on kinship connections to those other communities and permission seeking along Coast Salish protocols. The Tsleil-Waututh Consultation Area represents an area of Tsleil-Waututh’s aboriginal interests and includes all of Tsleil-Waututh’s traditional territory, but the Consultation Area is not coterminous or equivalent to Tsleil-Waututh territory. Tsleil-Waututh’s Consultation Area encompasses much of the Lower Mainland region, Howe Sound, and the Squamish Valley. The Tsleil-Waututh traditional territory is centered on Burrard Inlet and Indian Arm and the lands draining therein — a natural watershed unit.



Engraving by Edward Parker Bedwell ([BC Archives PDP02119](#)).



TECHNICAL BACKGROUND

Environmental Characteristics

Belcarra is characterized by its picturesque landscape and pristine natural features, making it a unique place to visit and reside. The waterfront views and wooded trails offer an abundance of natural beauty that can be captured across the community. Portions of tæmtæmíxʷtən (Belcarra Regional Park) and Say nuth Khaw Yum (Indian Arm) Provincial Park are located within the Village’s boundary. These parks, and some surrounding areas, are designated as “Conservation and Recreation” land due to their significant environmental contribution to the region. Wildlife and natural features under this designation are protected through a range of provincial and regional initiatives. Since 2007, the [Bedwell Bay Sustainability Plan](#), created in partnership with the Vancouver Fraser Port Authority (VFPA), has provided a strategic vision for the protection of the tidal zones, riparian areas, and natural features within the Bedwell Bay area of Belcarra. These conservation efforts will be continued to sustain the natural beauty that contributes to the distinctive character of the community.

Population and Growth Forecasts

According to federal census data, Belcarra’s population increased from 643 residents in 2016 to 687 in 2021. Overall, this is a 6.8% population increase over a 5-year timeline. Metro Vancouver’s RGS anticipates growth to continue to occur across the region; however, Belcarra is not deemed a significant area for growth within the region and is outside of Metro Vancouver’s urban containment boundary. Regardless, if significant growth were to occur within Belcarra, the current available land base could not adequately accommodate the needs of potential newcomers.



Belcarra is a small Village with a total land area of 5.5 square kilometres (km²); however, only 30% (1.6 km²) is developable area. Accordingly, the current population density of the village per square kilometre is 124.8 overall and 416 for the developable area. This is a low population density, especially when compared to other municipalities within the region, such as the City of Vancouver, which has a population density of 5,249 per square kilometre. However, the low population density within Belcarra is reflective of the overall rate of growth of new construction and development. New development in Belcarra is constrained by the availability of developable lots with appropriate services required for construction. Innovative sewage disposal solutions, as approved by the Provincial Government and [Fraser Health Authority](#) (FHA), could expand options for development over the next 20-year period.



Table 1 Population, Dwelling Unit, and Employment Projections

Year	Population	Dwelling Units	Employment
2021	687	260	250
2031	750	286	275
2041	825	315	300
2051	900	346	330

Housing Needs

Belcarra is required, by the province, to conduct a Housing Needs Assessment (HNA) every five (5) years. The [latest HNA](#) was completed in 2021 and identifies current conditions, anticipated trends, and expected housing needs for current and future residents of Belcarra. A municipal level housing analysis uncovers the potential impact population growth (at both the local and regional level) could have on housing requirements and needs within an area.

Belcarra has seen minimal population growth over the last 10 years, with an overall population increase of 44 residents between 2016 and 2021. The average age of residents in Belcarra is 55.9, which exceeds the regional average of 40.9 by a considerable amount. Most residents of the area are owners (90.4%) of single-detached dwellings, which account for approximately 80% of the existing housing stock. With only a few young families with children within Belcarra, the average household structure within the community is 1-person and 2-person (62.7%), with a median household income of \$128,250. In addition, most residents own their homes, with an overall median home value of approximately \$2 million. This significantly surpasses the regional median value of \$800,000, making home ownership unaffordable for most potential residents.

The HNA identified that only 9.6% of residents rented their home which reflects a lack of rental housing stock in the community. Multi-unit housing forms (for example, coach houses and accessory suites) account for only 10% of the current housing stock. The HNA identifies a need for a more diverse housing mix to accommodate the needs of the aging population within the community. The HNA breaks down the current housing stock by number of bedrooms and projects demand for different unit types as illustrated in the table below. Although the total demand for housing units is not expected to increase significantly, the type of housing units is expected to change as demand for smaller units grows in response to Belcarra's ageing population.

Belcarra is a community with an aging demographic with minimal available housing stock to accommodate its changing demographics. As residents age, there is a growing demand for smaller spaces that are easier to maintain and provide more opportunities for community building. In general, there is a need to expand housing diversity and affordability within the community to reflect the needs of anticipated regional population growth.



Table 2 Housing Needs Report Summary (2021)

Bedrooms	Current Supply in 2021 (units)	Anticipated Needs to 2026 (units)	Change (units)
0	0	0	0
1	20	41	21
2	35	145	110
3+	205	78	-127
Total	260	264	4

Existing Community Services

The following provides a list of the key community facilities that exist within Belcarra and are shown on **Figure 10 – Community Facilities Map**:

- Fire Protection (Sasamat Volunteer Fire Department);
- Solid Waste Management (central drop-off ‘Waste and Recycling Depot’);
- Street Lighting next to bus shelters;
- Transit (TransLink Community Shuttle Bus);
- A multi-sport court;
- Parks (Metro Vancouver and BC Parks); and
- The Village Hall.

Existing Infrastructure

Belcarra has a municipal water system that is shown on **Figure 8 – Water Infrastructure Map**.

Water System

Belcarra has had a water services agreement in place with the District of North Vancouver (DNV) since 2008. In 2011, DNV became the primary source of potable water for Belcarra residents. The water system currently services the majority of properties in the Belcarra Bay and Bedwell Bay areas. Concerns about the water system’s capacity have been a continual point of discussion in the community. Belcarra’s original agreement with the DNV stated a maximum instantaneous flow of 14 litres per second (L/s). The system flow was increased in 2019 to 20 L/s, and the Village is actively pursuing ways to add additional storage capacity to the system to bolster its ability to provide additional fire flows. Studies for improving the water system’s capacity were completed in 2017 and 2022. These studies highlighted several options for additional reservoirs and pumps, respectively. However, all options require significant capital investments for new infrastructure.

Residents living on water-access-only properties, and other sections of Belcarra that are not contiguous with the main community, source their water from wells or other sources. There are also many properties in the contiguous community that still get their domestic water from wells, and are dependent on the oversight and approval of the [Fraser Health Authority](#) to maintain the quality of their domestic water.



COMMUNITY CHARACTER

Belcarra residents were asked: “What three (3) words would you use to describe Belcarra today?”. This question was posed to residents through a community survey and a public open house. The responses, which were amalgamated, were used to create the word map below. The size of the word reflects the number of times the word was reported. For example, the word “beautiful” was reported the most by Belcarra residents.



EMERGING PRIORITIES

The community engagement process identified policy areas residents and the OCP Review Committee members consider emerging priorities for Belcarra. The community provided feedback on emerging priorities through a community-wide survey, a public open house, and a visioning workshop with the OCP Review Committee. In all forums, the community was asked: “What emerging priorities should Belcarra be planning for?”. All feedback was themed, analyzed and reported. The top five (5) themes from the three (3) engagement activities were as follows:

Table 2 Emerging Priorities

Rank	Survey	Open House	Committee
1	Emergency Preparedness	Infrastructure & Servicing	Environmental Management & Climate Action
2	Infrastructure & Servicing	Emergency Preparedness	Infrastructure & Servicing
3	Financial Sustainability	Community Building & Engagement	Preservation of Rural Character
4	Housing & Population	Financial Sustainability	Financial Sustainability
5	Active Transportation	Active Transportation	Housing & Population

The community generally agrees on the emerging priorities for which Belcarra should be planning for through the strategic objectives and policies of the OCP.



VISION AND STRATEGIC GOALS

The vision and strategic goals of the plan are based on feedback provided through a community-wide survey, a public open house, and a visioning workshop with the OCP Review Committee. The purpose of the community survey was twofold: 1) to better understand the community's aspirations; and 2) to better understand the community's priorities. A total of 111 residents completed the survey representing 16 percent of the population. Residents were asked ten (10) questions in the survey including the following:

- What do you love most about your community?
- In 20 years, Belcarra will be ... (finish the sentence).
- What three (3) emerging priorities should Belcarra be planning for?
- What is one (1) thing you would change about Belcarra?

Village residents had an opportunity to explore these themes in greater detail during a public open house. A total of 51 residents, elected officials, and Village staff attended the open house. In small breakout rooms, the following questions were discussed:

- When you think of Belcarra 20 years from now, what does your ideal community look like?
- What needs to change about Belcarra today for your ideal to become a reality?
- What emerging priorities should the OCP address? Why?

Members of the OCP Review Committee participated in a similar workshop where they discussed the following questions:

- What three (3) words would you use to describe Belcarra today?
- In 20 years, Belcarra will be ... (finish the sentence).
- What emerging priorities should Belcarra be planning for?

Feedback from these engagement activities was themed and analyzed to develop the vision and strategic goals presented here:

Vision

Belcarra is a peaceful Village 'between forest and sea'.

"Belcarra is a beautiful, quiet sanctuary 'between forest and sea'. We have a duty to remember and honour its history, to protect and conserve its natural beauty, retain a village community feel, and to care for and safeguard this special place for future generations."

Strategic Goals

The following are the identified strategic goals; unranked and in no particular order:

- To advance indigenous reconciliation within the Belcarra community.
- To ensure long-term financial sustainability.
- To be a steward of the natural environment.
- To be prepared for emergencies.
- To be a municipality that evolves sustainably, pursuing better connections between all areas of the community.
- To be a Village that offers a range of housing options.
- To meet the regional greenhouse gas reduction target.
- To be a safe place for residents and visitors to explore.
- To be a community where residents feel engaged, informed, and heard.
- To be a connected neighbour with strong inter-governmental relationships.



Village of Belcarra — Aerial view *circa* 1980.

KEY POLICY AREAS

The OCP has nine (9) key policy areas: 1) Natural Environment; 2) Hazard Lands; 3) Climate Change; 4) Mobility; 5) Financial Sustainability; 6) Municipal Infrastructure; 7) Land Use Designations; 8) Communication, Collaboration, and Reconciliation; and 9) Implementation. The OCP is intended to be read as a whole. The key policy areas, when read together, form a comprehensive policy framework that will guide land use planning, growth, and development in Belcarra for the next 5 to 10 years.

Natural Environment

Belcarra is a coastal community on the shores of Indian Arm and Bedwell Bay. Belcarra is surrounded by conservation and recreation areas comprised of environmentally sensitive areas like wetlands, woodlands, and riparian areas. A number of creeks flow through Belcarra including Kitty Creek, Owens Brook, Farrer Creek, Capon Creek, Sasamat Creek, Avalon Creek, Ray Creek, Bole Creek, Dutchman Creek, Robson Creek and Woodhaven Creek. These creeks flow through mature forests, young forests, and riparian areas. The tree canopy is comprised of a healthy mix of coniferous and deciduous trees that provide shelter for a host of forest dwellers including birds, amphibians, deer, cougars, bobcats and bears. Belcarra works collaboratively with the Vancouver Fraser Port Authority, BC Parks, Metro Vancouver Regional Parks, and Tsleil-Waututh Nation to manage and protect these natural areas.



Coastal Black-Tailed Deer — Woodhaven 2021.

Vancouver Fraser Port Authority Areas

Belcarra is located within the [Vancouver Fraser Port Authority's \(VFPA\) Indian Arm planning area](#), which extends from Cates Park (Whey-ah-Wichen) in the District of North Vancouver to the Indian River estuary. For at least three thousand years, this territory has been home to the Tsleil-Waututh people. Indian Arm was an important source of marine food and a key trade/travel route supporting the Tsleil-Waututh village site at təmtəmíxʷtən (Belcarra). The VFPA [Land Use Plan](#) provides a land use policy framework to accommodate growth in a socially, environmentally, and economically responsible way.

The VFPA has identified important environmental areas with fish and fish habitat value occurring within (or near) intertidal zones, conservation areas, cultural areas, and estuaries of streams. These areas provide food and shelter for wildlife and marine mammals living in Burrard Inlet and are factors considered by the VFPA when making decisions. Important environmental areas are identified on **Figure 5 – Environmentally Sensitive Areas Map**.

Applications are required for any works and/or activities within VFPA's jurisdiction. The Vancouver Fraser Port Authority issues project permits and licence agreements for the construction, alteration, removal and management of recreational docks, not the Village of Belcarra, and all marine and land development applications are referred to the Vancouver Fraser Port Authority. It should be noted that VFPA is not accepting applications for recreational waterlot licences in Bedwell Bay until further stakeholder engagement is completed.

It is a policy of Council to:

1. Refer all land use planning and development applications, within VFPA lands and waters, to the port authority to confirm permitting and licencing requirements.
2. Support VFPA protecting eelgrass beds by working with existing recreational waterlot licencees to ensure a minimum depth of water below the float at low tide.
3. When requested, collaborate with the VFPA and Tsleil-Waututh Nation on port authority led initiatives to monitor, protect, and enhance critical riparian, marine, and estuarine environments.

Regional Conservation and Recreation Areas

Seventy percent of Belcarra is designated “Conservation and Recreation” by Metro Vancouver. The “Conservation and Recreation” land use designation is intended to help protect significant ecological and recreation assets like wildlife management areas, ecological reserves, forests, wetlands, riparian areas, major parks and outdoor areas, and other ecosystems that may be vulnerable to climate change and natural hazard impacts. Lands designated “Conservation and Recreation” are shown on **Figure 6 – Metro Vancouver Land Use Designations Map** and include places like tæmtæmíxʷtæn (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park.

It is a policy of Council to:

1. Protect and enhance conservation and recreation areas by buffering them from adjacent uses.
2. Permit uses that are consistent with the intent of Metro Vancouver's conservation and recreation designation.
3. Strive for no net ecosystem loss when developing and operating utility and transportation infrastructure in regional conservation and recreation areas.
4. Invite Tsleil-Waututh Nation to share their knowledge and history of the regional conservation and recreation areas.
5. Support “Dark Sky” policies to reduce night-time light that can disturb the environment; for example, promote the use of amber lights and lights that shine down (not up or sideways) that allow animals and insects to retain their normal life cycles without interruption at night.



Black Bears — Farrer Cove 2022.



Environmentally Sensitive Areas

Belcarra's natural beauty includes a collection of Environmentally Sensitive Areas (ESAs) that are part of a complex ecological system that includes a variety of plant and wildlife. The ESAs were designated by the Metro Vancouver [Sensitive Ecosystem Inventory](#). Belcarra's ESAs include natural features like eelgrass beds, mature forests, wetlands, woodlands, and riparian areas. Lands identified as ESAs by Metro Vancouver and the Vancouver Fraser Port Authority (VFPA) are shown on **Figure 5 – Environmentally Sensitive Areas Map**.

It is a policy of Council to:

1. Strive for no net ecosystem loss in environmentally sensitive areas through planning and development processes.
2. Require planning and development applications to demonstrate how ecosystem loss will be mitigated, to the greatest extent possible, where it is unavoidable.
3. Require ecosystem restoration as a condition of development permit approval.
4. Support the research and work being undertaken by Tsleil-Waututh Nation, VFPA and Metro Vancouver to identify, protect, and enhance ESAs.
5. Update the municipality's ESA mapping as new data is provided by Metro Vancouver and the Vancouver Fraser Port Authority (VFPA).



Black Bear — Farrer Cove 2018.



Tree Canopy

Belcarra is located within a temperate rainforest that is comprised of young broadleaf trees and mature coniferous trees. The forests surrounding the community contribute to its scenic beauty and unique character. Belcarra residents value the surrounding forests and natural views as important components for their health and well being. As the Village tree canopy matures, it is important to protect its semi-rural character and well-established view corridors. Significant portions of the tree canopy have been identified as ESAs on **Figure 5 – Environmentally Sensitive Areas Map**, including mature forests, woodlands, and young forests. Metro Vancouver also has a [Regional Tree Canopy Report \(2019\)](#).

It is a policy of Council to:

1. Support the management of trees on municipal property through the [Managing Trees, Views, and Landscapes Bylaw](#).
2. Support a balance between tree retention and view retention with regard to the policy pertaining to tree management on municipal land except where environmentally sensitive areas (ESAs) are involved such as riparian zones.

Invasive Species Management

Invasive species are those which occur outside their natural range. Invasive species can have significant ecological, social and/or economic impacts once established. A catalogue (and map) of invasive species found in Belcarra was prepared in 2014. Several invasive species, including knotweed, giant hogweed, and Himalayan blackberry were identified and remain pervasive in the community.

It is a policy of Council to:

1. Partner with the [Invasive Species Council of Metro Vancouver](#) to update the Invasive Species Catalogue and Map.
2. Develop an 'Invasive Species Management Plan' based on an updated catalogue and map for the community and Metro Vancouver's [Regional Best Management Guides](#).
3. Partner with the 'Invasive Species Council of Metro Vancouver' to raise awareness of invasive species (and invasive species management) through public education and community events.
4. Support Metro Vancouver management of invasive species in tɛmtɛmíxʷtɛn (Belcarra Regional Park).
5. Support BC Parks management of invasive species in Say Nuth Khaw Yum (Indian Arm) Provincial Park.
6. Publish information on Belcarra's website regarding invasive species (and their management) on the Village website for public education.



Rough-skinned Newt

Wildlife Management

Belcarra is surrounded by natural beauty that is home to a variety of birds and wildlife. River otters and harbour seals frequent the water's edge while racoons, cougars, bobcats, deer and bears forage for food in the forest. A host of other species live, and travel through, the community's conservation and recreation areas and environmentally sensitive areas. It is the responsibility of every resident and visitor to respect the birds, aquatic life, and wildlife with whom we share our natural environment.

It is a policy of Council to:

1. Enforce the [Wildlife and Vector Control \(Bear\) Bylaw](#).
2. Support the Ministry of Environment and Climate Change Strategy [Bear Smart Community Program](#) through public outreach and education.
3. Support community led initiatives to become an official "Bear Smart" Community.
4. Invite Tsleil-Waututh Nation to share wildlife stories to promote learning and relationship building.
5. Support Metro Vancouver's conservation efforts to protect Rough-skinned Newts and other threatened and endangered species within regionally designated Conservation and Recreation areas.
6. Publish information on Belcarra's website regarding Metro Vancouver's multi-year Rough-skinned Newts monitoring program for public education.



Black Bear — Whiskey Cove 2021.



Water Quality

Water quality is a measure of how much pollution is in our water system. Water quality depends on the temperature of the water as well as the number of bacteria and amount of dissolved mineral content in the water. Belcarra is located between Sasamat Lake, Sasamat Creek, Bedwell Bay, and the broader Burrard Inlet. Belcarra also has several streams, creeks, and springs that flow through the municipality. Development (existing and proposed) presents a risk to water quality as contaminants enter the water system through the day-to-day activities of a community's residents and visitors.

It is a policy of Council to:

1. Support ongoing research and monitoring initiatives underway by Tsleil-Waututh Nation and their partners to implement the [Burrard Inlet Action Plan](#).
2. Advocate that [Transport Canada](#) prohibit the discharge of sewage from all boats and marine craft into Bedwell Bay. (Note: Belcarra has advocated for sewage discharge regulations for many years, but Bedwell Bay is a federally regulated waterbody and the federal government has not supported Belcarra's initiatives to prohibit sewage discharges into Bedwell Bay.)
3. Support local initiatives to clean municipal beaches and shorelines.
4. Publish local water quality resources on the Village website for public education.

Air Quality

Air quality is a measure of how much pollution is in the air we breathe. Outdoor air quality depends on the type, and quantity, of pollutants in the air and weather (wind, precipitation, temperature). Belcarra is a coastal community surrounded by parks and conservation areas that contribute to good air quality. At the same time, Belcarra's semi-rural character and remote location compromise air quality as vehicle trips are made to access necessities, employment, and schools.

It is a policy of Council to:

1. Promote active transportation to eliminate short vehicle trips to reduce transportation emissions.
2. Advocate additional public transit service to reduce vehicle trips to tæmtæmíxwtæn (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park.
3. Lead by reducing vehicle emissions from municipal fleet vehicles and equipment.
4. Publish local and provincial air quality monitoring and reporting resources on the Village website for public education.

Sand and Gravel

Belcarra does not have any known sand and gravel deposits in commercial quantities.



Bedwell Bay — View looking north up Indian Arm.



Belcarra Park — Winter 1985
(Print by Belcarra artist Ruth Adams Booth)

Hazard Lands

Belcarra's natural setting, while tranquil, also exposes it to risks from hazard lands. Understanding and preparing for these hazards is critically important to ensure long term community stability. This includes emergency response planning and policies designed to respond to specific hazards including flooding, sea level rise, steep slopes and wildfire.

Emergency Response Planning

Emergency preparedness is a priority for Belcarra residents. The community wants to be ready to act when faced with an emergency situation, whether it be an earthquake, flood, wildfire or some other natural or man-made disaster. Municipalities across British Columbia are developing Emergency Response Plans (ERPs) to prepare for, respond to, and recover from disasters. These plans identify potential hazards and priority actions to be taken in the event of a disaster. These plans also articulate roles and responsibilities for municipal staff and emergency response agencies like the Sasamat Volunteer Fire Department (SVFD).

It is a policy of Council to:

1. Collaborate with the Sasamat Volunteer Fire Department (SVFD) to develop an Emergency Response Plan (ERP).
2. Collaborate with the SVFD to annually test the Emergency Response Plan.



