



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



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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
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- **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 təmtəx̱wtən/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 təmtəx̱wtən/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 təmtə́míxʷtən (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 təmtə́míxʷtən (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.



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.

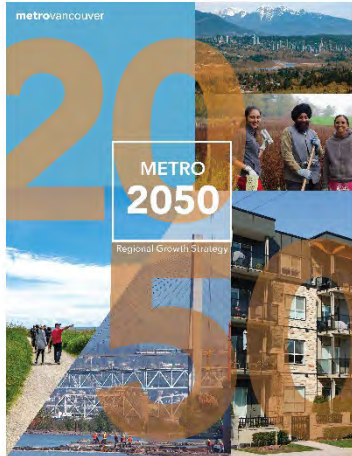
Policies

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 təmtəmx̱wtən (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 XXXXXXXXXX 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.



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.

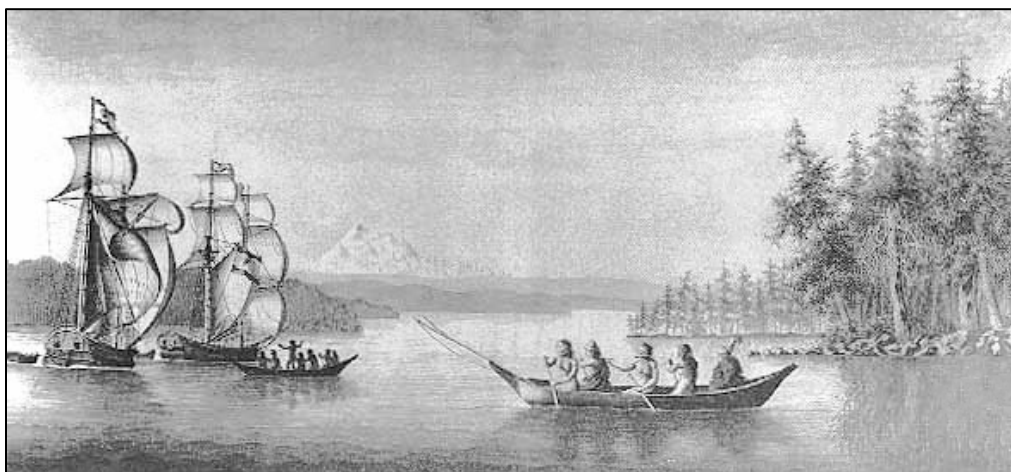
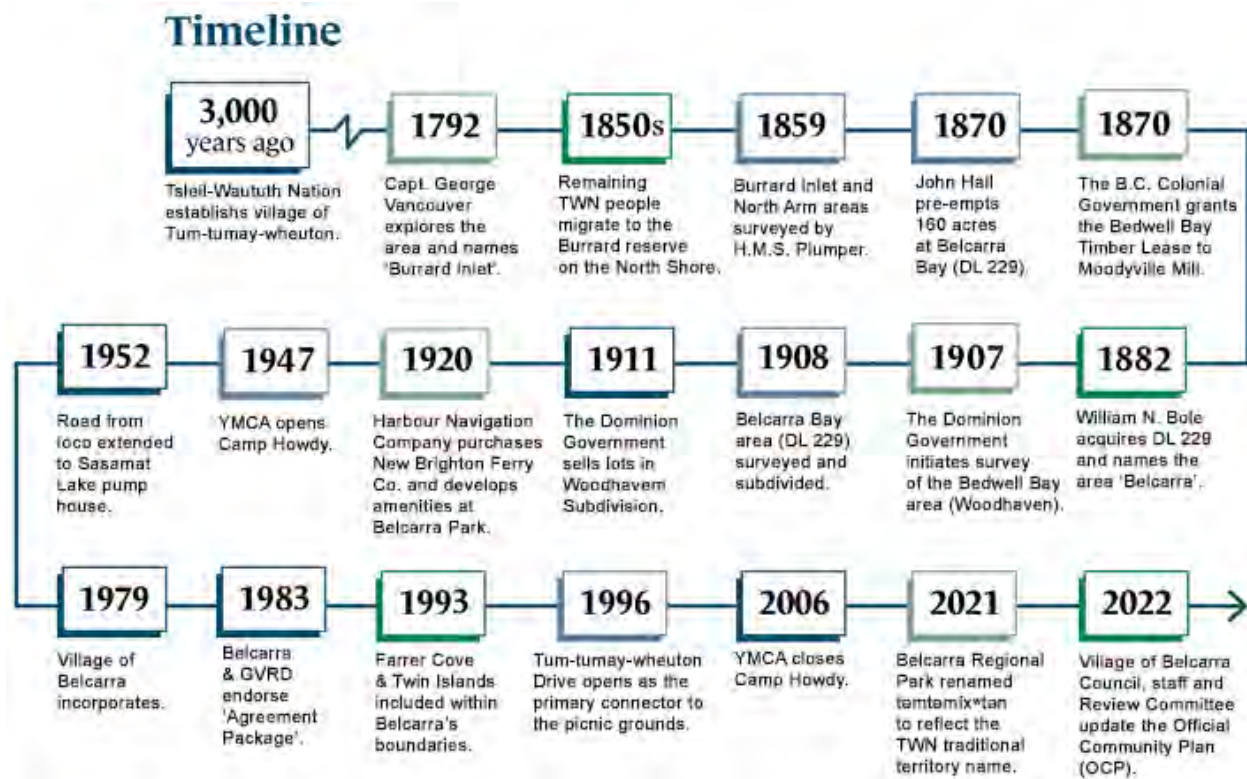
Through the 1930s, the idea of a road to Belcarra began to form with formal submissions to the Provincial Government. Construction of the road eventually began in 1952 with an extension from the present-day First Avenue in loco to the Sasamat Lake pump house.