3. Support the SVFD regarding the future replacement of the Bedwell Bay Fire Hall.
4. Collaborate with Anmore, Port Moody, Metro Vancouver, the Province of British Columbia, BC Hydro, and the SVFD to develop a coordinated Emergency Response Plan to prepare for sub-regional emergencies.
5. Publish the Emergency Response Plan, including evacuation routes, on the Village website for public education.
6. Collaborate with the SVFD to coordinate mutual aid response resources for the community, and particularly for more remote water-access-only properties.
7. Encourage the adoption of residential indoor and outdoor fire sprinkler initiatives wherever feasible.
8. Collaborate with the SVFD to encourage the acquisition of portable fire pumps by water-access-only property owners as a means of reducing the risk of fire spread.
9. Promote recruitment of volunteer firefighters and evaluate incentive programs to increase volunteer firefighter retention.
10. Examine the feasibility of creating an emergency response communication tool and process for a municipal designate (e.g., mayor, fire chief, RCMP, etc.) to provide clear and accurate information for residents during largescale emergencies.
11. Encourage Metro Vancouver and the City of Port Moody to pursue preventative fire protection measures within Belcarra Regional Park, including the installation of hydrants along Tum-Tumay-Whueton Drive from existing Port Moody Thermal Plant water mains.
12. Continue to examine cost-effective ways of increasing water storage capacity for fire-fighting to the existing municipal water system.

Steep Slopes

Much of Belcarra is built on hillsides which contribute to the community's natural beauty. While scenic, steep slopes pose geotechnical risks such as landslides and subsidence which can cause damage to structures and infrastructure thus risking public safety. Steep slopes are identified as those having a natural slope greater than 30 percent for more than 1.5 metres and/or pose a potential for landslides or geotechnical hazards.

It is a policy of Council to:

1. Require technical studies for lands that may be subject to soil instability, rock fall, debris flows, etc., as determined by the Approving Officer and/or Building Inspector during the subdivision and/or building permit approval process. Technical reports shall be completed by a geoscientist registered with [Engineers and Geoscientists BC](#) (EGBC).
2. Require that erosion mitigation and slope stabilization measures be implemented for future development, including but not limited to, the altering of land and soil, the erection and placement of buildings and the installation of in-ground sanitary or storm sewer systems.
3. Maintain steep slopes in their natural state where possible.
4. Maintain existing vegetation in order to avoid erosion, slumping and mass wasting. Access improvements on a steep slope such as roadways, pathways and trails shall be located and constructed so as not to disturb the slope or natural drainage.
5. Require new buildings and structures to be sited in accordance with building setbacks and other requirements as determined by a geoscientist registered with EGBC.
6. When new buildings and structures are approved, require that provisions are made for the disposal of surface run-off and storm water drainage to divert it away from the steep areas that may be subject to sloughing or erosion.

Flood and Sea Level Rise Hazards

As a waterfront community, Belcarra is susceptible to flooding from Indian Arm and its tributaries. The risk of flooding has increased as climate change continues to alter weather patterns.



Proactive management of waterfront and flood zone interfaces will be important to mitigate potential impacts on property and infrastructure.

It is a policy of Council to:

1. Discourage new development within the 200-year floodplain for the various creeks that feed into Indian Arm.
2. Require technical studies and recommendations from registered and certified professionals for all new subdivisions of lands within flood or sea level rise hazard areas.
3. Participate in ongoing regional and provincial efforts to monitor and predict sea level rise and incorporate any relevant findings into future Belcarra development policies.

Wildfire Management

The summer months are becoming hotter and drier while extreme weather events like thunderstorms are becoming more frequent. Lightning is a leading cause of wildfires in British Columbia. Wildfire management is of critical importance to Belcarra residents as the community and adjacent areas are heavily forested.

It is a policy of Council to:

1. Advocate that the [B.C. Wildfire Service](#) develop a strategy for 'Provincial Crown Land' and 'Regional Park Land' whereby the Province provides priority aerial fire response for MV regional parks, MV watersheds and Crown Land forest interface areas.
2. Continue the current [FireSmart Program](#) initiatives with a resident awareness and education program and require that all new construction be 'FireSmart'.
3. Retain a qualified professional to undertake a 'Wildfire Hazard Assessment' every five (5) years.
4. Update the 'Community Wildfire Resilience Plan' every five (5) years.
5. Apply for provincial government grants to fund wildfire prevention initiatives.
6. Work with the 'Sasamat Volunteer Fire Department' to raise awareness of the 'FireSmart' program through public education materials and community events.
7. Advocate development of 'Fire and Fuel Management Plans' for Provincial Crown and Metro Vancouver owned land near Belcarra.
8. Educate residents on emergency evacuation routes in the event of a wildfire.

Climate Change

Research published in Metro Vancouver's 'Climate 2050', describes six (6) ways the regional climate will change over the next 30 years. Belcarra can expect warmer temperatures; longer summer dry spells with rainfall declining by 20%; wetter autumns and winters; more extreme precipitation events with more rain on the wettest days and a higher frequency of heavy rain events; decreased snowpack; and rising sea level that will impact our coastal communities.

Climate Action Planning

Belcarra is a signatory of the [B.C. Climate Action Charter](#) that commits municipalities to 1) becoming carbon neutral in their corporate actions; 2) measuring and reporting their greenhouse gas emissions; and 3) creating complete, compact, and more energy efficient communities.

It is a policy of Council to:

1. Uphold Belcarra's commitment to the 'BC Climate Action Charter'.
2. Develop a 'Climate Action Plan' to support and inform decision-making and reduce the potential long-term costs and impacts associated with climate change.



Greenhouse Gas Reductions

The regional greenhouse gas reduction target is 45% below 2010 levels by the year 2030 with an aspirational target to become carbon neutral by 2050. Metro Vancouver is seeking to achieve these targets by reducing energy consumption and greenhouse gas emissions, creating carbon storage opportunities and improving air quality from land use, infrastructure, and settlement patterns. A strategic goal of this Plan is to meet the regional greenhouse gas reduction target by 2030. Belcarra recognizes that greenhouse gas emissions are dropping across the region due to building improvements, vehicle energy efficiencies, and lower carbon energy sources like electricity and renewable fuels. It is a policy of Council to:

Building Improvements

1. Support the [B.C. Energy Step Code](#) goal of reaching net zero energy for new construction by 2032.
2. Evaluate Belcarra's BC Energy Step Code requirements every two (2) years.
3. Require greenhouse gas reductions for buildings undergoing renovations.
4. Continue to require demolition waste be diverted away from the landfill to the greatest extent possible, and continue to encourage recycling and material salvage where possible during the demolition process.
5. Continue to encourage infill development through the construction of secondary suites, coach houses, duplexes, triplexes and fourplexes.
6. Reduce environmental risk by encouraging best practices for both septic (Type 1) and innovative (Type 2 & 3) sewage disposal systems.
7. Continue to permit home-based businesses in residential areas throughout the community.
8. Support private homeowner green energy transitions.
9. Continue to increase energy efficiency in municipal facilities.

Vehicle Energy Efficiencies

1. Promote low carbon forms of transportation such as walking, rolling, cycling, and public transit consistent with the Metro Vancouver's [Regional Greenways 2050](#) plan.
2. Work with Metro Vancouver to develop the [Regional Greenways Network](#) through Belcarra.
3. Advocate TransLink provide more frequent transit service regional park areas in the summer months to reduce local emissions.
4. Expand the active transportation network, making it the most convenient option for short trips within the community that is safe for all users.
5. Advocate the installation of secure bike parking and electric charging stations in Metro Vancouver Regional Parks.
6. When practical, transition to zero-emissions municipal vehicles by 2040.

Low Carbon Energy Sources

1. Encourage the development of low impact alternative/renewable energy sources; e.g., heat pumps and solar panels.
2. Ensure heat pumps are installed such that the noise is dampened for both wildlife and neighbours as per Belcarra's [Good Neighbour Bylaw](#).

Other Greenhouse Gas Reduction Initiatives

1. Investigate a commercial land use designation to provide necessities to residents, thereby reducing vehicle trips.
2. Adopt a 'Green Procurement Policy' to guide the purchase of materials, supplies, and services.



3. Reduce greenhouse gas emissions associated with landfill operations by reducing the amount of waste and compost going to the municipal landfill site.
4. Request provincial support for measuring, monitoring, reporting, and reducing GHG emissions.
5. Support Climate Action initiatives by residents by providing information and education, and encouraging fuel switching and the adoption of efficient energy practices; for example, replacing wood burning stoves and purchasing electric vehicles and yard-maintenance equipment.
6. Support regional, provincial and federal initiatives to provide infrastructure for electric and hydrogen-powered vehicles.
7. Support local food production on private property to reduce GHG emissions generated by transporting food.
8. Publish greenhouse gas reduction material on the Village website for public education.
9. When practical, transition to municipal equipment that is powered by electricity by 2040.

Mobility

Belcarra's many trails and pathways enable residents to connect with nature. The community's compact form allows residents (and visitors) to explore on foot, bicycle, transit, or with the use of mobility aids. Belcarra residents want walking, cycling, and rolling to be more inclusive and safer for all ages and abilities throughout the community.

Active transportation refers to any form of human-powered transportation. Active transportation includes walking, rolling, cycling, jogging, and the use of mobility devices such as wheelchairs, walkers, and strollers. A well-developed active transportation network can help reduce reliance on motor vehicles, thereby reducing traffic and congestion and increasing community health and well-being. Such a network can also improve ageing in place and access to recreational opportunities. It is important that active transportation infrastructure (e.g., pathways, trails, bicycle lanes) be safe and comfortable, so people of all ages and abilities can access these benefits. It is equally important that a well-developed active transportation network have multiple connections within a community to support walking, rolling, cycling and the recreational use of trails.

There are currently no commercial facilities in Belcarra which mean residents must make extended trips out of the community to access necessities. The local road network plays an important role in the community as residents make daily trips for school, employment, shopping, and other services. The local road network accommodates public transit as well as personal vehicles. Belcarra's Transportation System is shown on **Figure 7 – Transportation Map**.

Belcarra must carefully consider future road upgrades to ensure the road network remains functional, parking is not negatively impacted, and there is enough room for all road users to peacefully and safely coexist.

There are neighbourhoods within Belcarra that cannot be accessed by the existing road network. Roughly 30 lots are water-access-only.

Active Transportation and Trails

Belcarra's existing municipal trails and pedestrian corridors are shown on **Figure 4 – Parks and Recreation Map**. It is a policy of Council to:

1. Document the existing municipal trails as part of this OCP, and undertake a study to identify additional pathway connections on undeveloped road right-of-ways.
2. Establish a process for prioritizing how and where money would be spent on development of new municipal trails.
3. Maintain the existing municipal trail network to ensure public safety and environmental protection.

4. Investigate options to improve pedestrian safety on Bedwell Bay Road.
5. Collaborate with Metro Vancouver to implement the [2050 Greenway Vision](#) by designing and constructing a new multi-use pathway through Belcarra.
6. Pursue funding to develop an 'Active Transportation Plan'.
7. Develop an 'Active Transportation Plan' that identifies new pedestrian and cycling routes and required upgrades to existing infrastructure. The Plan should provide residents (and visitors) with more transportation choices.
8. Provide appropriate end-of-trip facilities for cyclists, such as bicycle storage/racks at key destinations in the community.
9. Advocate Metro Vancouver provide appropriate end-of-trip facilities for cyclists in t̓əmt̓əmíx̓w̓t̓ən (Belcarra Regional Park).
10. Incorporate universal access design when replacing or upgrading road infrastructure to support ageing in place.
11. Integrate trails (e.g., adjacent, separated bicycle lanes) when replacing or upgrading road infrastructure where possible.
12. Collaborate with the Tsleil-Waututh to designate heritage trails such as the trail from the Belcarra picnic grounds (ancestral indigenous village site) along the shore of Bedwell Bay and along Sasamat Creek to Sasamat Lake and over to the indigenous village site at loco.
13. Collaborate with the Tsleil-Waututh to implement a wayfinding sign program to identify and provide direction to key destinations. Wayfinding and signage should incorporate traditional Tsleil-Waututh place names.
14. Encourage Metro Vancouver to revitalize the road surface of Bowser Avenue and the trail on the north side of Sasamat Lake to permit safer cycling and pedestrian access to the community, while also providing another option for emergency vehicle egress.



TransLink's Community Shuttle Bus — Belcarra 182

Road Network, Parking and Transit

The roads system as shown on **Figure 7 – Transportation Map** will continue to function as the road network that is required to handle vehicular traffic over the next 5-to-10-year period. Accordingly, it is a policy of Council to:



1. Continue to designate Bedwell Bay Road as the major collector route for Village residents.
2. Continue to designate Tum-Tumay-Whueton Drive as the the only vehicle access road for Belcarra Regional Park picnic and staging area while protecting wildlife such as the regionally unique migration of Rough-skinned Newts from road traffic.
3. Not develop new roads by the Village within the time frame of this Plan except for support of a new public road access to the southern portion of Farrer Cove within Belcarra North:
 - a. Facilitate discussions with the appropriate parties with respect to exploring mechanisms to secure long-term legal road access to Farrer Cove (South).
 - 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.
 - c. The capital costs to develop a new road to municipal standards, including the potential upgrading of the bridge across Windermere Creek (*a.k.a.* Sasamat Creek) and the potential upgrading of the Senkler Road / Bedwell Bay Road intersection, will not be borne by the Village but by third parties such as the owners and developers of Belcarra North properties.
 - d. In cases where a new Belcarra North access road traverses a property within the Farrer Cove (South) area and in so doing would render the size of a lot in a future subdivision to be less than 0.50 acres (0.20 ha), Council will consider a site-specific rezoning application to accommodate the creation of such a lot subject to the necessary approvals by the [Fraser Health Authority](#).
 - e. Ensure that the design of the new Farrer Cove Road and its connection with Senkler Road via Bowser Avenue will minimize impact on the existing residents along Senkler Road.
 - f. The general alignment of the proposed new road is conceptually identified on **Figure 7 – Transportation Map**.
4. Support the site-specific subdivision of the Farrer Cove properties subject to the [Land Title Act](#) and [Regulation](#) and obtaining domestic water and sewage disposal approval from [Fraser Health Authority](#).
5. Manage use of municipal road allowances by private individuals via Council Policy.
6. Advocate development of a 'Visitor Use Management Strategy' for parking and traffic management be prepared by Metro Vancouver. The Strategy should consider the effects of visitor use on ecological, physical, and experiential conditions.
7. Collaborate with Metro Vancouver, City of Port Moody, BC Parks, and TransLink to find solutions to traffic, congestion, and parking problems caused by visitors to təmtəmíxʷtən (Belcarra Regional Park) and Say Nunth Khaw Yum (Indian Arm) Provincial Park.
8. Collaborate with Metro Vancouver, City of Port Moody and TransLink to optimize transit service to Belcarra and Belcarra Regional Park by making transit faster and more direct than by private vehicle.
9. Obtain funding for safety improvements such as crosswalk enhancements, signage, lighting and pedestrian crossing flashing warning-light signals.
10. Continue to restrict parking by regional park visitors to locations outside the residential areas of the Village.
11. Support the development of a community ride share program to meet the needs of those who do not drive.
12. Ensure future road upgrades or replacement projects carefully consider impacts on the stormwater drainage network.
13. Require new roads and/or road upgrades to be funded by landowners through the development permit process.
14. Permit infill development in the form of secondary suites, coach houses, duplexes, triplexes and fourplexes to make the most efficient use of the existing road network and to provide better access to community amenities and services.



15. Support public road access to the southern portion of Farrer Cove within Belcarra North, recognizing: 1) access requires approval from Metro Vancouver and Port Moody; and 2) the municipality does not intend to fund any of the capital costs associated with constructing the road.
16. Install additional bus shelters at transit stops along Bedwell Bay Road as identified by Council such as at the Village Hall and Midden Road.
17. Improve signage for the turn-off to Belcarra picnic grounds — there should be earlier, larger, clearer signage so that fewer cars miss the turn-off to the picnic grounds.
18. Install two new pedestrian crosswalks: one located immediately south of the Village Hall driveway access; and one a little north of Watson Road.
19. Implement traffic-calming such as converting all pedestrian crosswalks to raised crosswalks.
20. Install an electronic speed warning sign about 50 meters south of the WARD access driveway that flashes a vehicle's speed when travelling over 50 kph.
21. Ensure that parking for picnic grounds visitors is located south of Bedwell Bay Road and Midden Road to prevent park visitors from travelling through the community residential areas.
22. Install welcoming signage such as: 'transit, bicycles and pedestrians welcome'.
23. Allow vehicles that display SVFD or 'Coquitlam Search and Rescue' license plates to park in resident-only parking areas in recognition of the important work that these volunteers do for the community.
24. Express concern to Metro Vancouver Parks regarding the impact of over-flow parking on the safety of bicyclists using Tum-Tumay-Whueton Drive.
25. Support electric vehicle charging stations for regional park visitors and for MV employees who park at the MV Park Works Yard.
26. Consider making limited, designated parking available for scuba divers at Whiskey Cove — possibly via a permit system — if administered and policed by MV Parks personnel.
27. Support enforcement of marine traffic speed limits, wake management, noise management and policing on the waters of Indian Arm and Bedwell Bay — needed to manage excessive speeds of boats and jet-skis in these high-use recreation areas.
28. Support Metro Vancouver–Tsleil-Waututh partnerships that provide low-environmental-impact rentals — such as electric bicycles, paddleboards and kayaks — within Belcarra Regional Park.
29. Support Metro Vancouver–Tsleil-Waututh partnerships that provide increased food service opportunities within Belcarra Regional Park.
30. Prohibit resident helicopter use on private land within Belcarra's municipal boundaries as it is not conducive to preserving the peace and tranquility of the community.
31. Support efforts by Port Moody and Metro Vancouver to reduce peak summer-time use of private vehicles travelling to Belcarra Regional Park recreation areas (Sasamat Lake and Belcarra picnic grounds) and restrictions on parking along Bedwell Bay Road.
32. Support efforts on prioritizing rideshare, transit, and bicycle (including electric bikes) access to Belcarra Regional Park.
33. Provided there are no legal issues, pursue installation of a dedicated closed-circuit camera at the entrance to the Village as an aid to police investigate criminal incidents and deter late-night vehicle racing.
34. Support the use of private ride-hailing services.
35. Support temporary resident visitor parking exemptions for weddings, graduations, and community events, etc.
36. Manage movie industry traffic and parking through the current permitting processes of the municipality and the MV Parks Department.



Water-Access-Only Properties

1. Support water access only lot owners (and their visitors) using the water access at Farrer Cove to access their properties, recognizing the boat launch is not a public entity, nor is the boat launch located on public land.
2. Continue to consider water access as an acceptable form of legal access for new site-specific subdivisions where public road access may not be possible subject to the [Land Title Act](#) and [Regulation](#).

Municipal Infrastructure

Belcarra is a semi-rural community with varying levels of municipal infrastructure and servicing. Residents enjoy municipal water services and rely on private septic systems to manage liquid waste. Residents also enjoy solid waste, recycling, and composting services provided by the municipality. Belcarra's level of municipal infrastructure and servicing is consistent with municipalities of its size and nature across the province.

Asset Management and Infrastructure Planning

Belcarra owns and manages a significant portfolio of infrastructure assets. These assets include: roads; the municipal water system; stormwater network (ditches, culverts and storm water mains); the Village hall; the Public Works facilities and other assets that must be maintained and periodically replaced. In addition, it is Belcarra's responsibility to monitor community needs to plan for new municipal infrastructure as needed. Planning for existing and future assets is a significant capital expense that requires community and Council input.

It is the policy of Council to:

1. Ensure that municipal infrastructure is functional and in good working order.
2. Develop an 'Asset Management Plan' to track the maintenance and lifespan of municipal assets.
3. Work with neighbouring jurisdictions to understand where there may be opportunities to partner in the delivery of capital projects or upgrades that can benefit Belcarra residents.
4. Ensure that municipal assets are located on municipal rights-of-way or road allowances.
5. Ensure that municipal assets and service delivery levels are aligned with community goals and financial sustainability.



Belcarra Municipal Hall



Financial Sustainability

It is the policy of Council to:

1. Continue to work on asset management planning in conjunction with 25-year financial planning as a key means to ensuring financial sustainability for the municipality and strive to update those two plans at least once every five years. The Belcarra Council recognizes the importance of managing and sustaining the Village's assets / infrastructure to create a sustainable and balanced community and has prioritized Asset Management as a key strategic goal.
 - a. Incorporate the results of Asset Management into the long-term financial plan to create a fully integrated Asset Management / Long-Term Financial Plan.
 - b. Focus on the importance of Asset Management and related long-term financial planning to manage assets and infrastructure in a responsible and systematic manner, which includes the ongoing maintenance, replacement, renewal of assets.
2. Continue to make contributions to the Capital Asset Reserve Fund to address the municipality's infrastructure replacement costs as part of the 25-year financial planning.
3. Support appropriate operation and maintenance programs that ensure the maximum life of municipal infrastructure, reduce frequency of infrastructure replacement, and facilitate proper functionality of the infrastructure.
4. Ensure that infrastructure decisions are based on a full life-cycle cost accounting analysis.
5. Ensure that service and amenity delivery expectations through subsidized infrastructure improvements that increase property values and improve the quality of life for residents are aligned with the financial resources of the municipality. The value to private homeowners as a group should also be considered — financial and otherwise.
6. Allowing for modest growth in the number of households may provide additional revenue and reduce the need for higher taxes in order to meet the future financial obligations of the Village.
7. Facilitate future investment in the Village by being flexible with respect to lot size restrictions, while preserving the semi-rural character, consistent with residential land use policies.
8. Encourage subdivision and development applicants to consider the financial implications to the Village as a result of new development, and require subdividers and developers to assume responsibility for the costs associated with system and service upgrades to accommodate new development.

Water

Belcarra's municipal water system is a combined system for potable water and fire protection. Individual properties are serviced by a municipal water system. The District of North Vancouver supplies the water through a marine pipeline that crosses Indian Arm from Strathcona to Midden Road. Belcarra's municipal water system includes a series of water mains, reservoirs and hydrants, as shown on **Figure 8 – Water Infrastructure Map**.

It is a policy of Council to:

1. Measure the demand on (and capacity within) the municipal water system through the SCADA (Supervisory Control And Data Acquisition system) that allows the Village to monitor real-time data directly, interact with water system sensors, valves, pumps, motors and record events into a log file. The SCADA provides for remote monitoring of water levels in Tatlow Reservoir during fire calls.
2. Continue to allow residential private wells and community water systems subject to the [Drinking Water Protection Act](#) and [Regulation](#), and approval by [Fraser Health Authority](#).
3. Promote the reduction of community water consumption through outdoor water use restrictions and water metering.
4. Update the [Fees and Charges Bylaw](#) to encourage water conservation through a new fee structure for water.



5. Continue to publish water conservation information on the village website for public education.
6. For subdivision of properties that do not have access to the municipal water system, support use of surface water (streams) for domestic water subject to the [Drinking Water Protection Act](#) and [Regulation](#), and approval from the [Fraser Health Authority](#).

Unserviced Properties

Belcarra has some unique properties that are not serviced by the municipal water system, and only accessible by water transportation. It is not envisioned these properties will be serviced by municipal domestic water within the next five (5) years. In Addition, there are many households in the Village that continue to get their water from wells, and those property owners rely on the controls and oversight of the Village and the [Fraser Health Authority](#) to maintain their water quality.

Stormwater

Many areas of Belcarra are serviced by an open drainage system of ditches that convey stormwater to local creeks and streams. The drainage system allows stormwater to infiltrate the ground, thus slowing the flow of stormwater. Belcarra's open drainage system is an asset as it provides habitat for a variety of aquatic life and serves to filter contaminants out of stormwater runoff. It is a policy of Council to adopt an 'Integrated Stormwater Management Plan' to guide growth, development, and construction of drainage infrastructure in the municipality, including ditches.

Liquid Waste

Belcarra is a rural area of Metro Vancouver characterized by shallow soils underlain by glacial till and fractured bedrock. Severe slopes also restrict the use of on-site sewage disposal systems. Where sewage disposal systems are used, there are concerns about the long-term impacts on water resources, especially in community watershed areas, in areas of domestic or licensed surface water supply, on ground-water resources, and on surrounding marine waters.

Belcarra is located outside of the Metro Vancouver [Urban Containment Boundary](#) (UCB) and, as stated in the [Regional Growth Strategy](#) (RGS), the Metro Vancouver Sewerage and Drainage District will not extend regional sewage services to rural areas. Belcarra does not have community wastewater collection and treatment systems, and instead relies on ground disposal of effluent from septic systems on private residential lots, or via shared septic fields. The level of growth and development required to make community septic systems cost effective is not envisioned to occur within the next ten (10) years.

Private residential sewage systems are subject to permit and regulation by either the [Ministry of Health](#) via the [Fraser Health Authority](#) (FHA) under the [Public Health Act](#), or by the [Ministry of the Environment and Climate Change Strategy](#). It should also be noted that sewage disposal permits are exclusively issued under the authority of the Provincial Government and FHA and are not a discretionary matter for the municipality. Accordingly, it is a policy of Council to:

1. Continue to support the requirement that individual residential properties obtain a sewage disposal permit from the [Fraser Health Authority](#) as a prerequisite to obtaining a municipal building permit.
2. Support rural property owners wanting to subdivide their property to create new parcels subject to the [Land Title Act](#) and [Regulation](#) and approval of domestic water and sewage disposal from the [Fraser Health Authority](#).
3. Ensure that liquid waste is managed and treated by processes approved and permitted by [Fraser Health Authority](#) and consistent with the [B.C. Sewerage / Subdivision Best Practice Guideline \(January 2017\)](#) to protect the health and environment of Belcarra and the surrounding waters while leaving the smallest footprint on the land and marine ecology.



4. Ensure that the nature and scale of development does not exceed the natural capacity of the land to absorb liquid waste where on-site sewage disposal systems are used.
5. Ensure that Belcarra's water resources are protected from liquid waste contamination resulting from human activity.
6. Ensure that all liquid hazardous wastes are collected and disposed according to both Federal and Provincial regulatory requirements.

Solid Waste & Recycling

Belcarra has a community waste and recycling depot (WARD) that accepts solid waste, organics, and recyclable materials.

It is a policy of Council to:

1. Promote becoming a zero-waste community by 2040.
2. Support public initiatives to reduce consumption and promote recycling and composting within the community.
3. Implement "Reuse Days" so residents can put unwanted household items by the curb for others to pick-up.
4. Install measures to avoid wildlife conflicts at the community waste and recycling depot.
5. Provide bear-proof garbage containers at the community waste and recycling depot.
6. Lead by providing recycling and composting opportunities at municipal facilities.
7. Publish information regarding waste management, recycling, and composting materials on the village website for public education.

Land Use Designations

The OCP includes seven (7) land use designations: 1) Residential; 2) Future Residential; 3) Commercial; 4) Conservation and Recreation; 5) Civic Institutional; 6) Civic Marine, and 7) Natural Tidal. These land use designations are shown on **Figure 6 – OCP Land Use Designations Map**.

Residential

Residential areas are those that consist primarily of single-family homes and coach houses. The community expressed a desire to preserve these low density forms of housing and Belcarra's semi-rural character. Residential areas will permit various housing forms, including

Secondary suites, coach houses, duplexes, triplexes, and fourplexes, to accommodate future growth. New residential development will look a lot like existing residential development in terms of its form, character, and scale. The intent is to provide a mix of housing options that make the most efficient use of municipal infrastructure while blending in with the existing character of the Village.

Belcarra has a number of older residents who have lived in the community for several decades. There is a growing demand for housing options that enable residents to age within the community. At the same time, Belcarra also has young families who are looking for more affordable housing options to establish themselves within the community. Overall, Belcarra's housing stock must diversify to provide options that meet a growing variety of space, mobility and special needs.

It is the policy of Council to:

1. Support the development of residential homes and site-specific subdivision of properties within areas designated "Residential" and "Future Residential" on **Figure 6 – Land Use Designations Map** subject to sewage disposal approval by the [Fraser Health Authority](#).
2. For subdivision of existing lots designated as "Residential", the municipality will be divided into four residential zones that reflect the different community characteristics; as follows:



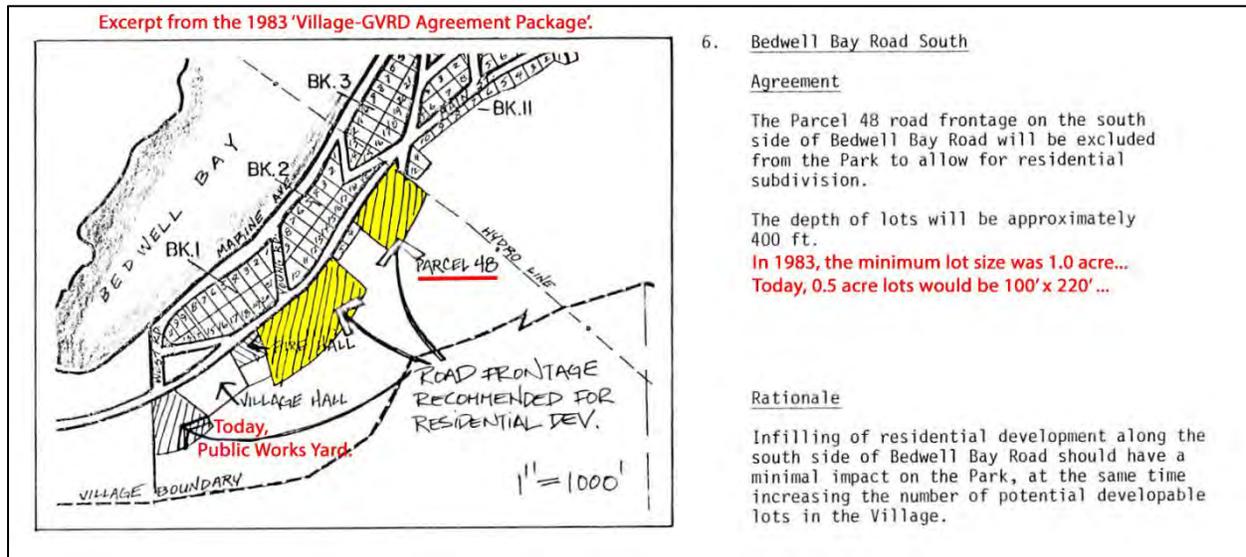
- a. **R1 Zone – Belcarra Bay, Whiskey Cove & Coombe** – the minimum lot size shall be 0.25 acres (0.10 ha) subject to sewage disposal approval by [Fraser Health Authority](#).
 - b. **R2 Zone – Woodhaven Subdivision** – the minimum lot size shall be 0.50 acres (0.20 ha) subject to sewage disposal approval by [Fraser Health Authority](#).
 - c. **R3 Zone – Farrer Cove (South)** – the minimum lot size shall be 0.50 acres (0.20 ha) subject to Belcarra Council consulting with Metro Vancouver regarding road access prior to allowing half-acre subdivision, and subject to domestic water and sewage disposal approval by [Fraser Health Authority](#).
 - d. **R4 Zone – Cosy Cove, Twin Islands & Farrer Cove (North)** – the minimum lot size shall be 1.0 acre (0.40 ha) subject to domestic water and sewage disposal approval by [Fraser Health Authority](#).
5. The following housing forms are already permitted in Belcarra's residential areas subject to obtaining a sewage disposal approval by [Fraser Health Authority](#):
 - a. Single detached homes, including small homes;
 - b. Duplex, triplex, and fourplex strata development homes;
 - c. Homes with age-in-place amenities such as elevators, chair-lifts, ramps & railings;
 - d. Accessory suites within single detached homes and accessory suites above garages;
 - e. Coach houses in conjunction with single detached homes.
 6. Permit a range of housing options to support current and future residents.
 7. Support the development of “adaptive housing” that allows residents to age-in-place including developer-led projects for adaptive housing.
 8. Support the renovation of existing homes to accommodate aging residents such as retrofitting ramps, railings, elevators, etc., that facilitate aging-in-place.
 9. Permit the development of detached suites and coach houses (suites above detached garages) where lot sizes are appropriate, and sufficient parking is provided to meet the needs of the uses on the property, subject to obtaining a sewage disposal permit from the FHA.
 10. Permit triplexes and fourplexes where lot sizes are appropriate, the proposed building is similar in height and scale to the surrounding homes, sufficient parking is provided to meet the needs of the uses on the property, and the character of the village is maintained.
 11. Encourage newly created lots within residential areas to accommodate a variety of building types to encourage new housing development in a variety of housing forms.
 12. Permit a higher housing density in new site-specific subdivisions subject to obtaining a sewage disposal permit from the [Fraser Health Authority](#).
 13. Support alternative site-specific subdivision design principles that facilitate active living and social interaction, including but not limited to:
 - a. Trail networks;
 - b. Parks and spaces for play; and
 - c. Clustered housing (e.g., courtyard housing, co-housing, cottage housing, etc.) with shared parking areas and common areas to accommodate the necessary engineered sewage disposal systems required by the [Fraser Health Authority](#).
 14. Ensure new housing is designed to preserve and enhance the semi-rural character of Belcarra.
 15. Continue to ensure residential development provides adequate space for parking to avoid the need for on-street parking.
 16. Continue to permit home-based businesses.

Future Residential

The 'Future Residential' land use designation identifies areas of future development that were envisioned in the [1983 Village-GVRD Agreement Package](#) for the two areas of Provincial Crown Land located south of the BC Hydro powerline right-of-way. Such future residential development should minimize disruption to existing residents by utilizing design such as cluster housing accessed via a cul-de-sac from Bedwell Bay Road as part of the development proposal.

Once the two areas of Provincial Crown Land are identified on **Figure 6 – Land Use Designations Map** of the adopted OCP, the process would involve Council approaching:

- (a) Metro Vancouver requesting that areas be changed from a ‘Regional Conservation and Recreation’ Land Use Designation to a ‘Rural Land’ Use Designation for future residential development consistent with the [1983 Village-GVRD Agreement Package](#).
- (b) BC Ministry of Land, Water and Resource Stewardship to seek their guidance regarding the Ministry’s approval process.



Commercial

The ‘Commercial’ land use designation is new, and no lands have been identified for commercial uses on **Figure 6 – OCP Land Use Designations Map**. The new Commercial land use designation reflects the community's desire to become a greener and more sustainable Village. The community supports small-scale community-oriented commercial uses in Belcarra. Residents support small-scale retail, and low-impact tourism uses that provide services to residents and visitors. Examples of small-scale retail and low-impact tourism uses include cafes, small neighbourhood corner stores, and/or specialty grocery stores. The new commercial land use designation encourages businesses that serve the needs of the community.

It is the policy of Council to:

1. Update the [Zoning Bylaw](#) to provide guidelines for potential Commercial uses.
2. Support small-scale commercial development in parks, such as kayak rentals, concession stands, and food trucks.
3. Explore appropriately designated areas for potential commercial development.
4. Explore small-scale retail and low-impact commercial uses including cafes, small neighbourhood corner stores, specialty grocery stores, and artist studios in the commercial designation.
5. Support commercial uses that provide services to local residences.
6. Support commercial uses that reduce vehicle trips for necessities.
7. Assess the commercial designation to diversify the municipal tax base.
8. Permit home-based businesses to alter the outward appearance of the dwellings they are located within to facilitate small-scale retail businesses so long as the character of the village is maintained.
9. Support commercial opportunities that provide local employment.



Conservation and Recreation

The 'Conservation and Recreation' designation is intended to protect environmentally sensitive areas and guide recreation in Belcarra's regional and provincial parks.

It is the policy of Council to:

1. Collaborate with Metro Vancouver and BC Parks on park planning initiatives within təmtəmíxʷtən (Belcarra Regional Park and Say Nuth Khaw Yum (Indian Arm) Provincial Park).
2. Revitalize the multi-sport court. (Note: The West Road Recreation Site is under a 25-year licence to the Village from Metro Vancouver (with an option for another 25 years) and it is not a Metro Vancouver facility.)
3. Connect existing Village community trails to regional park trail networks.
4. Advocate preservation of lands designated Conservation and Recreation by Metro Vancouver within Belcarra Regional Park.

Civic Institutional

The 'Civic Institutional' designation is intended to accommodate civic uses that are essential to the community. Within Belcarra, these civic uses include the village hall, fire hall, multi-sport court, public works yard, and waste and recycling depot. These civic uses are identified on **Figure 10 – Community Facilities Map**. (Note: The multi-sport court is a municipal community facility under a 25-year licence from Metro Vancouver with an option for an additional 25 years and is designated as "Civic Institutional" on the land use designation maps within the OCP.)

It is the policy of Council to:

1. Permit the development (or redevelopment) of civic uses within areas designated 'Civic Institutional' on **Figure 6 – OCP Land Use Designations Map**.
2. Assess the Village's need for additional space to accommodate new civic uses if the community grows.
3. Pursue opportunities to acquire land to accommodate new civic uses as required.
4. Consult the Sasamat Volunteer Fire Department about their existing and anticipated space needs.
5. Work with utility providers to accommodate new services as required.

Civic Marine

The 'Civic Marine' designation applies to the foreshore and riparian lands along Marine Avenue. These areas, where recreational wharves are located, are critical components of the terrestrial and marine ecosystems. These areas must be carefully managed to ensure their environmental integrity is not compromised. The VFPA has implemented an indefinite moratorium on new development in Bedwell Bay while this important conservation research is undertaken.

It is the policy of Council to:

1. Collaborate with Tsleil-Waututh Nation to design and install interpretive signage around Bedwell Bay for public education.
2. Develop a public education program to raise awareness of Bedwell Bay's sensitive marine environment and riparian habitat.
3. Maintain Belcarra's invasive species control program along Marine Avenue.
4. Prioritize planting native species appropriate to the foreshore area around Bedwell Bay.
5. Support VFPA habitat enhancement opportunities such as boulder clusters and cobble beds for habitat complexity.



6. Support VFPA identification of 'no-go' zones for specific environmentally sensitive areas to minimize disturbance of the foreshore intertidal habitat and shallow subtidal eelgrass or kelp beds by users.
7. Support VFPA designation of a “no anchoring” zone at the head of Bedwell Bay to protect the eelgrass beds from damage due to recreational boats anchoring.
8. Identify designated waterfront / beach accesses to discourage activities in areas subject to erosion and vegetation loss.

Natural Tidal

Lands designated ‘Natural Tidal’ reflect those designated as “Important Environmental Areas” by the Vancouver Fraser Port Authority (VFPA). These areas hold significant environmental value to both the upland terrestrial environment and the marine environment. These intertidal zones are important habitat for fish and birds. These zones are also key areas for food and shelter for other plant and animal life and VFPA prohibits the development in these areas.

It is the policy of Council to:

1. Support the VFPA to ensure natural tidal areas are protected for their environmental and intrinsic value.
2. Consult the VFPA to ensure the designation of natural tidal areas remains current.

Communication, Collaboration and Reconciliation

Belcarra is located on the traditional territory of Tsleil-Waututh Nation. Within Belcarra's municipal boundary, the Province of British Columbia, Metro Vancouver, and the VFPA have jurisdiction over specific lands. TransLink (the regional transit authority) provides transit service to the community, and Belcarra shares municipal boundaries with the City of Port Moody and the Village of Anmore. As such, it is important that Belcarra maintain strong working relationships with its neighbours, agencies, and more senior levels of government. These relationships must be built on respect, trust, and ongoing communication and dialogue.

Belcarra is home to roughly 700 residents who care deeply about their community. Belcarra residents are engaged, involved, and eager to learn more about municipal affairs. Belcarra residents are advocates for open communication and transparent decision-making and support a governance model grounded in meaningful engagement. The following policies provide a framework for communication, engagement, and decision-making with respect to land use planning matters.

Relationship with Tsleil-Waututh Nation

It is a policy of Council to:

1. Collaborate with Tsleil-Waututh to identify and protect places of cultural and historical significance.
2. Strengthen relationships with Tsleil-Waututh by meeting government-to-government on a regular basis.
3. Honour Tsleil-Waututh traditions, culture, and knowledge through place-making and wayfinding projects.
4. Collaborate with Tsleil-Waututh Nation to develop protocols for communication related to land use matters.
5. Refer Official Community Plan updates to Tsleil-Waututh for review.
6. Partner with Tsleil-Waututh to advance projects for mutual benefit through joint land use planning exercises.



Relationships with Neighbouring Jurisdictions and Government Agencies

1. Strengthen relationships with municipalities within the Northeast sub-region (Anmore, Port Moody, Coquitlam, and Port Coquitlam) by meeting with their Chief Administrative Officers and Directors of Planning on a regular basis.
2. Work with neighbouring jurisdictions and government agencies on matters such as land use, servicing, transportation, transit, and affordable housing for the betterment of the Northeast sub-area.
3. Collaborate with the neighbouring communities of Port Moody and Anmore to develop protocols for inter-municipal communication and referral processes for land use planning applications.
4. Attend Regional Planning Advisory Committee meetings to stay informed of regional planning research and initiatives.
5. Maintain relationships with Metro Vancouver and the provincial government to collectively address the impacts of recreational park users on the community (e.g., traffic congestion, parking, etc.).
6. Communicate Belcarra's interests to Metro Vancouver and TransLink regarding transit service levels.
7. Maintain positive relationships with all agencies that provide services to Belcarra.
8. Participate in conversations between private landowners, Metro Vancouver, and Port Moody regarding potential legal road access to Farrer Cove.
9. Support additional park land acquisition for the Tri-Cities sub-region to reduce the pressure on Belcarra Regional Park. The Tri-Cities sub-region has experienced very strong population growth and insufficient park land has been set aside.
10. Support Provincial development of [Pinecone Burke Provincial Park](#) as a means of increasing recreational opportunities in the Tri-Cities area.
11. Encourage MV Parks to provide safe bicycle parking and/or storage at Belcarra Regional Park high activity areas such as Sasamat Lake and Belcarra picnic grounds.

Relationship with the Belcarra Community

1. Inform residents of proposed Official Community Plan and [Zoning Bylaw](#) amendments via the municipal website, email distribution list, and community message boards.
2. Inform residents of proposed changes (or upgrades) to municipal infrastructure and/or servicing via the municipal website, email distribution list, and community message boards.
3. Continue to make application materials and infrastructure/servicing reports available for public view on the municipal website.
4. Provide residents with at least two (2) weeks' notice of a public engagement session.
5. Publish public engagement materials for land use planning matters on the village website for public view.
6. Design public engagement sessions that are inclusive and accessible to as many residents as possible.
7. Facilitate public engagement sessions that are neutral, fair, and open.
8. Continue to encourage public participation at public hearings of Council on land use planning matters.
9. Continue to report back what was heard through public engagement for transparency.
10. Continue to publish agendas, minutes, and recordings of Council meetings where land use planning matters are discussed.
11. Continue to respond to community inquiries within a reasonable timeframe.
12. Continue to enforce land use planning and servicing bylaws in a consistent manner.



Implementation

The OCP is a living and working document — a plan that is not only referenced, but periodically updated to respond effectively to emerging priorities, opportunities, and constraints. This adaptive approach involves learning from implementation successes and failures to improve the policies of the Plan over time. A continuous cycle of monitoring, evaluating, and adjusting will better enable Belcarra to measure how well the municipality is achieving the strategic goals of the OCP.

It is a policy of Council to:

OCP Planning Process

1. Support an Official Community Plan planning process that is cyclical and repeated once every 5-10 years.
2. Link the Official Community Plan planning process to the Strategic Plan and Budget processes.
3. Provide a periodic progress report on implementation of the Official Community Plan.
4. Provide periodic progress reports via the annual strategic planning report.

Monitoring

1. Develop an Official Community Plan monitoring and evaluation program following adoption of this Plan that:
 - a. Identifies data that is already being collected and analyzed.
 - b. Identifies data that would be useful to collect for Official Community Plan implementation purposes.
 - c. Recommends how additional data should be collected and analyzed.
 - d. Establishes performance indicators that are specific, quantifiable targets to be monitored every five (5) years.
 - e. Develops tracking targets that report information on policies with no specific targets.
 - f. Develops a consistent process for capturing community storytelling and anecdotes.
 - g. Recommends amendments to performance indicators / tracking targets that are not working well and/or may no longer be appropriate.

Evaluating

1. Evaluate all Official Community Plan policies against their respective performance indicators/tracking targets to assess progress.
2. Assess any new information that may be relevant to the Official Community Plan.
3. Recommend any amendments that may be required to better enable the vision and strategic goals of the Official Community Plan to be met.
4. Periodically summarize the progress being made on implementing the Official Community Plan.

Reporting and Engaging

1. Publish periodic progress reports on the Village website to strengthen transparency, accountability, and community engagement in the decision making process.