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-Wheuton 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.



‘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.

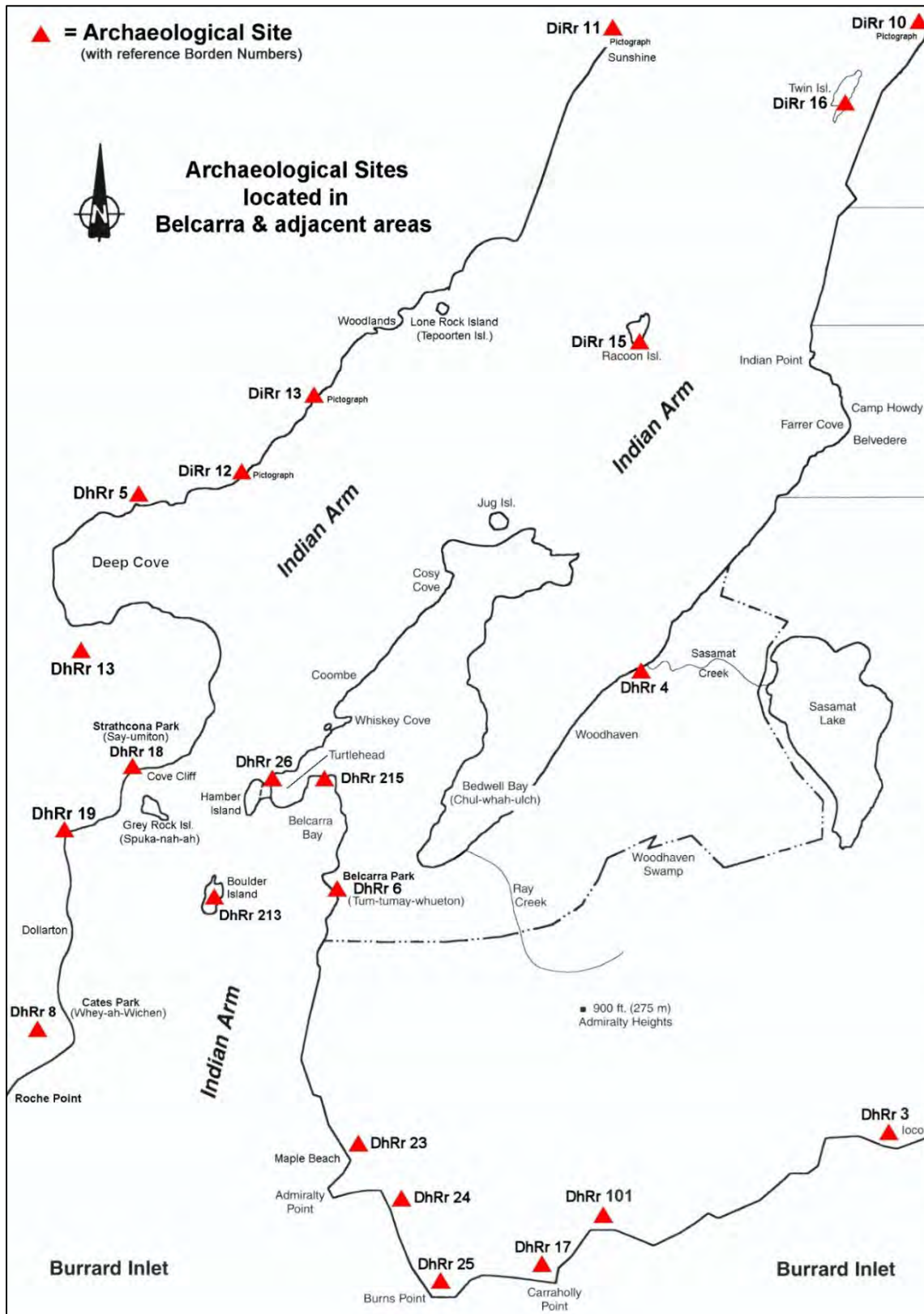
In 1863, an English-speaking colonial official and Judge H.P.P. Crease identified the village at Burrardview (later Burrard IR No.3) as “Large Indian Ranch (Squamish) owned by Lillooet”, indicated the village at Roche Point as “Silllooet Indians, Tum-tumay-whueton”, and the North Vancouver area as “Lillooet 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](#)).



Archaeological sites located in Belcarra and adjacent areas

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 təmtə́míxʷtən (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 təmtəmíxw̓tən (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 təmtəmxʷtən (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 raccoons, 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:

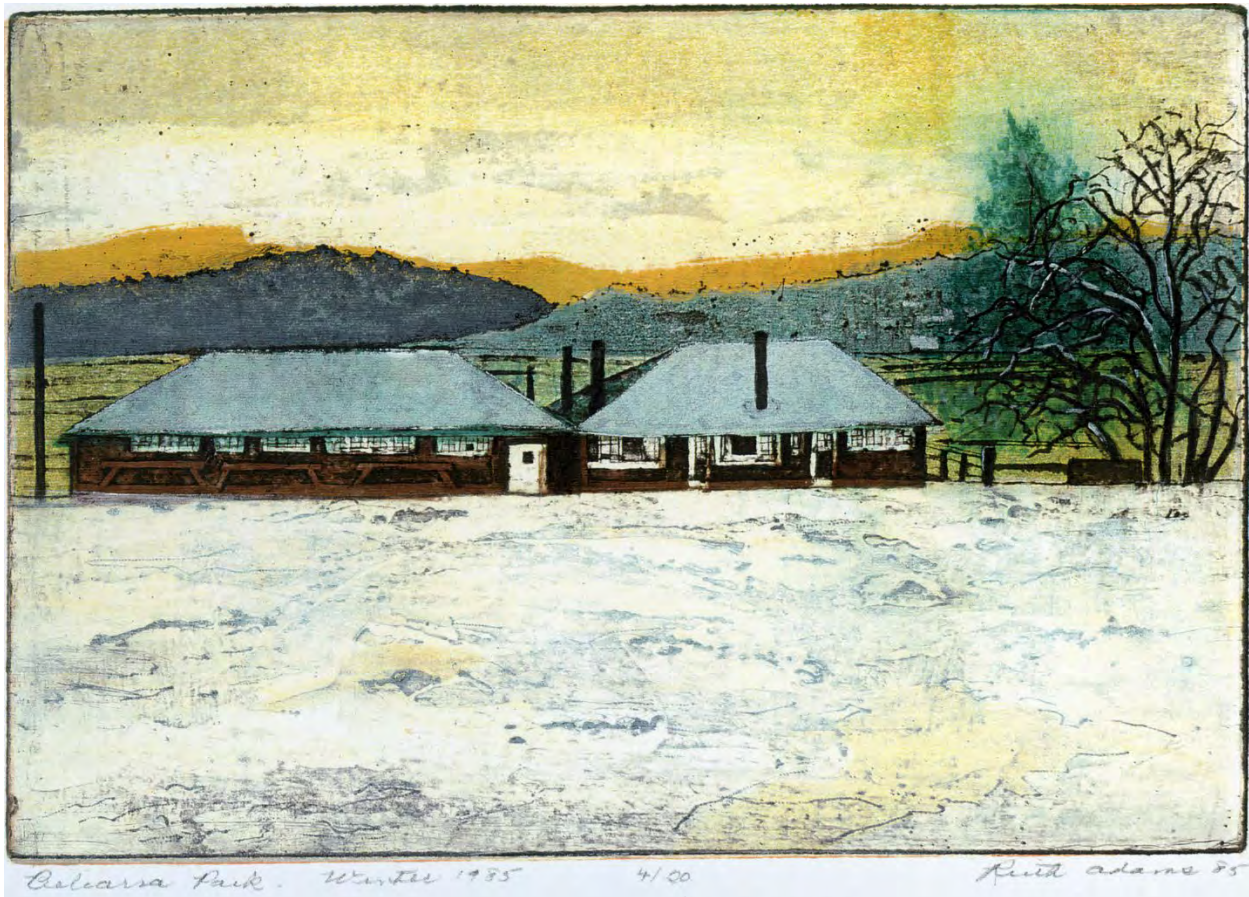
1. Promote active transportation to eliminate short vehicle trips to reduce transportation emissions.
2. Advocate additional public transit service to reduce vehicle trips to təmtəmíxw̓tən (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park.
3. Lead by reducing vehicle emissions 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 tæmtæmíxw̓tən (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 təmtə́míxʷtən (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 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.