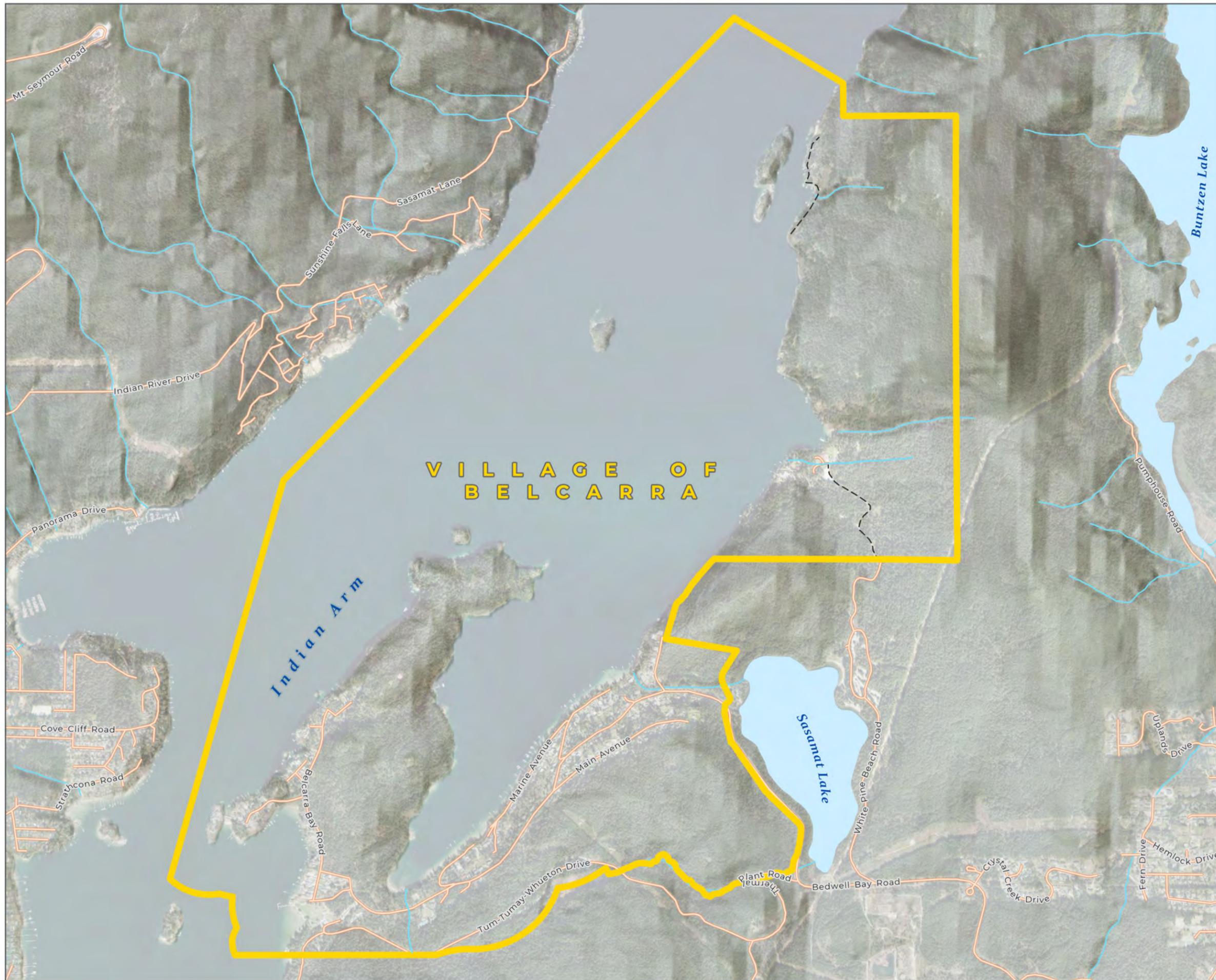
Adjusting

1. Make strategic amendments to the content of the Official Community Plan outside the regular five-year review in response to new opportunities, unforeseen events, results of the annual evaluation etc.



MAPS SCHEDULE

Figure 1 – OCP Context Map.....	52
Figure 2 – OCP Aerial Photograph Map.....	53
Figure 3 – OCP Neighbouring Jurisdictions Map.....	54
Figure 4 – OCP Parks and Recreation Map.....	55
Figure 5 – Environmentally Sensitive Areas Map.....	56
Figure 6 – Metro Vancouver Land Use Designations Map.....	57
Figure 7 – OCP Transportation Map.....	58
Figure 8 – OCP Water Infrastructure Map.....	59
Figure 9 – OCP Land Use Designations Map.....	60
Figure 10 – OCP Community Facilities Map.....	61



Official Community Plan
Context Map

Legend

-  Village of Belcarra Municipal Boundary

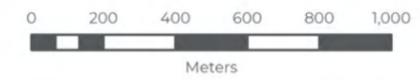
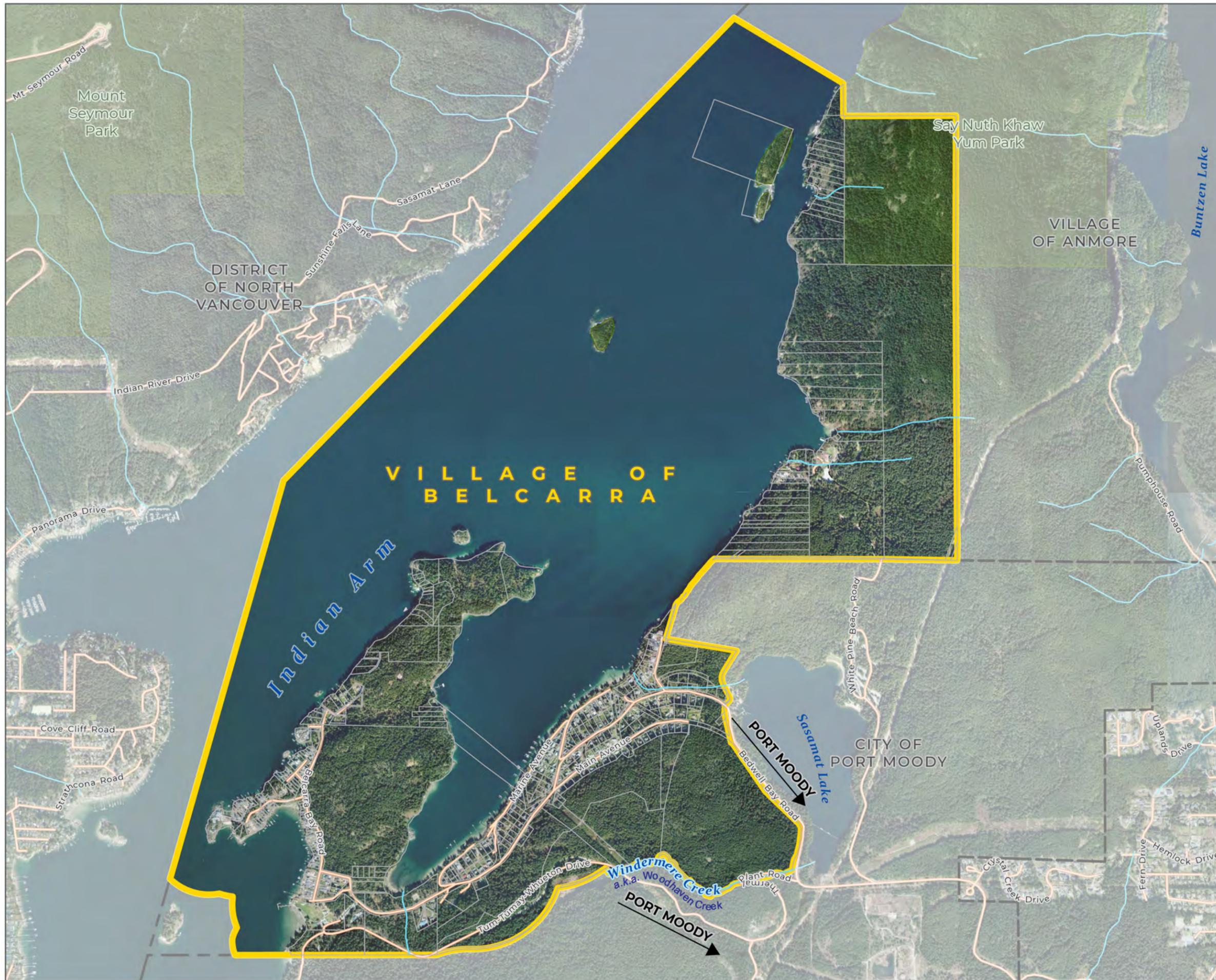


FIGURE 1



Official Community Plan
Aerial Photograph

Legend

-  Village of Belcarra Municipal Boundary
-  Municipal Boundaries
-  Provincial Parks

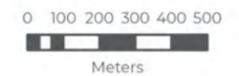
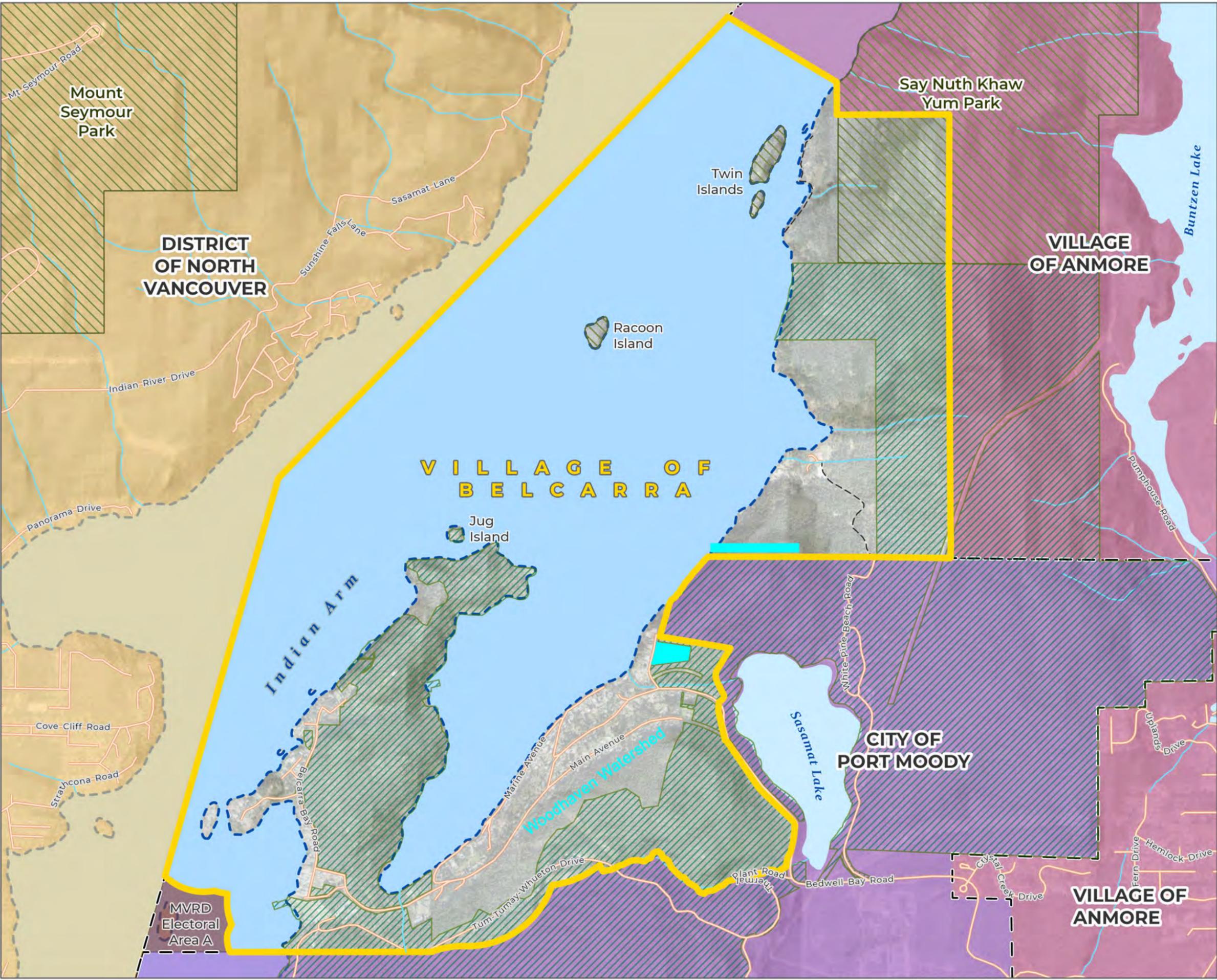


FIGURE 2



Official Community Plan
Neighbouring Jurisdictions



Legend

- Village of Belcarra Municipal Boundary
- Provincial Parks
- VFPA Jurisdiction
- City of Port Moody
- Village of Anmore
- District of North Vancouver
- MVRD Electoral Area A
- t̓əmt̓əmix*̓t̓ən/Belcarra Regional Park
- Provincial Crown Land



FIGURE 3



Official Community Plan Parks and Recreation

Legend

- Municipal Boundaries
- Village of Belcarra Municipal Boundary
- tæmtæmîx*tæn/Belcarra Regional Park
- Provincial Parks
- Pier
- Free Library
- Vancouver Water Ski Club
- Sasamat Outdoor Centre
- Multi-Sport Court
- Pedestrian/Hiking Trail
- Cycling Trail
- Regional Greenway 2050
- Provincial Camp Site

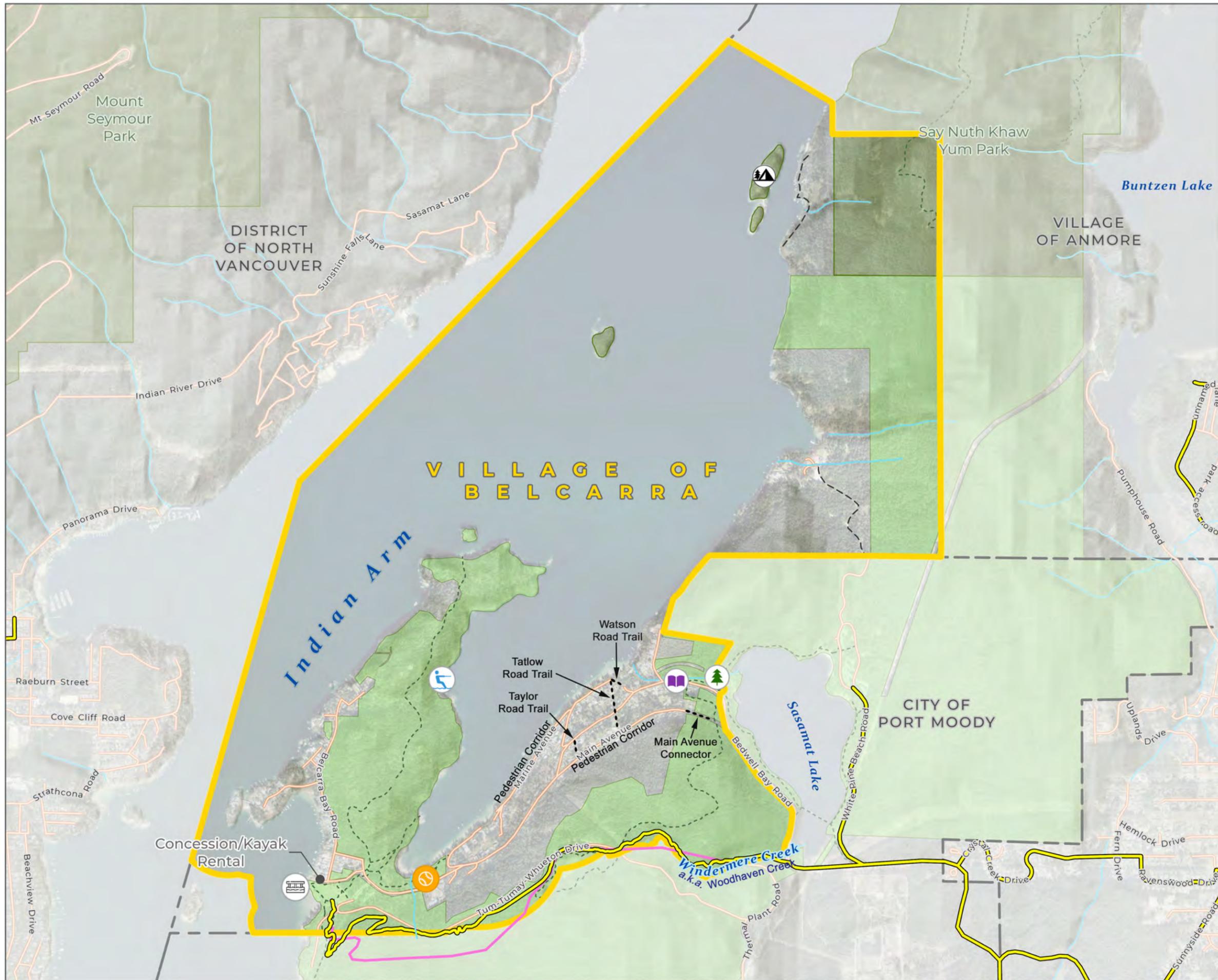


FIGURE 4



Official Community Plan
Environmentally Sensitive Areas

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- VFPA Important Environmental Areas
- Eelgrass (VFPA Jurisdiction)
- Intertidal (VFPA Jurisdiction)
- Mature Forest (ME)
- Mature Forest (SE)
- Non SE/ME
- Riparian
- Sparsely Vegetated
- Wetland
- Woodland
- Young Forest
- Unclassified Road

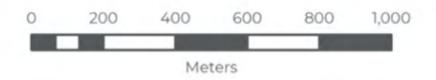
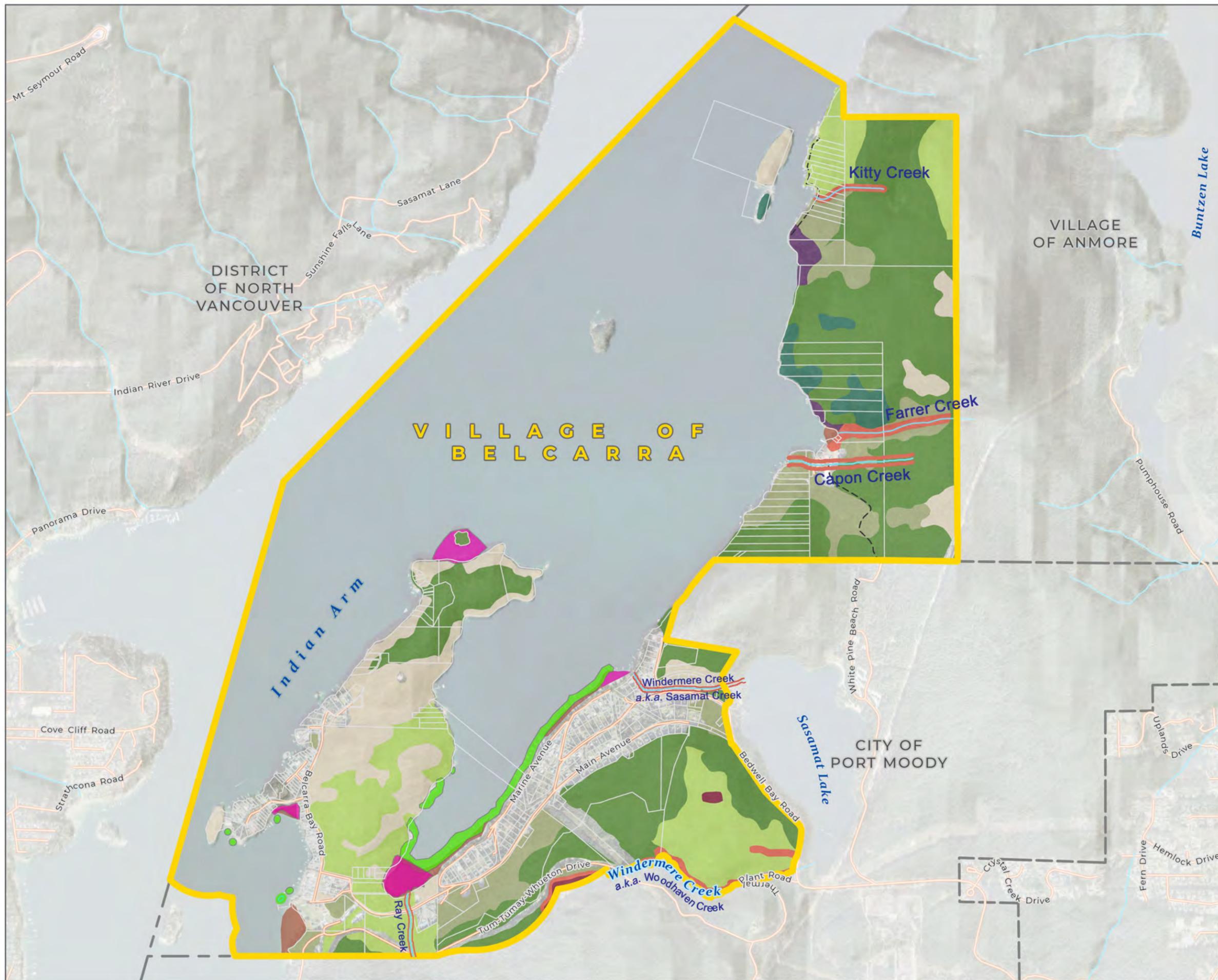


FIGURE 5



Official Community Plan
Metro Vancouver
2040 Land Use Designations

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- Urban Containment Boundary
- Conservation/Recreation
- General Urban
- Industrial
- Rural

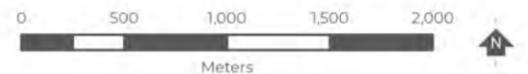
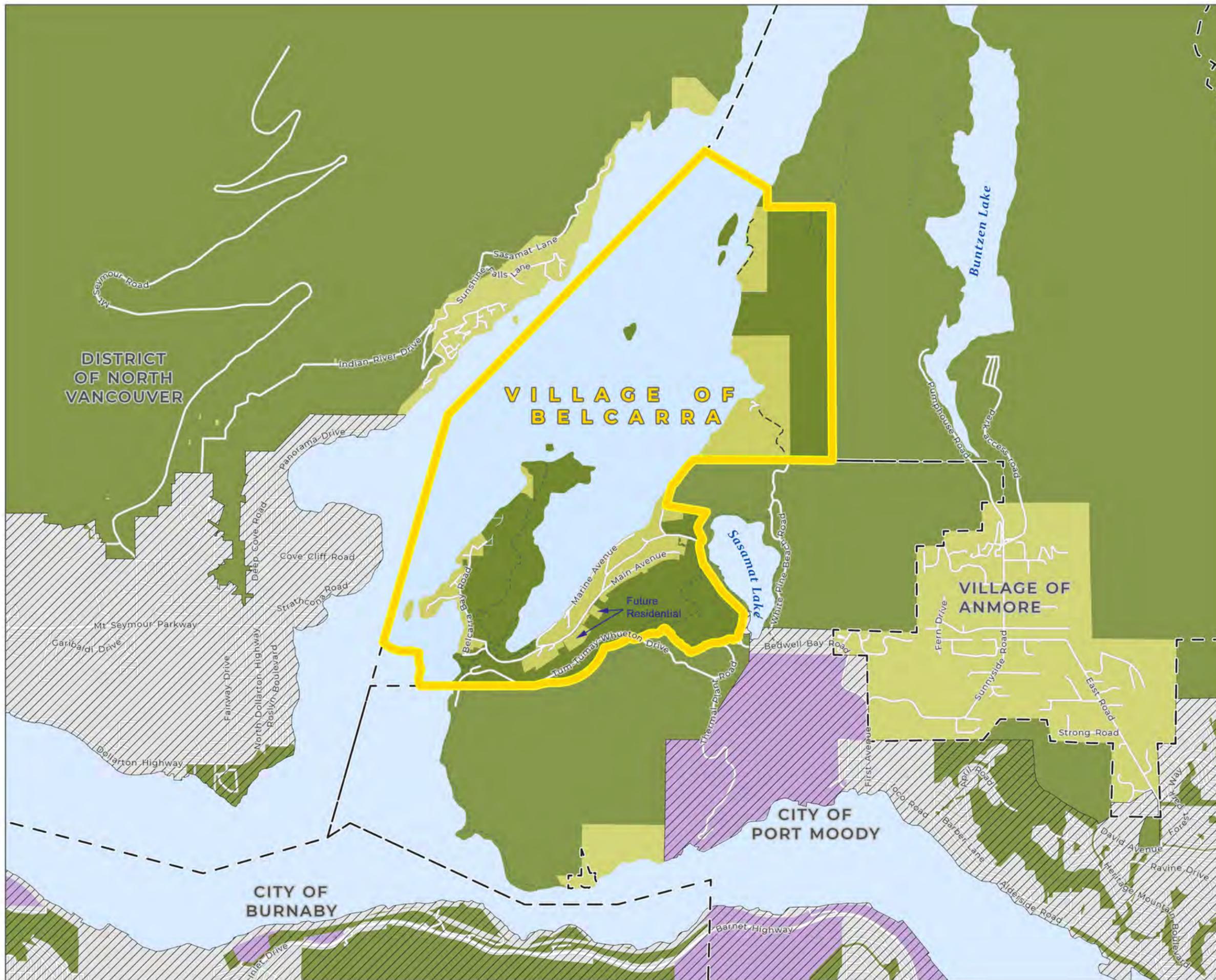


FIGURE 6



Official Community Plan Transportation Map

Legend

- Village of Belcarra Municipal Boundary
- Municipal Boundaries
- Provincial Parks
- təmtəmix'tən/Belcarra Regional Park
- Transit Stop
- Bus Route
- Seasonal Bus Route
- Primary Road
- Secondary Road
- Unclassified Road
- Proposed Farrer Cove Access Road
- Regional Greenway Route

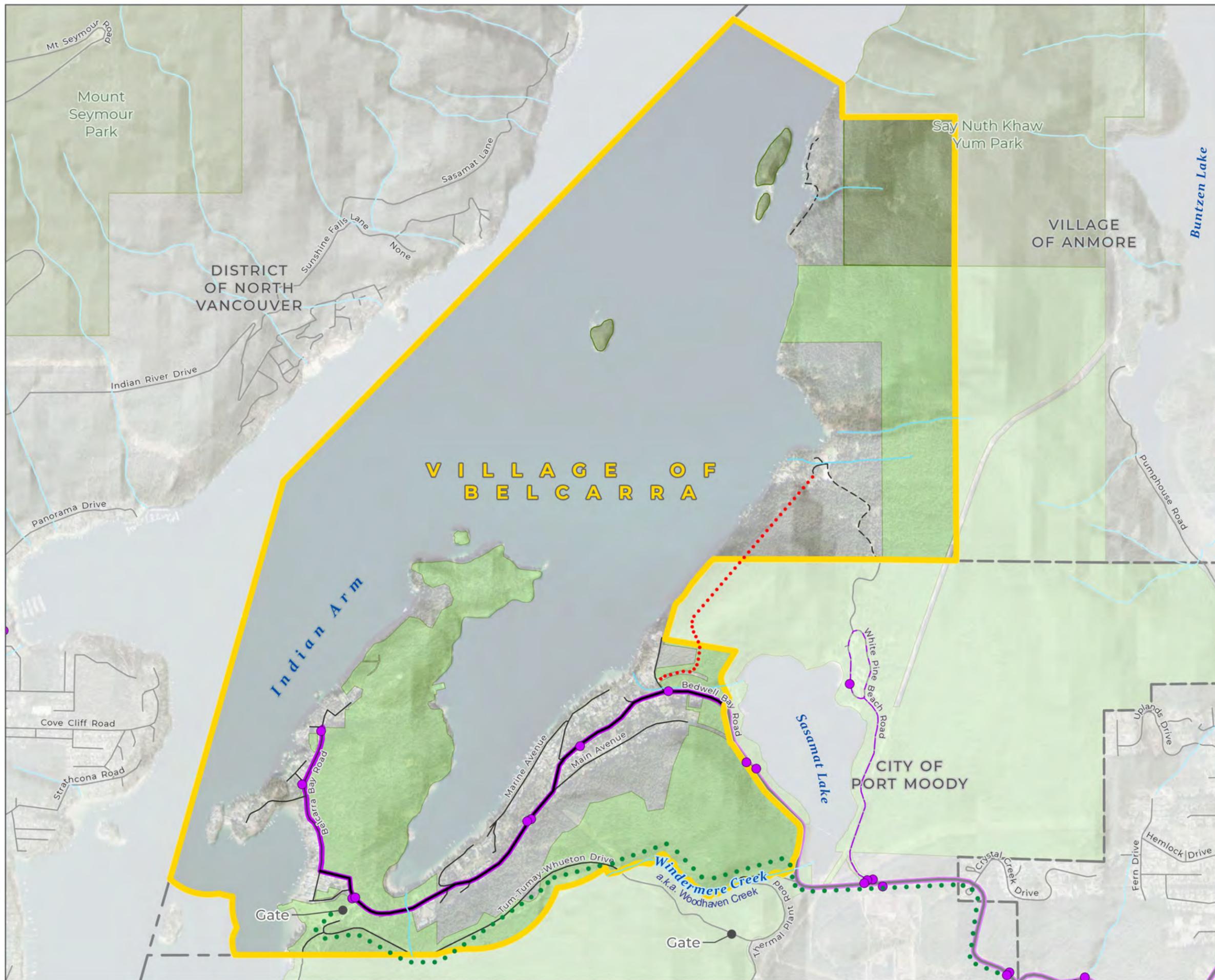
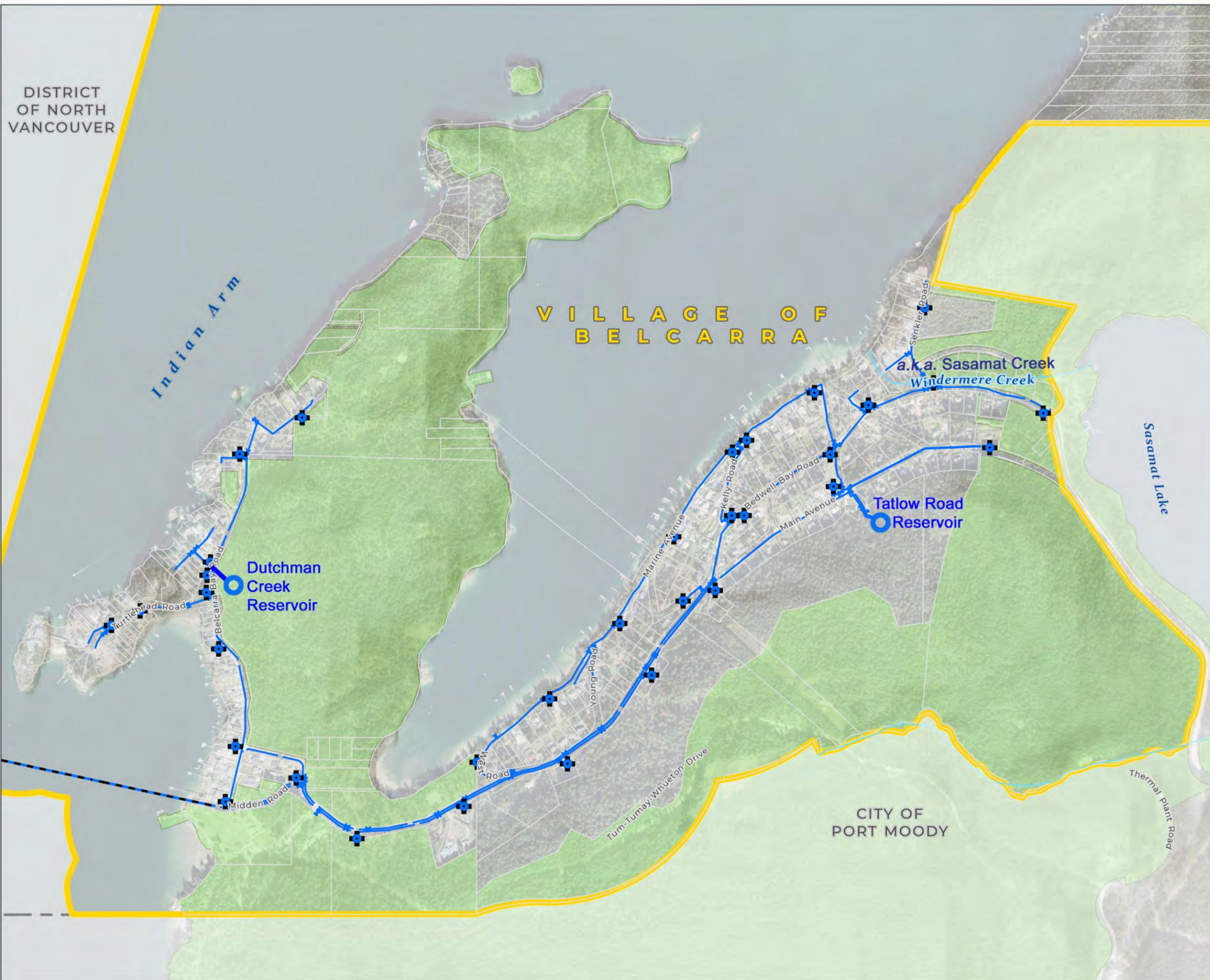


FIGURE 7



Official Community Plan
Water Infrastructure

- Legend**
- Hydrant
 - Water Main
 - Water from District of North Vancouver
 - Village of Belcarra Municipal Boundary
 - Municipal Boundaries
 - təmtəmix*ʔən/Belcarra Regional Park
 - Water Reservoir

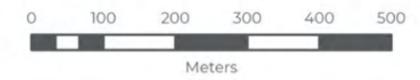
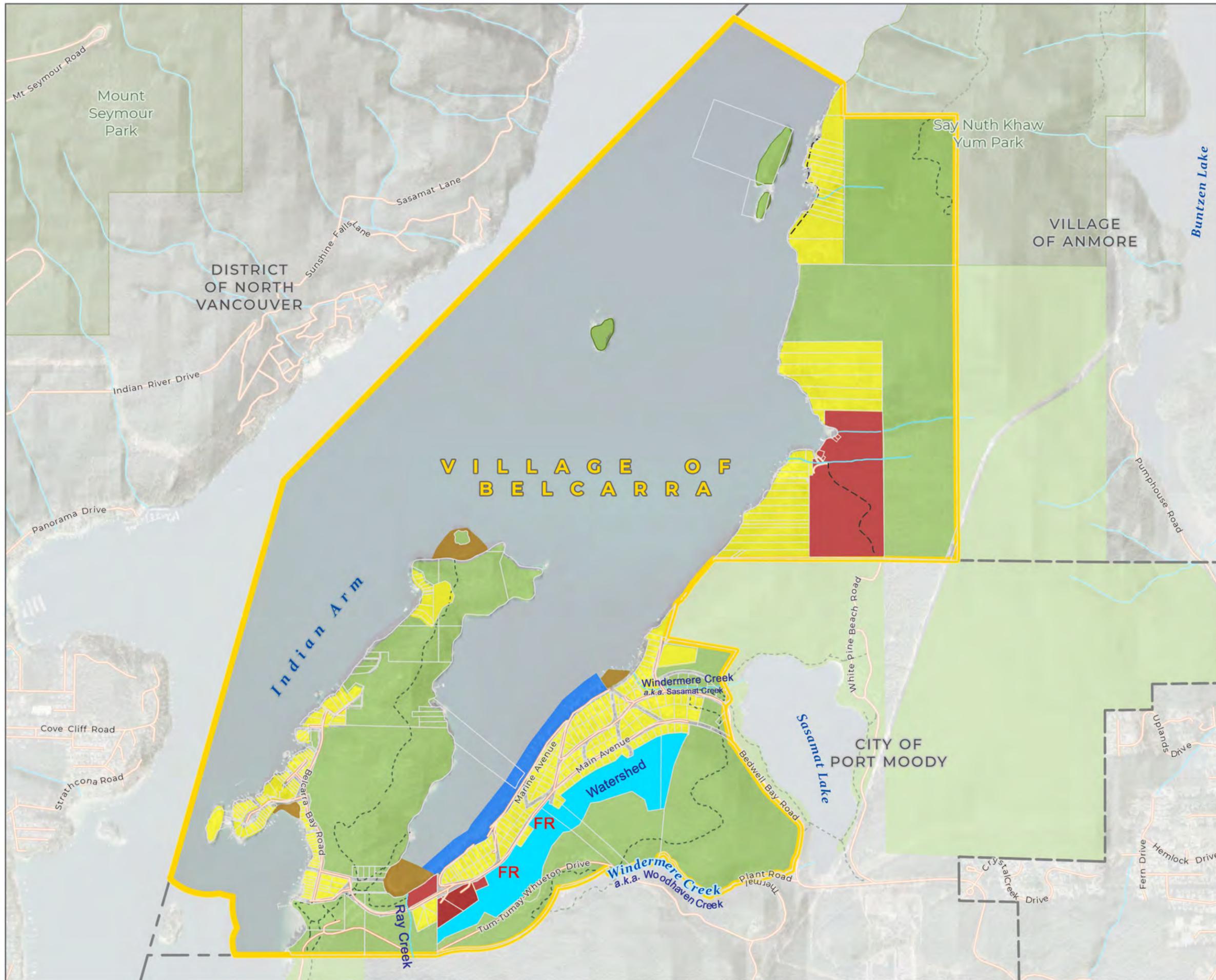


FIGURE 8



Official Community Plan
Land Use Designation Map



Legend

-  Village of Belcarra Municipal Boundary
-  Municipal Boundaries
-  R - Residential
-  CL - Civic Institutional
-  CN - Civic Marine (VFPA Jurisdiction)
-  NT - Natural Tidal (VFPA Jurisdiction)
-  P - Conservation and Recreation
-  Pedestrian/Hiking Trail
-  Unclassified Road
-  FR - Future Residential
-  W - Watershed



FIGURE 9



Official Community Plan Community Facilities

Legend

- Village of Belcarra Municipal Boundary
- Provincial Parks
- Municipal Boundaries
- Belcarra Municipal Hall
- Waste and Recycling Depot
- Sasamat Volunteer Fire Department
- Transit Stops and Community Message Boards (located at the Transit Stops)
- t̄amt̄amix̄t̄ən/Belcarra Regional Park
- Metro Vancouver & BC Parks Pedestrian/Hiking trail
- Provincial Camp Site
- Belcarra Multi-Court
- Belcarra Community Trails

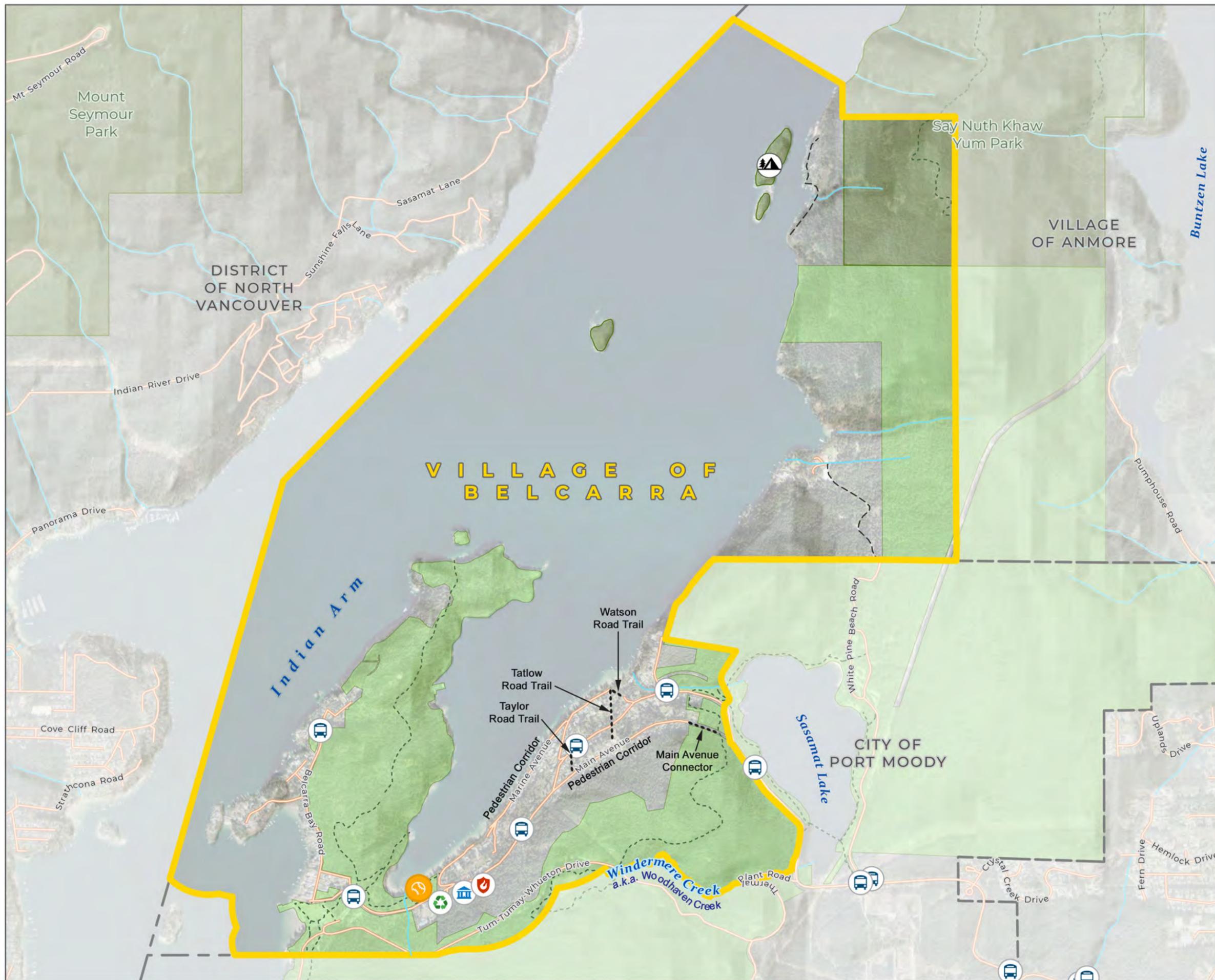


FIGURE 10

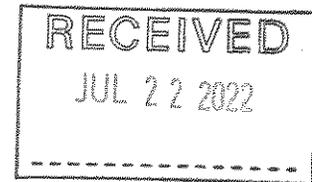
FILE NO. 470-01

Regional Planning and Housing Services
 Tel. 604 420-6200 or via Email
 RPH-RegionalPlanning@metrovancover.org

July 19, 2022

File: CR-12-01
 Ref: RD 2022 Jun 24

Lorna Dysart, Chief Administrative Officer
 Village of Belcarra
 4084 Bedwell Bay Road
 Belcarra, BC V3H 4P8
 VIA EMAIL: ldysart@belcarra.ca



Dear Ms. Dysart:

**Best Management Practices for Invasive Species:
 Garlic Mustard, Poison Hemlock and Spurge Laurel**

At its June 24, 2022 regular meeting, the Board Directors of the Metro Vancouver Regional District adopted the following resolution:

That the MVRD Board:

- a) *receive for information the report dated May 16, 2022, titled "Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel"; and*
- b) *direct staff to forward these Best Management Practices and accompanying fact sheets to member jurisdictions for information.*

Metro Vancouver worked with the Invasive Species Council of Metro Vancouver, the City of Surrey, the Regional Invasive Species Working Group, and other local experts to produce the latest series of new best management practice guides for three priority invasive species – garlic mustard, poison hemlock, and spurge laurel. These guides build on an existing library of technical guidance for seventeen other species – American bullfrog, English and Irish ivies, English holly, European chafer beetle, European fire ant, giant hogweed, hedge bindweed, Himalayan balsam, Himalayan blackberry, knotweeds, parrot's feather, purple loosestrife, reed canarygrass, scotch broom, wild chervil, yellow archangel, and yellow flag iris. Each document provides locally-relevant information about how to identify, track, report, dispose of, prevent further spread of, and effectively control these species, as well as regulatory requirements, monitoring and restoration tips, references and additional resources. They also include a section that describes how each invasive species may adapt as our climate continues to change. All twenty best management practices, and accompanying public-

53642515

friendly fact sheets, can be found on the Metro Vancouver website at metrovancover.org by searching for 'invasive species'. Enclosed is a copy of the staff report for your information.

If you have any questions, please contact Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services, by email at Laurie.Bates-Frymel@metrovancover.org or by phone at 604-436-6787.