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:



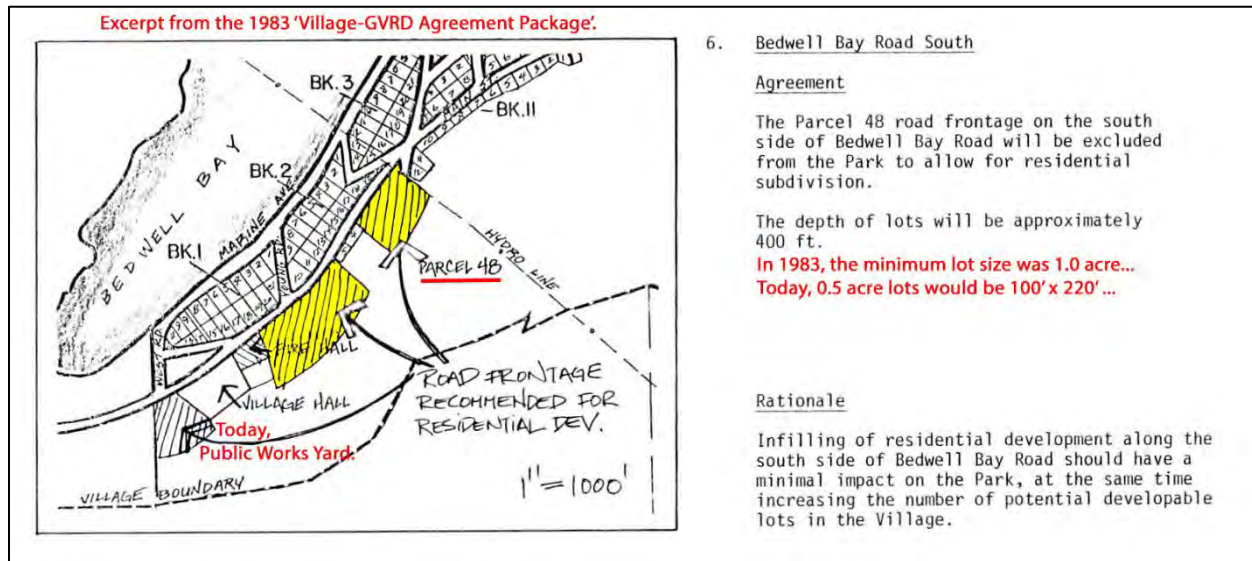
- a. **R1 Zone – Belcarra Bay, Whiskey Cove & Coombe** – the minimum lot size shall be 0.25 acres (0.10 ha) subject to sewage disposal approval by [Fraser Health Authority](#).
 - b. **R2 Zone – Woodhaven Subdivision** – the minimum lot size shall be 0.50 acres (0.20 ha) subject to sewage disposal approval 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 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 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.