Sincerely,



Sean Galloway, MUDD, MCIP, RPP
Director, Regional Planning and Electoral Area Services

SG/JS/tbf

cc: Sean Galloway, Director, Regional Planning and Housing Services
James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services
Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services

Encl: Report dated May 16, 2022, titled "Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel"

53642515

File No. 2240-20-13

July 25, 2022

Mayor Jamie Ross and Council
Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8



Dear Mayor Jamie Ross and Council:

**RE: CANADA COMMUNITY-BUILDING FUND: FIRST COMMUNITY WORKS FUND
PAYMENT FOR 2022/2023**

I am pleased to advise that UBCM is in the process of distributing the first Community Works Fund (CWF) payment for fiscal 2022/2023. An electronic transfer of \$29,945.74 is expected to occur early August. This payment is made in accordance with the payment schedule set out in your CWF Agreement with UBCM (see section 4 of your Agreement).

CWF is made available to eligible local governments by the Government of Canada pursuant to the Administrative Agreement. Funding under the program may be directed to local priorities that fall within one of the eligible project categories.

Further details regarding use of CWF and project eligibility are outlined in your CWF Agreement and details on the Canada Community-Building Fund (Gas Tax Fund) can be found on our [website](#).

For further information, please contact Canada Community-Building Fund Program Services by e-mail at ccbf@ubcm.ca or by phone at 250-356-5134.

Sincerely,

A handwritten signature in black ink that reads "LA Roodenburg".

Councillor Laurey-Anne Roodenburg
UBCM President

PC: Lorna Dysart, Chief Administrative Officer

Agenda Sept 6/2022

Subject:

FW: Municipal Upgrade Program Funding Announcement

FILE NO. 0480-07

From: Demes, Aaron**Sent:** Tuesday, August 2, 2022 12:49 PM**Subject:** Municipal Upgrade Program Funding Announcement

Dear Mayor Ross & Council,

On Wednesday, August 3, 2022 at 11am, TransLink will be announcing the projects receiving funding from our Municipal Upgrade Program, which supports maintaining, upgrading, and building new transportation infrastructure throughout Metro Vancouver. This year, Metro Vancouver residents will see more than 100 new or improved greenways, cycling paths, walkways, multi-use paths, intersections, or roads as part of a \$130 million investment in local infrastructure.

The significant investment will go towards 107 projects and maintenance of the Major Road Network – bringing Metro Vancouver better cycling paths, more sidewalks, and safer streets.

The Media Release and a list of all the investments is attached. After the announcement, we invite you to share the news through your social media channels by sharing posts from TransLink's Facebook page and Twitter.

The investments in Belcarra include:

Municipality/Local Government	2022 Municipal Funding Program: Cost-Share Projects	TransLink Funding Contribution	Notes
Belcarra	Bedwell Bay Safety Barriers-Phase 2	\$ 84,000.00	To install guard rails at five locations on MRN roads to improve safety.

Background

- This program is funded through the 2022 Investment Plan.
 - Maintenance and Operation of the Major Road Network is paid for through the Operating Budget, which comes from fares and taxes.
 - \$61 million of operational funding is going towards operating and maintaining the major road network in 2022.
 - Upgrades to walking, cycling, and multi-use paths as well as roads, structures, and bus speed/reliability come from the Capital Budget.
 - \$69 million of capital funding is being invested in 2022.
 - 40% of eligible capital costs in TransLink's Investment Plan is sourced from the Provincial Government.
 - There is no federal funding involved in this program
- TransLink funds these cost-share projects through applications from each municipality or jurisdiction.
 - TransLink does not determine which projects need upgrades and does not execute the upgrades once the funding is distributed. This work is done by the municipalities.
 - If municipalities do not meet our application criteria, TransLink works with the municipalities to make the projects eligible.

- It is rare that TransLink asks the municipality to withdraw their application and most projects are either eventually accepted or deferred to a future year.

Please don't hesitate to reach out if you have any questions.

Cheers,

AARON DEMES (he/him/his)
Senior Advisor, Government Relations
Government & Public Affairs
[|translink.ca](http://translink.ca)

TransLink
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



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TransLink invests in cycling paths, walkways, and roads

2022 investment will upgrade over 100 transportation projects and maintain major roads

August 3, 2022

NEW WESTMINSTER, B.C. – Metro Vancouver residents will see more than 100 new or improved greenways, cycling paths, walkways, multi-use paths, intersections, or roads as part of a \$130 million investment in local infrastructure. This year’s investment is delivered through the Municipal Funding Program, which supports maintaining, upgrading, and building new transportation infrastructure throughout Metro Vancouver.

The significant investment will go towards 107 projects and maintenance of the Major Road Network – bringing Metro Vancouver better cycling paths, more sidewalks, and safer streets.

Project type	2022 investment
Walking, cycling and multi-use paths <i>(69 projects)</i>	\$36 million
Roads, structures, and bus speed upgrades <i>(38 projects)</i>	\$33 million
Operation, maintenance, and rehabilitation of the MRN	\$61 million
Total	\$130 million

A list of 2022 investments for each municipality can be found here.

Examples of recently completed infrastructure improvements from this program include:

- Richmond | No. 6 Road between Cambie and Bridgeport Road | Multi-use path
 - TransLink invested \$250,000 towards this new traffic separated cycling and walking path in Richmond along No. 6 Road.
- City of North Vancouver | Westview Drive/West 21 street | Pedestrian Crossing
 - TransLink invested \$80,000 into upgrading this intersection with new streetlights, crosswalk flashers, and traffic signals.
- Delta | Nordel Way | Corridor safety improvements
 - TransLink invested \$387,500 towards improving safety along Nordel Way south of the 84th Avenue Overpass. This included a new concrete barrier with reflective strips, improved drainage, roadside barrier extensions, and lighting upgrades.

A full list of recently completed projects can be found here

MEDIA RELEASE



Through our Municipal Funding Program, TransLink contributes up to 75 per cent of funding for upgrades benefitting local government throughout Metro Vancouver. For projects improving the efficiency of bus operations or some priority cycling infrastructure, TransLink funds up to 100 per cent of the project costs. This program is part of the 2022 Investment Plan, with funding from TransLink and the Government of British Columbia.

Quotes:

Kevin Quinn, CEO, TransLink –

“TransLink is committed to ensuring transportation throughout the region is as convenient and seamless as possible, regardless of how you primarily travel. Investing in cycling paths, walkways, and bus speed upgrades is just one of the ways we help to combat climate change by encouraging green transportation throughout Metro Vancouver.”

Jonathan X. Coté, Mayors’ Council Chair and Mayor of New Westminster –

“This program allows municipalities to complete much-needed upgrades and rehabilitation to key transportation infrastructure. Each year, these vital investments keep it possible to explore the region while better connecting our communities.”

George Heyman, Minister of Environment and Climate Change Strategy –

“Building well-connected, accessible and safe active transportation and transit infrastructure is an important part of our CleanBC plan to lower emissions, improve communities and reduce congestion. These investments will give people in Metro Vancouver more choices to get around their communities using clean and healthy transportation options.”

Bowinn Ma, Minister of State for Infrastructure –

“Walkable, bikeable and accessible communities that are well-connected by public transit help provide people and families with more choices for how they travel in their day-to-day lives. These investments improve quality of life and deliver a more livable region for everyone.”

Learn more:

[Municipal Funding Program video](#)

[TransLink’s Municipal Funding Program webpage](#)

[TransLink’s Municipal Funding Program full list of 2022 Investments](#)

[A full list of recently completed projects through this program can be found here](#)

MEDIA RELEASE



Media Downloads:

Media can download photos and videos of recently completed upgrades or sketches of upcoming projects through this program here

Media Contact:

TransLink Media Relations

E: media@translink.ca

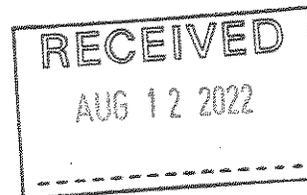
Parks & Environment Department
Tel. 604 432-6200 Fax 604 436-6901

August 10, 2022

File: AQ-07-00

Municipal Clerk
Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8

FILE NO. 0470-01



Dear Sir/Madam:

Caring for the Air 2022, Metro Vancouver's Annual Review of Air Quality and Climate Change

Caring for the Air is Metro Vancouver's annual publication highlighting regional actions and initiatives that improve air quality and mitigate the impacts of climate change. Written in plain language, *Caring for the Air* helps increase public engagement in and understanding of air quality and climate change issues.

The 2022 edition showcases **innovative solutions** to air quality and climate challenges. Whereas previous editions of *Caring for the Air* focused on the development of climate and air quality plans such as the *Climate 2050 Roadmaps* and *Clean Air Plan*, this year's edition shifts the focus to how Metro Vancouver will implement actions outlined in those plans.

Other topics in *Caring for the Air 2022* include:

- **Residential indoor wood burning requirements** in Metro Vancouver.
- Updates on the development of bylaws for **open burning and cannabis**.
- A pilot project on integrating **small air quality sensors** into Metro Vancouver's air monitoring network.
- Highlights from the finalized **Climate 2050 roadmaps** on buildings and transportation.
- Results from Metro Vancouver's first **consumption-based emissions inventory**, assessing embodied greenhouse gas emissions.
- **2021 air quality trends**

A copy of *Caring for the Air* is included in this package. Current and previous editions of *Caring for the Air* are also available on metrovancover.org (search: 'Caring for the Air').

If you would like additional copies for distribution, or have comments or questions about *Caring for the Air*, air quality, or climate change, please contact AQInfo@metrovancover.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Quan', with a horizontal line extending to the right.

Roger G. Quan, P.Eng.
Director, Air Quality and Climate Change

RQ/at

Encl: *Caring for the Air 2022*

Dear Belcarra Mayor and Councillors,

Re: Undeveloped Road Rights-of-Way (“Road Ends”)

The issue of selling undeveloped road rights-of-way, also known as “road ends”, is once again being raised as a means to generate revenue for the municipality. In 2014, Belcarra Council commissioned a discussion paper titled [Revenue Generation Options for Belcarra Roads](#) that provided an inventory of undeveloped municipal road rights-of-way within the Village of Belcarra. The municipal interest in roads is not a ‘titled’ interest. Roads are usually the untitled product of the [Land Title Act](#) (mostly dedications when subdividing private land) or the [Land Act](#) (surveys of Crown land). In other words, road rights-of-way are not registered fee-simple properties that can be sold. A road right-of-way must first be surveyed, have “title raised” with the [B.C. Land Title & Survey Authority](#), comply with Provincial subdivision requirements as outlined in the [Land Title Act](#) and [Regulation](#), and obtain sewage disposal approval from [Fraser Health Authority](#).

There are many obvious public purposes for roads, both now and in the future, and the list includes: traffic, lanes, walkways, waterfront (shoreland) access, watercourses (note: beds of bodies of water belong to the Crown; specifically, lakes, rivers, streams and creeks), retaining walls and grade control structures, public utilities, accommodating transit facilities/pull-outs, municipal parks, storm run-off, access to ‘lands beyond’ subdivisions, trail networks, needs by other governments, and sometimes snow-dumps. Road rights-of-way that may not be used at present could well be needed by the municipality in the future.

Belcarra roads were never intended as mechanisms for land development revenue. However, even with the most creative revenue ideas, the municipal management priorities must be established before any road asset can be considered for alternate use. Where a road is nominated as suitable for alternate use, a wide range of criteria and possible resolutions must be considered.

The sale of road rights-of-way (“road-ends”) is fraught with legal hurdles — see [Section 5 – Legislative, Regulatory and Legal Considerations](#). One such hurdle is “Rights of Resumption” where there is an opportunity for the Crown to seek a return of a closed road. In the case of ‘surplus’ roads, the Crown has rights of road resumption stated in the [Community Charter](#) (Section 35.) Such rights must be released by applying to the [Land Title Office](#). The municipality may need confirmation that the resumption right has been cancelled. In addition, cancelling the right of resumption by the Crown may invoke consultation with First Nations, recognizing the Crown has a duty to consult with First Nations. The municipality will need to receive senior level direction from the Province on what consultation is required at the time of undertaking.

Waterfront Road Ends

In Belcarra, the most profound factor for road closure options lies in the difference between shoreland and upland locations. Shoreland has frontage on natural boundaries of bodies of water. Upland has no frontage on bodies of water (note there are various factors which surveyors must consider in defining these terms). It is a requirement that road closure candidates, which have waterfront, can only be alienated if proceeds are directed to a reserve fund to obtain equal or better waterfront land providing access to the same body of water. Since a number of the catalogued Belcarra roads have some degree of water frontage, the proceeds have limited use. The [Community Charter](#) (Section 41.1) states that community-owned waterfront can only be exchanged for land of at least equal benefit to the public:

“41 (1) As a restriction, if:

(a) a bylaw under section 40 (1)(a) [authority to permanently close] affects a highway, or part of a highway, that provides access to the ocean or a lake, river or other stream or watercourse, and

(b) the municipality is proposing to dispose of the highway or part, the municipality may only dispose of that highway or part if:

- (c) the municipality is exchanging the property for other property that the council considers will provide public access to the same body of water that is of at least equal benefit to the public, or*
- (d) the proceeds of the disposition are to be paid into a reserve fund, with the money from the reserve fund used to acquire property that the council considers will provide public access to the same body of water that is of at least equal benefit to the public.”*

Taylor Road Community Trail

Two of the “road-ends” (#20 and #21 on the attached map) that were previously surveyed and proposed for sale were the upper and lower portions of Taylor Road that are occupied by the *Taylor Road Community Trail*. This trail is an important component of Belcarra’s growing community trail system and is strongly supported within the community. In 2020, Council received a very large number of written objections to the alienation of the *Taylor Road Community Trail*.

Upper Watson Road

The Upper Watson Road right-of-way (#2 on the attached map) is the only legal access to Lot 16, Block 6, Plan 3014 (3307 Main Avenue) and cannot be alienated. The property in question would be land-locked if Upper Watson Road was closed by the municipality (see attached survey drawing) and the municipality cannot legally diminish that access to a standard that is less than the legislated standard. The legal access must meet the [road construction guidelines](#) which is detailed by the [Engineering Branch](#) of the [Ministry of Transportation and Infrastructure](#). In other words, the legal access must be a “minimum width of 20 metres or the road cross-section plus 3 metres on each side, whichever is greater”. The [Community Charter](#) (Section 41.2) states that:

- “41 (2) If the effect of:*
- (a) a proposed highway closure under section 40 (1)(a), or*
- (b) a proposed highway alteration*
- will be to completely deprive an owner of the means of access to their property, the municipality must either*
- (c) obtain the consent of the owner before the owner is deprived of access, or*
- (d) in addition to paying any compensation required under section 33 (2) [compensation for injurious affection], ensure that the owner has another means of access that is sufficient for this purpose.”*

Lower Watson Road

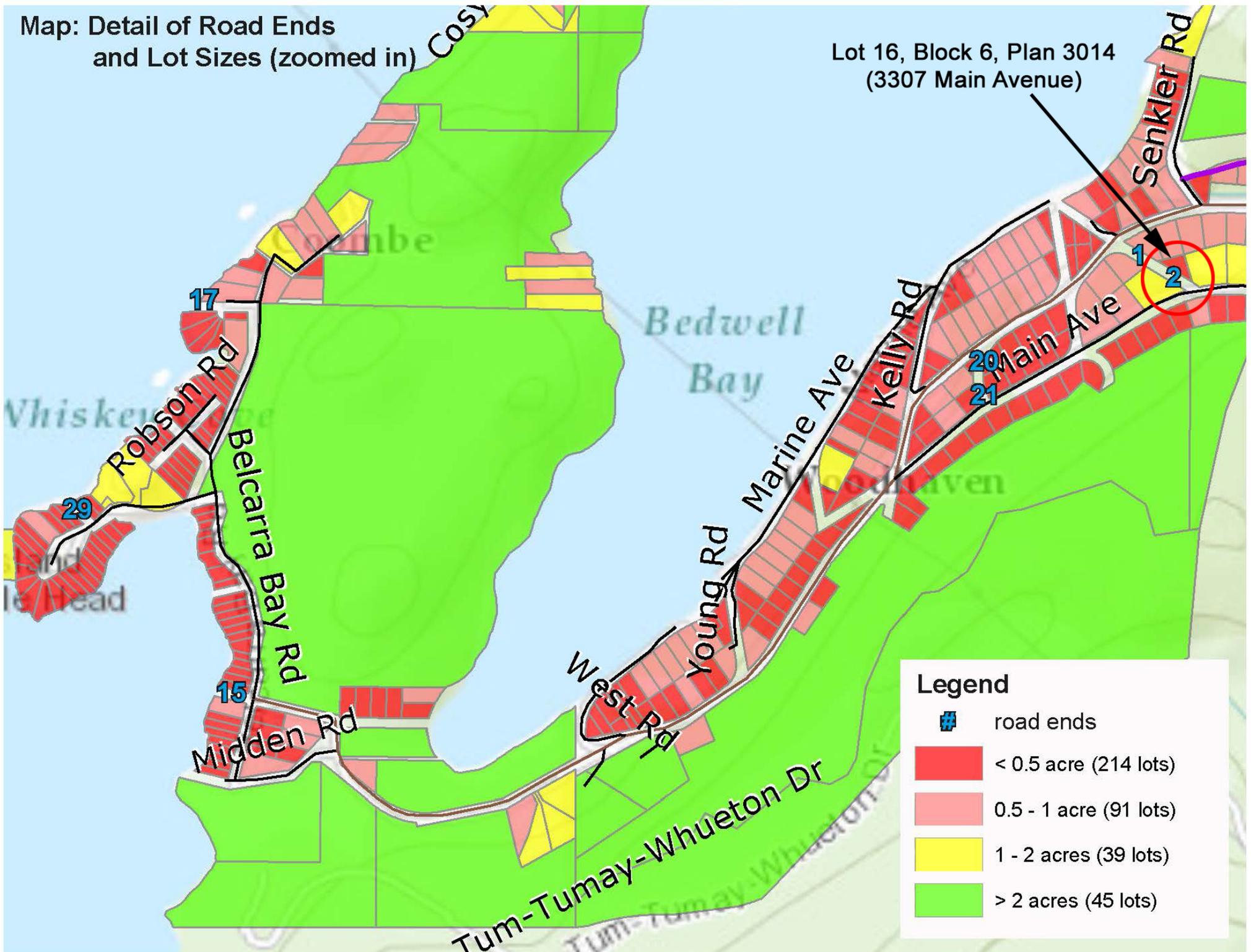
The attached survey drawing also shows a creek drainage located on Lower Watson Road right-of-way (#1 on the attached map) that is both municipal infrastructure and an on-going municipal requirement. The creek drainage also precludes potential development of that portion of road right-of-way due to the set-back requirements for building construction adjacent to waterways.

In 2005, the Provincial government enacted the [Riparian Areas Regulation](#) (RAR) which was subsequently amended in 2019. The RAR outlines requirements for establishing development setbacks from streams, lakes and wetlands. The Belcarra [Building and Plumbing Code Regulation](#) requires setbacks to the natural boundary of any lake, swamp, pond or watercourse as required by the [Riparian Areas Regulation](#) and determined by a [Qualified Environmental Professional](#).

Ralph Drew

Map: Detail of Road Ends and Lot Sizes (zoomed in)

Lot 16, Block 6, Plan 3014
(3307 Main Avenue)



Legend

- # road ends
- < 0.5 acre (214 lots)
- 0.5 - 1 acre (91 lots)
- 1 - 2 acres (39 lots)
- > 2 acres (45 lots)

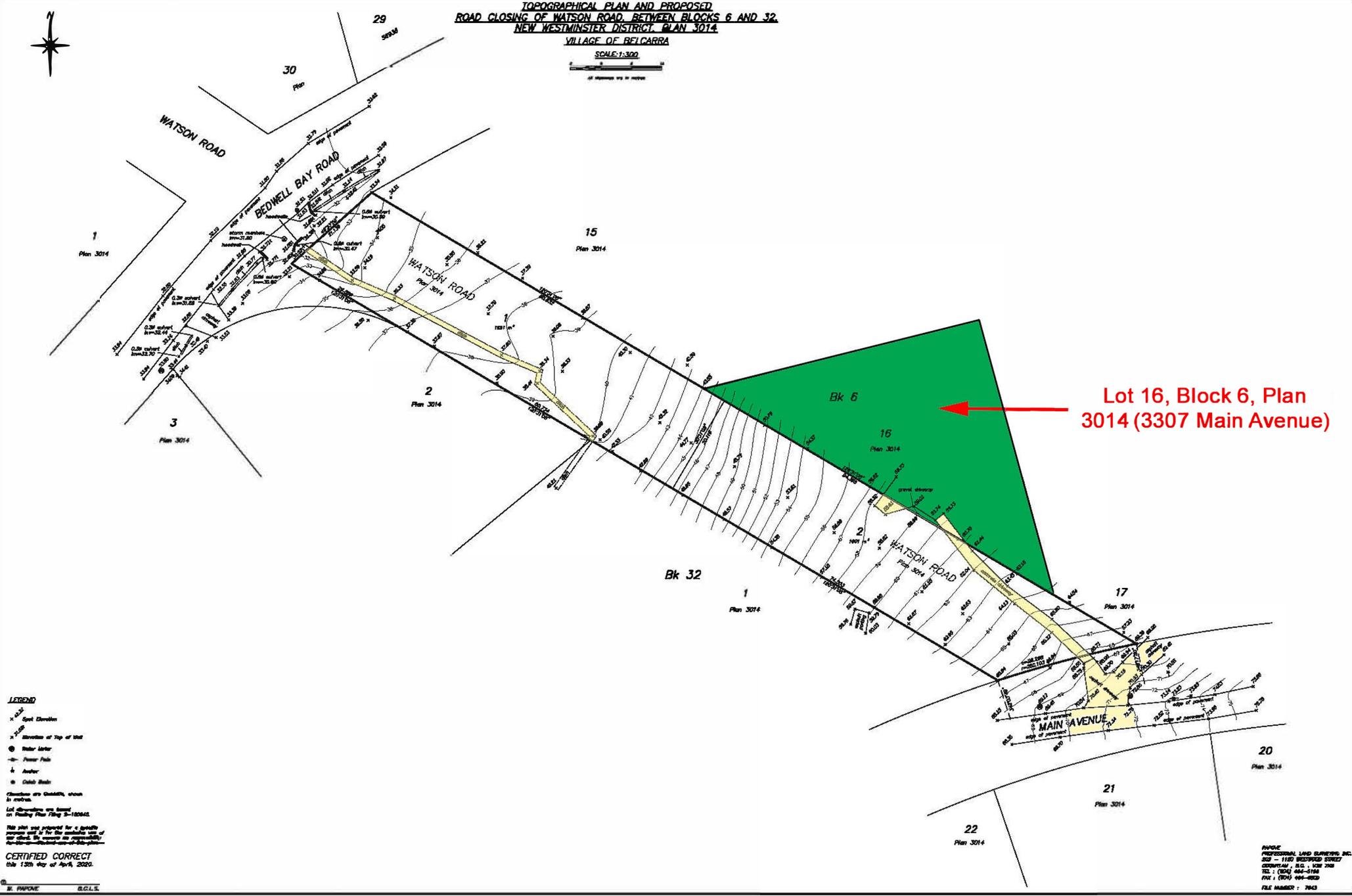
Surveys 1 & 2: Road Ends 1 & 2

potential encroachment

**TOPOGRAPHICAL PLAN AND PROPOSED
ROAD CLOSING OF WATSON ROAD, BETWEEN BLOCKS 6 AND 32,
NEW WESTMINSTER DISTRICT, PLAN 3014
VILLAGE OF BELCARRA**

SCALE: 1:300

ALL DIMENSIONS ARE IN METERS



Lot 16, Block 6, Plan 3014 (3307 Main Avenue)

LEGEND

- Spot Elevation
- Elevation of Top of Wall
- ⊙ Water Meter
- Power Pole
- ⊕ Anchor
- ⊙ Catch Basin

Contours are Contours, shown in meters.

All elevations are based on Mean Sea Level 1984.

CERTIFIED CORRECT
this 15th day of April, 2020.

B. PAPONE S.C.L.E.

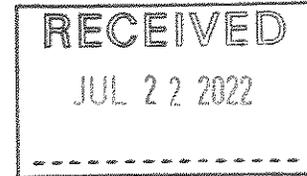
PROFESSIONAL LAND SURVEYING INC.
1100 WESTMINSTER SURVEY
CORPORATE, S.C. 100 700
TEL: (204) 464-4164
FAX: (204) 464-4822
FILE NUMBER: 7943

July 21, 2022

To: Mayor and council

FILE NO. 6480-07

From: Sherry Chisholm



Regarding the recent OCP my priorities are as follows:

1. Financial stability (build up reserves)
2. Address the fire department (new building and possible continuing sharing with Anmore with some full time fire personnel being considered.
3. Get on a 60 liter per second water source as we need more water to fight home fires (not forest fires)
4. Open up permits for new docks to be built
5. Sell upland road ends (these properties are too valuable for trails and we are too small a Village to not persue the revenue from additional homes being built). Our present tax base will not keep up with Village needs
6. Approach Municipal Affairs in Victoria to try to get help in getting some much needed expansion land for addition housing.
7. Continue to support the Ferrer Cove folks in the quest for a new road at their expense.
8. Consider the possibility of sewer connection.

I believe that we are in very poor financial position and the fire department possible changes will break us. There is a requirement for a new fire hall to be built in Belcarra and Anmore and this will cost millions as our 50% contribution is part of the present agreement.

We have plenty of potable water, however, we are short of water for house fires.

Selling road ends (upland only) will immediately fix us up financially and it is the only revenue resource we have at present.

We really need expansion land to take us into the long term future as an independent Village or we will be forced to amalgamate.

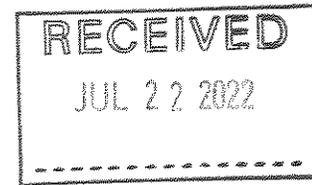
If we are able to obtain so expansion land it will mean more homes and more septic requirements and it seems to me that at some time in the future we will need a proper sewer system. Possible this will also be brought on by an increased water supply.

Continue support for the tennis court/pickle ball court. I am sure the Village will allow any interested group to have access. The group would be responsible for all cleanup and work expenses and insurance and it could operate as a club with annual fees to cover costs.

July 21, 2022

To: Mayor and council
From: Sherry Chisholm

FILE NO. 6480-07



I am writing this letter with regard to the Official Community Plan (OCP)

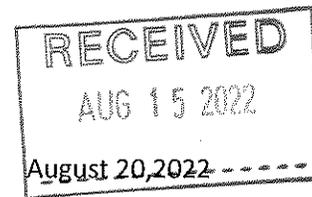
I am not anti native Indian bands and recognize that they were treated very badly, however, I personally do not feel responsible. The government and some churches did the damage not me. I do recognize the terrible judgment by government in the past and dreadful damage that was done to the native families. We in Belcarra cannot undo it.

"Belcarra is committed to advancing reconciliation within the community and working towards developing a stronger working relationship with Tsleil-Waututh" I strongly disagree with this statement and I feel that our Village is our (the tax payers) interest and concern and it is the villagers that need to be satisfied with the final OCP not neighbouring municipalities or native indians.

I believe that Belcarra was a summer, seasonal camp for the native Indians and in calling it an ancestral village it implies that they lived here permanently which I believe is incorrect. They were certainly here for part of the year. I do not feel that because the native indians camped for part of the year at Belcarra that gives them ownership of the Village of Belcarra and certainly not my deeded land. I am not grateful for the native indian input and do not see them as a stakeholder in our village. We have had many OCP documents and never before have we asked native indians to have input into our Village OCP. In acknowledgement of harm, and atonement for the causes is in my opinion improper and insulting to me as a land owner and a tax paying resident. If this document goes forward as it is the negotiators will have a printed document stating that we are responsible for their abuse and that this is their land.

Under the title Strategic Goals 1. To advance indigenous reconciliation within the Belcarra community. Is this really what our OCP is about?

Many of the folks in the Village may feel differently than I do and that is fine ..at least speak or write your opinion. We have a lot to lose as I see it we are inviting the native Indians into our Village and saying that it is theirs. Why? Is this really an OCP topic or is this the agenda being pushed by Metro Vancouver. Maybe we should get out of Metro Vancouver as we are the smallest community and are greatly out voted by the other municipalities. Let the large municipalities fight their own battles and let little Belcarra with approximately 330 homes take care of its own needs as a rural village. There are always grants available so there is no need to rely on Metro for grants.



To: Mayor, Council and OCP members From: Sherry Chisholm

In my opinion the Official Community Plan (OCP) for Belcarra is not representative of the people of the Village or the urgent financial needs that we are facing.

I believe the OCP is about the future plans for the Village and not all about ancient history. If history of the Village is mandated by the Province then let's tell the history of how the Village was formed in 1979 as we were not a Village before that. The Village was incorporated in 1979, In the early nineteen hundreds Judge Bole (or Irish decent) had a property in the area an called the area Belcarra. Much earlier in time the native Indians were in this area in one of the seasonal camps as they were hunter gatherers and moved around with the seasons. That is enough history for me.

I believe that the OCP members should have been chosen from the folks that attend council meetings and are more involved in our community. Many of the present members of the OCP have had no prior involvement in the Village and are therefore possibly are unable to see clearly the needs of the past and then to see the urgent needs now that will take the Village into the future.

There is no question that in order for our Village to survive financially we must sell road ends to pay for a new fire hall. We are talking millions of dollars. We do not have any choice.. a new fire hall MUST be built. This is not a Village choice. I believe this may be a mandate from Workmans Safety regarding earthquake building safety

There are other expenses looming .. a new Village Hall and a direct water supply from a neighboring Community is also a priority for our Village. Our present water supply is perfectly adequate as a potable water supply to Village homes, however, the supply is not adequate as a household firefighting source. The Village will never fight forest fires. WHY HAS THERE BEEN NO DISCUSSION ABOUT THE ABSOLUTE NEEDFOR ROAD END SALES. I do believe some road ends (not all) would be needed for sale to take us out of debt and pay for our immediate, urgent needs.

There is talk about tennis/pickleball court, trails/paths, ageing in place, etc. These are all good things to discuss, however, the OCP members should give greater priority to our urgent, costly needs (firehall, water, safety) Regarding the tennis/pickleball court that is really not a Village OCP subject and should be left to a sport group/club to make a presentation to council to propose how the group could pay for and maintain/manage the private club. No trails should join up to the park trails as it could encourage the park users into the residential area and will cause constant friction to the peaceful enjoyment for home owners along the pathways.

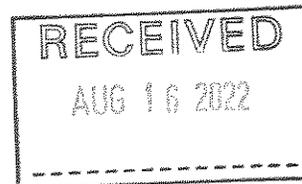
THE OCP IS ABOUT THE VILLAGEPLANNING INTO THE FUTURE....NOT THE PAST.

August 16, 2022

To:
OCP@belcarra.ca
 All OCP Members

FILE NO. 6480-07

cc
jross@belcarra.ca
cclark@belcarra.ca
bdrake@belcarra.ca
jsnell@belcarra.ca
lwilder@belcarra.bc
prichardson@belcarra.ca



Response to OCP dated August 2, 2022

Dear OCP Committee members and Mayor Ross and Councillors,

Before setting out our comments in detail, we wish to stress first that it is misleading to state in the latest Draft OCP under *Road Network, Parking and Transit*, page 39, paragraph 4, that the Land Titles Act, “requires public road access as a prerequisite to subdivision”. Under the Land Title Regulation, BC Reg 334/79 Section 8, water access only properties can be subdivided without access to a public road. Indeed, subdivision was recently granted to Farrer Cove South Lot 3. We suggest that this statement be removed. (Delete “which requires public road access as a prerequisite to subdivision”).

Second, under *Liquid Waste*, page 43, paragraph 2, which states, “Support the requirement that rural property owners wanting to subdivide parcels smaller than 2 hectares (4.94 acres) obtain the requisite regulatory approval of subdivision proposals from the Fraser Health Authority as required by the Provincial Government Guide to Rural Subdivision Approvals (February 2021).” That guide is not applicable to land within a municipality as noted in the document under section 1, Subdividing in BC, the first sentence. This information was confirmed by the Minister of Transport Approving Officer, Jeffrey Moore.

Submissions with respect to the Draft OCP:

Please note that while we, the undersigned, are writing this response under our own names, the three of us have for the past 2-1/2 years been acting as an unofficial committee within the Farrer Cove community. As such, we have spoken with the majority of residents, who have all expressed numerous

concerns regarding the disparity between the Village and Farrer Cove South regarding subdivision regulations.

Under the current OCP requirements for subdivision, the main Village area is set at a half acre minimum lot size for subdivision. Farrer Cove South minimum lot size for subdivision is set at one acre. We, in Farrer Cove South feel very strongly that the minimum lot size for subdivision requirements in Farrer Cove South should be the same as those granted to the main Village, namely one half acre and would therefore like to see the following change to the final OCP 2022 under "*Residential*, paragraph 4",

"The Village supports consistent zoning of one half acre lots across the Village and for those properties in Farrer Cove South, RM-2 zone, which are currently accessed by road, have a Fraser Health approved Community Potable Water system, and meet Fraser Health sewage requirements."

DISCUSSION

Background:

As you are aware, Farrer Cove is made of four distinct and separate areas.

Twin Islands, the northernmost section of Farrer Cove is made up of 18 private properties.

The north side of Farrer Cove Bay is known as Farrer Cove North and is made up of 6 private properties. Both Twin Island and Farrer Cove North are water access only properties.

The ELC, formally known as Camp Howdy, which is made up of 6 private parcels of land. This area has had road access for more than 50 years.

Farrer Cove South (RM-2 zone) is the residential area made up of 13 private properties which house 12 full time dwellings, 4 part-time dwellings, and 3 vacant lots. This area has had road access for more than 50 years and a reliable Community Water System since 1987.

These 4 distinct areas of Farrer Cove together make up approximately 40-45% of all the private land mass in Belcarra. As the OCP Committee is aware, the Province, including David Eby, is very concerned with OCP documents that show little or no growth strategy. The areas of growth outlined in the current draft suggest possible Crown Land as growth. Our understanding is that First

Nations have Right of First Refusal on any Crown Land in BC. As the Tsilil-Waututh Nation called Belcarra home for many years, we would assume they will have a great interest in this Crown Land - similar to the hold up regarding the five acre parcel at Senkler Road and Bowser Avenue. It could be many years before Belcarra might acquire Crown Land. We feel that by granting Farrer Cove South the ability to subdivide to one half acre lots it will be shown that Belcarra is taking a positive step forward in its growth strategy.

Longstanding issues:

A major problem currently facing Farrer Cove South residents results from many years ago, prior to zoning regulations, when property owners built 2 dwellings on individual lots. In the 1970s, the GVRD gained jurisdiction over the Farrer Cove area and introduced zoning regulations which resulted in these dwellings becoming 'non-conforming'. When Farrer Cove joined Belcarra in 1993, zoning was set at 2 existing dwellings for properties, so these dwellings became "conforming". However, the overall problem is complicated as these home owners bought undivided interests in properties and 2 homes were previously built on undivided parcels. There are 8 dwellings in Farrer Cove South in this position.

Banks no longer provide mortgages on undivided interests. Current property owners in this situation must find buyers who can purchase property without a bank mortgage. This limits the number of prospective buyers and thereby devalues the property. It particularly excludes many young buyers who do not have the means to pay cash for a house. With one half acre lots, a much smaller piece of land can be subdivided and sold in the conventional manner as a stand alone property.

Clearly, we do not want to jeopardize, in anyway, the existing designation of "conforming" for these dwellings. While some residents may choose to subdivide, others may not be in a position to do so. No one should be forced to subdivide in order to protect the hitherto legitimacy of their home as "conforming". Therefore, we are only requesting to change the minimum lot size in the RM-2 zone to one half acre from one acre.

The majority of owners in Farrer Cove have lived here for well over 25 years. Owners bought not for a quick profit but because they love the area and hope to pass the property onto their children and grandchildren. In two cases, property has been in the family for over 65 years and, if grandchildren were to inherit, they would be the 5th generation of family living on the property. In going to half acre lots, it would be possible to share the land with family who could sell a small parcel of the property if necessary, rather than be forced to sell an entire

piece due to estate issues. One of the properties in Farrer Cove South with a full-time dwelling has been in the family for more than 50 years and is only 1.2 acres.

Farrer Cove residents live here because they love the natural beauty of the area and appreciate the peaceful lifestyle. Many want to pass that lifestyle onto their children and grandchildren. We foresee *gentle growth* in the area over a number of years, not high density development.

Potable water:

Farrer Cove has a reliable source of Potable Water. In 2012, residents formed the Farrer Cove Water Users' Community, which was incorporated under sections 51 and 53 of the Water Act under #77740/20. The Water Management Committee consists of Larry Carlsen, Sy Rodgers, Tony Spence, and Bob Wilson. The water system crosses and/or meets all 13 properties and currently services 13 full time residences, 3 seasonal residences, and 2 vacant properties. The system meets Potable Water standards as set out by the Province and is monitored monthly by the Fraser Health Authority.

We are happy with the requirement that is stated in the current OCP, page 42, paragraph 2, which reads, "Continue to allow residential private wells and community water systems that are subject to approval and permit by the Fraser Health Authority (FHA)."

We do not understand why connection to a Municipal water system should be added as a condition of subdivision when a Community Potable Water system, approved by Fraser Health Authority, already exists. Regardless of the water source, as long as it is potable water approved by Fraser Health, this should be sufficient for the approval of subdivisions within Belcarra.

Road access:

We are aware that numerous partners will be able to comment on the draft OCP, including Metro Parks. Our committee has had discussions with Parks regarding the possibility of a future road to Farrer Cove South. In those discussions, Parks reminded us that they supported the 2005 YMCA proposal that envisioned 80 homes being added to Farrer Cove and a new road that would have opened up all of Farrer Cove to residential growth. That road would have fallen within Park boundaries.

In terms of increased traffic, when the YMCA was running their camps they had 5000 visitors annually with no complaints from Parks. The ELC has upwards of

200 parishioners visit each week to attend church services, meetings, and social gatherings. In addition, both the YMCA and now the ELC regularly rent out their land to the movie industry, which is accepted by Parks. The ELC has opened up a Tea House which regularly sells out to capacity and there is a plan to open an onsite bakery soon. Again, Parks allows this to take place with no complaint.

As Port Moody and Coquitlam continue to build multiple high-rises and condos, Belcarra Parks are overrun with their residents seeking green space. Has Parks challenged their OCPs suggesting no more growth in the TriCities? We think not.

We are asking for a minimum lot size of one half acre in the RM-2 zone on only the 13 private lots making up Farrer Cove South. Residents have had road access for over 50 years and a Potable Water system.. We believe that the intent of the Belcarra OCP 2022 is to benefit residents of our Village, not Metro Parks.

Future alternative road access:

The current OCP and the draft OCP clearly supports a future road to Farrer Cove South. As has been stated in the current draft OCP, the cost of such a road will be entirely borne by Farrer Cove South residents. If the ELC decide that they do not want a public road in order to remain off the grid and self sufficient, then the full cost of a road could fall on the 13 land owners of Farrer Cove South. The cost to each property owner could be as much as \$350,000. If half acre lots were to be allowed, it would make it much more viable for each home owner to finance the road.

Precedents in other BC communities regarding subdivision options and diversity:

1. **Anmore** has numerous areas designated within the community allowing lot sizes smaller than one half acre. They have identified 5 Comprehensive Development areas with varying lot size requirements; eg. Bella Terra (26 dwellings on one half acre or less), Crystal Creek (10 lots, each on less than one third of an acre). All areas are on septic. See Anmore Zoning Map, Schedule A).
2. **Bowen Island** has 20 Comprehensive Development areas spread throughout the Island. Some of these areas allow dwellings on one half acre or less, eg. Arbutus Ridge (lots 7,8,9 are less than one half acre). All are on septic. Like Belcarra, there are many dwellings in the main village area of Bowen Island that are situated on lots that are one half or quarter of an acre.

3. **Lions Bay** is very similar to Belcarra in that the village is mostly built out with no new building lots evident at this time. However, a sampling of houses currently for sale indicates lot sizes of less than one third of an acre; eg. 425 Mountain Drive, 55 Tide Water Way, 130 Ocean View, 195 Ocean View Place, and 150 Seaview. These are all 5 bedroom, 3 bathroom homes and all are on septic.
4. **Village of Belcarra** currently has 184 properties less than one half acre which rely on individual private sewage systems which require Fraser Health approval (58% of all Village lots).

Conclusion:

We, in Farrer Cove, requested half acre lots in the last OCP discussions in 2011 and were denied. Since those talks, Farrer Cove South residents have fully upgraded our community water system to meet all health requirements by Fraser Health. Septic systems have improved exponentially over the past 11 years and two such differing systems have recently been approved for subdivision of lot 3 here in Farrer Cove South.

In 2022, we feel very strongly that our half acre lot request is entirely credible and there is no reason to be denied this request. Further, that any subdivision should not be conditional on public road access and connection to a Municipal water system. We cannot overemphasize the importance of your actions on this and the message that you are sending to Farrer Cove South residents with your decision.

Respectfully submitted,
Brian Ashford
Sy Rodgers
Lynda Spence

From: OCP
Subject: FW: OCP Letter

FILE NO. 6480-07

From: Zachary Kyra-Derksen
Sent: Monday, August 22, 2022 7:13 PM
Subject: OCP Letter

Dear OCP members, Mayor Ross and Councillors,

I want to add my support to the letter sent by Brian Ashford, Sy Rodgers, and Lynda Spence regarding the OCP.

In particular, I don't understand why Belcarra proper has a .5 minimum lot size and Farrer Cove South has a 1 acre minimum lot size. It is a discrepancy which has been very costly to my family, and potentially very costly to me in the future.

We are currently designated as undivided, which means we are unable to get a traditional mortgage from a bank. Bringing Farrer Cove South in line with the Belcarra minimum lot size of .5 acres would allow us to subdivide our 1.3 acre property.

The impact of this would be huge.

My mom would be able to sell a portion of the property to me or someone else if needed to support her retirement. It would also give me a chance to build my own future here.

I have lived here since 1998, and there is nowhere else I'd like to live. There is a potential for me to buy a .5 acre lot if ever available in Farrer Cove. However, buying a full acre is unlikely due to the cost. More broadly greater Vancouver faces an affordability crisis, especially for my generation. Moving to .5 acre lots is the ethical thing to do. If someone wants a piece of the paradise we live in, they shouldn't be priced out to the degree they are now.

Mostly, I feel horrible about the financial difficulty that our undivided property status has inflicted on my mom. When my parents divorced 8 years ago she was unable to get a traditional mortgage from any bank or credit union. I remember going to countless meetings with her to see mortgage brokers. None understood what an undivided property is, and why we were classified as such when we had clear boundaries recognized by Lands Title.

Instead my mom sought out private financing where she pays a high rate over a condensed period of time. The result is an extremely high monthly payment. If she was able to get a traditional mortgage, over say a 20 year term, the monthly payments would be much more manageable.

It would be a tremendous benefit for her and I if the minimum lot size was reduced to .5 acres in Farrer Cove South.

Thank you very much for your attention to this matter.

Sincerely,
Zachary Kyra-Derksen

From: OCP
Subject: FW: Belcarra OCP

FILE NO. 6470 - 01

From: Robert Wilson
Sent: Wednesday, August 24, 2022 8:57 AM
Subject: Belcarra OCP

August 24, 2022

Dear OCP Committee members and Council,

I am a full-time resident for the last 25 years and have owned my property for over 45 years, originally as a summer home. Over these years I have witnessed many changes and development in Belcarra and almost none in my Farrer Cove area. Farrer Cove is one of the only areas with potential to allow Belcarra to grow and be supported as a vibrant community.

Originally reviewing the draft OCP I was concerned that there was very little consideration for the future enhancement of Farrer Cove to be part and parcel of the village. Potential considerations for the future development of Farrer Cove and its contributions to the Village were omitted or changed from the previous OCP. Now, I am in receipt of a letter prepared by 3 of my neighbours and delivered to Council and the OCP Committee. This letter also addresses my concerns and I am in full support of the comments and recommendations outlined in this letter. I hope that Council will give serious consideration to the content in this letter and reflect this in the new OCP.

Sincerely,

Bob Wilson

From: OCP
Subject: FW: 1/2 acre lots Farrer Cove

FILE NO. 6480-01

From: Shane Lander
Sent: Wednesday, August 24, 2022 10:26 AM
Subject: 1/2 acre lots Farrer Cove

Dear OCP Committee members and Mayor Ross and Councillors,

My name is Shane Lander and I am the owner of Farrer Cove Rd here in Belcarra for approx. 10 years.

I am in support of the letter you received August 16th, 2022 from Brian Ashford, Sy Rodgers and Lynda Spence. The letter does address many of my common thoughts about the 1/2 acre subdivision in our community.

Thank you for your time and efforts.

Shane Lander

From: OCP
Subject: FW: OCP Feedback

FILE NO. 6480-01

From: Suzanne Kyra
Sent: Monday, August 22, 2022 7:17 PM
Subject: OCP Feedback

Dear OCP members, Mayor Ross and Councillors,

I am writing to echo my support of the letter sent by Brian Ashford, Sy Rodgers, and Lynda Spence regarding the OCP.

I have lived in Farrer Cove since 1998. It is our forever home, and I love living here.

However living here has brought significant challenges. While we have clear boundaries with our neighbours as recognized by Land Titles, we are unable to get a mortgage due to our undivided property.

This has been very difficult on us financially. When my husband and I divorced 8 years ago I was forced to seek private financing from multiple sources in order to buy his share of the property. It was a very difficult process, and costly as I have had to pay well above the rate that banks offered.

I have gone to many banks and credit unions in search of financing, and every mortgage broker I've spoken with is confused by our situation. They stated that they have no idea what undivided property means, and why it exists.

I view this as a financial penalty that I've had to face because the minimum lot size is one acre. I own 1.3 acres. I find it very disappointing that the Village has a .5 acre minimum, while Farrer Cove South has a 1 acre minimum.

I strongly suggest the change to .5 acre lots in Farrer Cove South. This would allow me to subdivide and get a traditional mortgage from a bank. I could then possibly sell a portion of my property if needed to support my retirement, instead of being forced to move.

Thank you for your care in this matter.

Sincerely,
Suzanne Kyra

From: OCP
Subject: FW: letter to the Belcarra OCP Committee

FILE NO. 6480-01

From: RON DAVIS
Sent: Wednesday, August 24, 2022 10:27 AM
To: OCP <OCP@belcarra.ca>
Subject: letter to the Belcarra OCP Committee

To: OCP Committee members, Mayor Ross , and the 4 Councillors

I am including with this letter a submission I made October 25th, 2010 to the then ocp committee. My submission was noted and discussed but not advanced to a draft. The draft and final outcome was to change the ocp for subdivision approval from one acre lots to half acre lots. As I had pointed out in my 2010 letter "I feel going to half acre lots would have minimal effect on creating new lots". My question now is after 12 years, how many new lots through subdivision have been applied for and how many have been approved? I'm interested in your answer.

In reading the municipal act, chapter 20 part 29-management of development, content of community plans 945 sections 1 and 2 and 2 (a). If as I suspect the answer to the amount of lots created by subdivision is perhaps 1 or 2 then I think the committee has a legal responsibility to have a very in-depth public discussion around growth and revisit 1/8 to 1/4 minimum lot sizes for Belcarra which is consistent with the already established lot sizes. I don't understand where the new residential development is to come from in the next 5 years, as is required under the Act.

I look forward to following your discussions. Please call or email me anytime.

Respectfully ,
Ron Davis
Turtlehead Road

From: OCP
Subject: FW: 2010 Ron Davis letter to the OCP Committee

FILE NO. 6480-01

From: RON DAVIS
Sent: Wednesday, August 24, 2022 11:24 AM
To: OCP <OCP@belcarra.ca>
Subject: Fwd: 2010 Ron Davis letter to the OCP Committee

To: Ocp review committee, Mayor Ross, and Councilors

Please attach this letter to the letter and email I sent today at 10.27 to the OCP Committee.
Thank You very much.
Ron Davis

From: "ron davis"
To: "ron davis"
Sent: Wednesday, August 24, 2022 11:18:21 AM
Subject: 2010 Ron Davis letter to the OCP Committee

October 25,2010

cc. Belcarra Council

Dear members of the Official Community Plan Review Committee

Having read the minutes of the OCP Committee meeting of May 6, 2010 I have concerns regarding the consensus to reduce the minimum building lot size to only 1/2 acre. Moving to 1/2 acre building lots would have a minimal effect on creating new lots in the Village of Belcarra and have virtually no effect on Turtlehead and Belcarra Bay Road areas. I would like to see building lots that are more consistent with the already established sizes of 1/8 to 1/4 acre or perhaps minimum sizes based on viability and sustainability.

A nearby waterfront home currently list for sale on Robson Road stands on a 5500 square foot lot. The 1/2 acre minimum proposed is 4 times the amount of this particular lot. A waterfront lot currently for sale on Belcarra Bay Road is just over 9000 square feet.

Potentially the OCP could create separate zones throughout Belcarra with guideline that are more site specific. The combined parameters of the B.C. building code bylaws, the standard setbacks of a home within its property lines and the strict engineered septic system guidelines would ultimately determine whether or not a property could be developed . Perhaps this could eliminate the need to have a fixed minimum lot size.

I realize that creating separate zones with a mixture of lot sizes would require more planning and add more work but I feel the long term results would be a more reasonable and flexible solution to the "one size fits all" . Allowing for property sizes considerably less than 1/2 acre would increase the supply of more affordable lots and smaller homes. Managed appropriately the additional property tax revenue from higher density housing would more than offset the increased administration costs and minimize property tax increases.

Respectfully,
Ron Davis
Turtlehead Road.

August 24, 2022

To: OCP @belcarra.ca

CC All OCP Committee Members

cc

jross@belcarra

cclark@belcarra.ca

prichardson@belcarra.ca

Belcarra August 2, 2022 OCP Draft Review, Comments and suggestions

Dear OCP Committee members, Mayor Ross and Councillors,

I have thoroughly reviewed the Draft OCP and would like to make the following comments and suggestions for the final draft being sent to Council.

On page 39, Road Network, item no. 3 e:- The proposed road to Farrer Cove will most likely connect directly with **Bowser Avenue** not Senkler Road as currently stated in the draft OCP. The proposed road would then continue on to Senkler Road near the Windermere Creek bridge as shown on Figure 7. This connection will minimize the impact to the Senkler Road residents and could also access the 5 acre future residential lands from Bowser Ave.

On page 39, item no. 4, I suggest the following wording substitution:- Support site specific subdivision of the Farrer Cove South properties zoned RM-2 with a minimum lot size of 0.5 acres subject to obtaining a sewage disposal permit and potable water approval from the Fraser Health Authority

Add:- Council to update the Zoning Bylaw to match this minimum lot size in the RM-2 zone.

On page 39, item no. 5, for clarification please add:- After a new public road is constructed to Belcarra North “ retain the existing -----etc. “

On page 39, item no. 6, The OCP should provide a timeline for completion of Council Policy with regards to private use of municipal road allowances.

On page 43, Liquid Waste:- Item no. 2 should be deleted as it does not apply to municipal jurisdictions as noted on page 4 of the subject document.(attached)
“Rural” as defined in the Land Title Act is defined as lands which are outside of a municipality.

On Page 43, Items nos. 1 and 3 under Liquid Waste cover the requirements for septic system approvals within Belcarra. The reference to the Ministry of Environment and Climate Change Strategy on page 43 appears to be inaccurate or unnecessary. Belcarra's subdivision bylaw 492, page 59 Schedule A, sets out the regulations for liquid waste (sewage) within the municipality of Belcarra.

On page 44, Land Use Designations, Residential:- In the current draft OCP for 2022, minimum lot sizes are not noted specifically as provided in the last and previous OCP's. This draft OCP mentions flexible lot sizes to encourage subdivision and permitted uses with up to fourplexes where lot sizes are appropriate. The new OCP should provide some clarification for the zoning Bylaw on this issue such as allowing RS-1 zones the **minimum** lot size of .2 or .25 acres and in the RM-2 zone .5 acre lot size subject to Fraser Health Authority approval of sewage permits.

There should also be a cap on density such as 8 dwelling units per acre as a **maximum** which would allow a fourplex on a .5 acre lot. The 2011 OCP previously stated that alternative housing could include 4 single family homes on 1 acre with a suite or coach house for a total of 8 dwelling units per acre which is currently allowed in the Zoning Bylaw 510, RM-3 zone.

It should be noted that 66 properties in Belcarra currently are less than .25 acres (approx. 21% of the entire Village lots) and 184 (approx 58%) of all Belcarra lots are less than .5 acres.

On page 45, under this section, item no. 14 should be added;- update the zoning bylaw to provide guidelines for the new higher density housing forms

On page 45 and 60, Figure 6 Future Residential:- The future residential locations shown on Bedwell Bay Road are currently Crown land and watershed which will make it very difficult to acquire these lands for residential lots within Belcarra plus the First Nations will most likely have the first opportunity to acquire these lands if the Crown were to decide to release them. A more likely area for limited future residential growth in Belcarra would be in Farrer Cove south and the 5 acre parcel already zoned RS-1 by Belcarra on Senkler Road at Bowser Avenue. These lands could be developed in conjunction with a public road into Farrer Cove.

It is noted that the 5 acre parcel of land on Senkler road is not designated a such on Figure 6.

Thank You for your review and consideration.
Brian Ashford



Guide to Rural Subdivision Approvals

Last Modified: February 2021

1 Subdividing in BC

1.01 Roles and Authorities

1.01.01 Ministry of Transportation and Infrastructure

1.01.01.01 Role of the Approving Officer

1.01.01.02 Ministry of Transportation and Infrastructure Involvement

1.01.02 Local Government

1.01.02.01 Regional Districts

1.01.02.02 Improvement Districts

1.01.02.03 Municipalities

1.01.02.04 Islands Trust

1.01.02.05 Local Government Assuming Approving Authority

1.01.02.06 Land Use Contracts

1.01.03 Referral Agencies

1.01.03.01 Health Authorities

1.01.03.02 Crown Land Management

1.01.03.03 Fisheries and Oceans Canada

1.01.03.04 Environment

1.01.04 Special Circumstances

1.01.04.01 Indian Reserves

1.01.04.02 United States Border

1.01.04.03 Pipelines

1.01.04.04 Railway Crossings

1.01.04.05 Covenants

1.01.04.06 Utility Right of Way in Subdivisions

1.01.04.07 Authority for Controlled Access Highways

1.01.04.07a Arterial Highways

1.01.04.08 Authority for Road Closures

1.01.04.09 Agricultural Land Commission

1.02 What Is A Subdivision

1.03 Types of Subdivision

1.04 Subdivision Fees and Costs

1.04.1 Examination Fee and Tax Certificates for Controlled Access Highways

1.04.2 Final Plan Examination Fee

1.04.3 Strata Title Subdivision Application Fees

1.05 Subdivision Costs

1.05.1 Cost of Inspection

1.06 Time Required

2 Rural Subdivision Approval Process

2.1 Preparation

2.2 Application

2.3 Evaluation

1.0 Subdividing in BC



The Rural Subdivision Approvals site provides information on subdividing land in unincorporated areas. In municipal areas, please contact the municipal office. If you are considering developing a parcel of crown land **Front Counter BC** can assist you.

This guide is designed to lead you through the province's rural subdivision approval process.

Subdividing is a complex process involving many overlapping interests; depending on the size and complexity of your project, it can take many months to get from the idea stage to building. If you are new to subdividing, we strongly suggest that you hire a practitioner to work with you on your proposal; you may choose a **BC Land Surveyor**, an **engineer**, or a development consultant. You can also contact your **local District Office** for more help.

Roles and Authorities

Every subdivision must be approved by an Approving Officer appointed under the **Land Title Act**. For rural subdivisions the Approving Officer is situated in the Ministry of Transportation and Infrastructure district offices. There are other authorities, held by local governments and agencies, that must be adhered to as well. These are listed in detail in the **Roles and Authorities** section.

more>>

What Is A Subdivision?

Consolidating two or more properties into one lot
Adjusting or realigning an existing property line
Creating several lots from one or more existing properties
Creating several strata lots from one or more existing properties

more>>

Types of Subdivisions

- conventional subdivision
- strata (consisting of bare land, building and phased strata lots)
- cooperative corporation/shared interest
- aboriginal reserves
- leases

more>>

Time Required

The time it takes to process and make a decision on your rural subdivision proposal can vary, depending on the number of applications in the system, the scale and complexity of your project, and how thoroughly you prepare your application. Components include time for review of the application, investigation and development.

more>>

From: OCP
Subject: FW: Community Plan - lot size

FILE NO - 6480-01

From: Belle Bojanowski
Sent: August 25, 2022 8:59 AM
To: "OCP"@belcarra.ca <"OCP"@belcarra.ca>
Subject: Community Plan - lot size

To: Ocp review committee, Mayor Ross, and Councilors

I am writing to comment on the letter from Ron Davis regarding the committee's plan to limit the lot size in Belcarra to half acre.

I fully endorse Ron's objections and suggestions that the village consider a zone plan instead of a one size fits all. I have one of the smaller, large properties on Coombe Lane, 3/4 acre. While I have no plans to subdivide my property, and would not like to see overcrowding of homes along the waterfront, I would like to keep my options open for the future. Your 1/2 acre lot policy would effectively prohibit my subdividing for my children. Given that many Belcarra lots are much smaller than 1/2 acre, I think this is unfair.

Please give Ron's suggestions serious consideration. He makes some very good points.

Thank you for your work on the planning committee.

Belle Bojanowski
Coombe Lane

From: OCP
Subject: FW: Belcarra Draft OCP Submissions proof read suggestion
Attachments: Draft OCP 2022 response.pdf

FILE NO. 6480-07

From: Daniel Richardson
Sent: Wednesday, August 24, 2022 4:14 PM
Subject: Belcarra Draft OCP Submissions proof read suggestion

Dear OCP Committee members, Mayor Ross and Councillors,

We write with respect to the draft OCP for the Village of Belcerra, and the letter of August 16, 2022, recently submitted by Farrer Cove residents, Brian Ashford, Sy Rodgers and Lynda Spence (copy of letter attached for reference).

We write in support of the Farrer Cove residents request for a change to the OCP to allow subdivision of lots in Farrer Cove to a minimum of a half-acre rather than the current one acre subdivision allowance.

I am the managing partner of BTM Lawyers, located in Port Moody's Suter Brook Village. My wife Shannon Richardson, is the adult daughter of Sy and Jen Rodgers, who are residents of Farrer Cove. We have enjoyed the Rodgers family property for the past 20 years. We currently own a home in Anmore. Our property is on a half-acre lot and has its own septic system. It is our experience that half acre lots are fully functional and remain very rural, despite being less than one acre.

Our dream is to move our family (we have 3 young children ages 4 to 8) to Farrer Cove where we would be closer to the water and our children's grandparents. Shannon's brother and sister, would also like to move to Farrer Cover with their young families for the same reasons.

Our parents purchased the Farrer Cover property with the intention of creating a legacy property for our family to enjoy for generations. While we have had an amazing 20 years, we are concerned with the future of the property and how it can be divided and enjoyed in the future. Half -acre subdivision would allow our family, and several others in Farrer Cove, to continue to live and grow in the Belcerra community.

We respectfully ask that the OCP be revised to allow for half acre subdivision in Farrer Cover. Not only will it allow our family to continue to enjoy the property we love so much, but it is also just the right and equitable thing to do for the owners of Farrer Cove properties.

We thank you for your consideration and hope you support the OCP draft amendment request of Mr. Ashford, Mr. Rodgers, and Ms. Spence.

Regards,

Daniel C. Richardson

BTM Lawyers LLP

Subject: FW: Broad view of OCP Draft

FILE NO. 6480-01

From: Sy Rodgers

Sent: Thursday, August 25, 2022 7:29 PM

To: OCP <OCP@belcarra.ca>; Jamie Ross <jross@belcarra.ca>; John Snell <jsnell@belcarra.ca>; Carolina Clark <cclark@belcarra.ca>; Liisa Wilder <lwilder@belcarra.ca>; Bruce Drake <bdrake@belcarra.ca>; Paula Richardson <prichardson@belcarra.ca>

Subject: Broad view of OCP Draft

As I have already spoken to the issues specific to Farrer Cove South , I would like to make some general comments regarding the Draft OCP . I have been told that a great deal of the content in the current Draft was provided by Urban Systems . If it is true Urban Systems were Fired then I can only assume the OCP Committee were not happy with the content supplied . I also am concerned with the content supplied. I will not repeat Farrer Cove South issues . The 2011 OCP in place currently , is 22 pages in length including maps . This current draft is now at 64 pages with maps . I do not see any major changes that would balloon the draft to this extent . I feel there is a lot of filler and Short Term wants that should not be in a OCP . As an example , under our current 2011 OCP section Transportation Policies 3.3.1 Road Network and 3.3.2 Path Network we have a total of 8 directives . Under the new draft Road Network, Parking and Transit we now have 37 directives . I will not print each new directive but supply the number to it and ask you a question .. 1 and 2 ..Could this not be one sentence ? 5 Is there a Council Policy ? .. 6 If this is a Metro Van issue why in our OCP ? 7 and 8 Have we not been doing this already ? No need to be in ...9. Do we want to tell other Municipalities what they should do ? ... 10 isn't this a short term want ? 11 We already do this with No Parking signs throughout the Village .Why fill up the OCP with things already solved ? 13 Are there numerous examples where this is not already being done ? 14If a road needs upgrading in front of a residents house on Bedwell Bay Rd are you suggesting the resident pays ? 15 ... Isn't this covered in Residential # 5 ?..... 16.... Isn't this covered in this same section #3 section b and c ? 17 If bus shelters are Transits responsibility isn't this a short term staff request not long term vision ? 18Isn't this a Parks Issue and isn't it already in place ? 19 Isn't this short term Staff ask ? 20 Are there Provincial rules around raised crosswalks ? 21.. Is this a short term staff issue not OCP ? 22 Isn't this already being done ? 25. Do you not think this might have been discussed by Parks ? 26... Is this not a Parks issue? 29and 30 Isn't this a Metro Van issue ? 32 and 33 Are we not already doing this ? 37 Are we not already doing this ?

As you can see, approximately 25 items are really just short term wants or should be handled by another entity ,and that's in only one section . I think the whole draft should be gone over for similar issues that do not belong in a OCP

Under the section Residential in the Draft there is a line " The community expressed a desire to preserve these low density forms of housingincluding secondary suites, triplexes and fourplexes ..future growth . I would suggest this is not a true statement . I never heard the comment Triplexes and Fourplexes for future growth in the 15 minutes we were allowed to comment on . I heard high end Condos to age in place similar to Horseshoe Bay or North Van .Do the Committee members suggest they would want to move into a Triplex or Fourplex to age in place and or have a Triplex or Fourplex next to their home ? In our current 2011 OCP the future vision calls for " up to 4 small houses on one acre ." Why did this committee think this was no longer a vision for the future ?

ELC: Under our current 2011 OCP under Land Use Policies 3.1.1 Residential section d) there is approximately a quarter page regarding the ELC lands . In this section the Vision for the future is " Max. 80 residential lots ,low density housing such as Townhouse . A ComprehensiveDevelopment Zone would be created . The Village will expect to secure land along the Shoreline for a waterfront park ". Why does this Committee now think this is not the Vision as this whole section has been removed ? In what public meeting was this expressed ? Does this Committee believe one church sitting on 35% of all the available land in Belcarra is the best use of this land in the future .

As is stated in the opening statement of the OCP document an OCP describes the Long - Term Vision of a community. Not next years short term wants . An OCP presents the Long -Term Development plans like housing . Remember , Councils and OCP committees do not build houses , condos , townhomes and or coffee shops . They put the Vision to paper . The Developer then will help to make the Vision a reality . If however there is no real Vision then there is nothing to attract the Developer .

As an example of how a OCP will bring a vision to fruition I suggest you drive to the 2100 block of Prarie Ave in Port Coquitlam BC . We bought a property there in mid 1980 . The OCP at that time called for RS1 (single family homes) throughout that block . To this vision only single family existed there . As this road became a main collector route the OCP changed over time . In approximately 2005 , townhouses and 4 story apartments were added as a vision to the OCP . By approximately 2010 townhomes replaced some of the house and by 2018 a four story high rise with commercial on the main floor broke ground . I'm not suggesting this is what you envision for Belcarra but it shows you how a OCP and the Development community work together to bring a Vision together .

Thank you Sy Rodgers

From: OCP
Subject: FW: OCP Committee

file no. 6480-01

From: Jason Sadler
Sent: Friday, August 26, 2022 7:13 AM
To: OCP <OCP@belcarra.ca>; Jamie Ross <jross@belcarra.ca>; Carolina Clark <cclark@belcarra.ca>; Bruce Drake <bdrake@belcarra.ca>; John Snell <jsnell@belcarra.ca>; lwilder@belcarra.ca; prichardson@belcarra.ca
Subject: OCP Committee

To OCP Committee

Thanks, you for the opportunity to review and comment on the current draft. I have lived in Farrer Cove area full time with my wife and three children (now adults) for 20 years. The house that I reside in was build by my grand Farther in the 1946 or so and has been in my family ever since .

As you are probably aware I have been a member of the Sasamat fire department for 20 years and hold the rank as captain. I am also work full time with Marcon Development and hold the rank as Superintendent and have for 12 years. As my time is limited and the draft is so long ,I have chosen to speak to only the Farrer Cove issues and not the complete draft.

I am disappointed that the wording regarding the Proposed Road to Farrer Cove South is very similar to the wording in the first OCP in1996,discussions with the appropriate parties will be held in attempt to secure the long-term legal road access for the resident, clearly this wording hasn't sent much of a message to the council or staff. Perhaps a much stronger stand-alone statement using words such as Top Priority ,fist Priority should be considered.

I am also very aware of the request for the change to one half acre lot size for the Subdivision in Farrer cove south I have had discussions with neighbors and have read supplied to your committee by Brian Ashford ,Sye Rogers and Linda Spence which outlines several issues affecting the Farrer Cove South residents. I fully support all points and requests made in that letter. I am affected by the two homes on one property I can see how the half acre lot size change could make it much easier for these properties to subdivide and become alone properties. Thank you for considering my comments

Jason Sadler

Jason Sadler
 SUPERINTENDENT
 Dogwood Project

MARCON