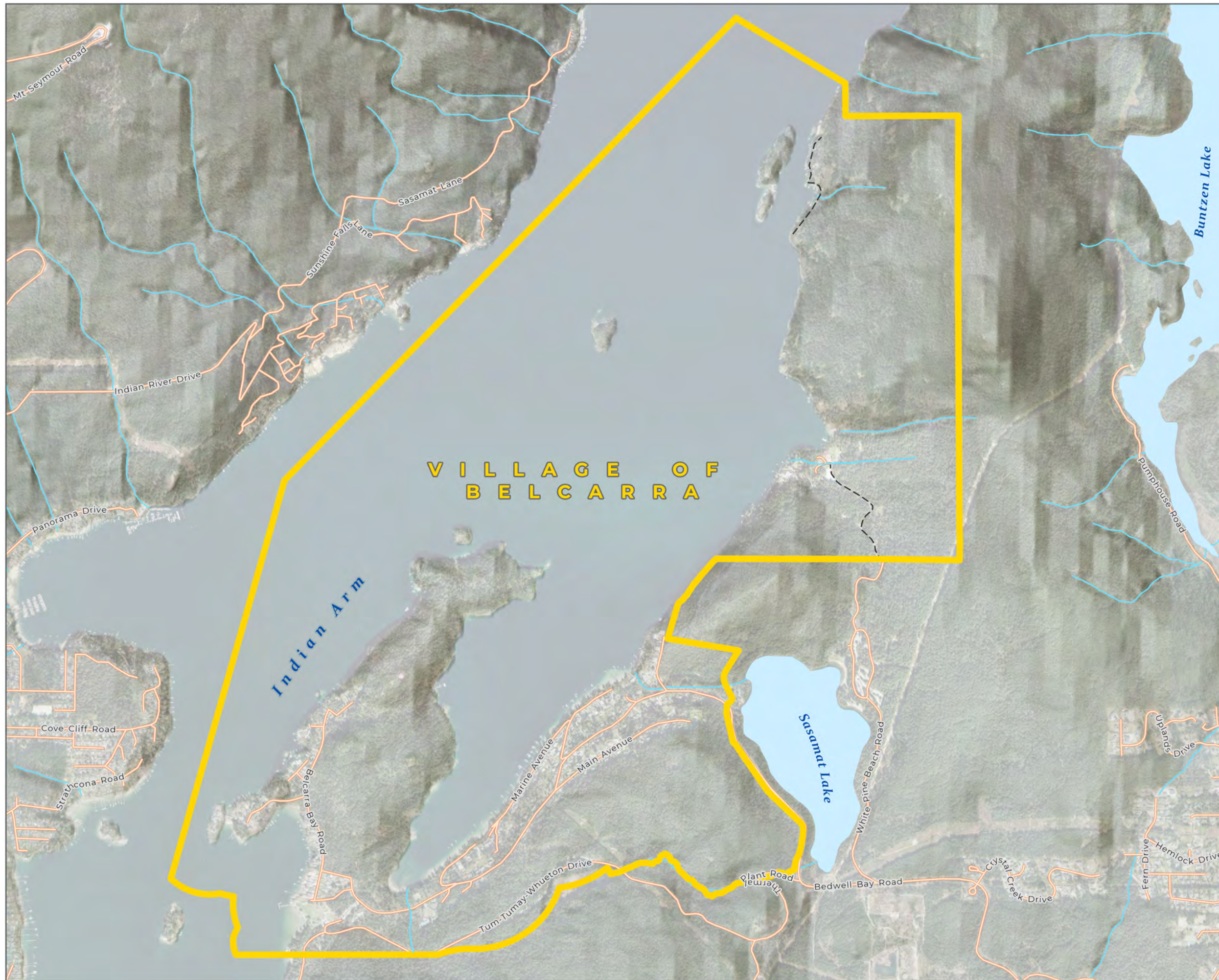
Adjusting

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.



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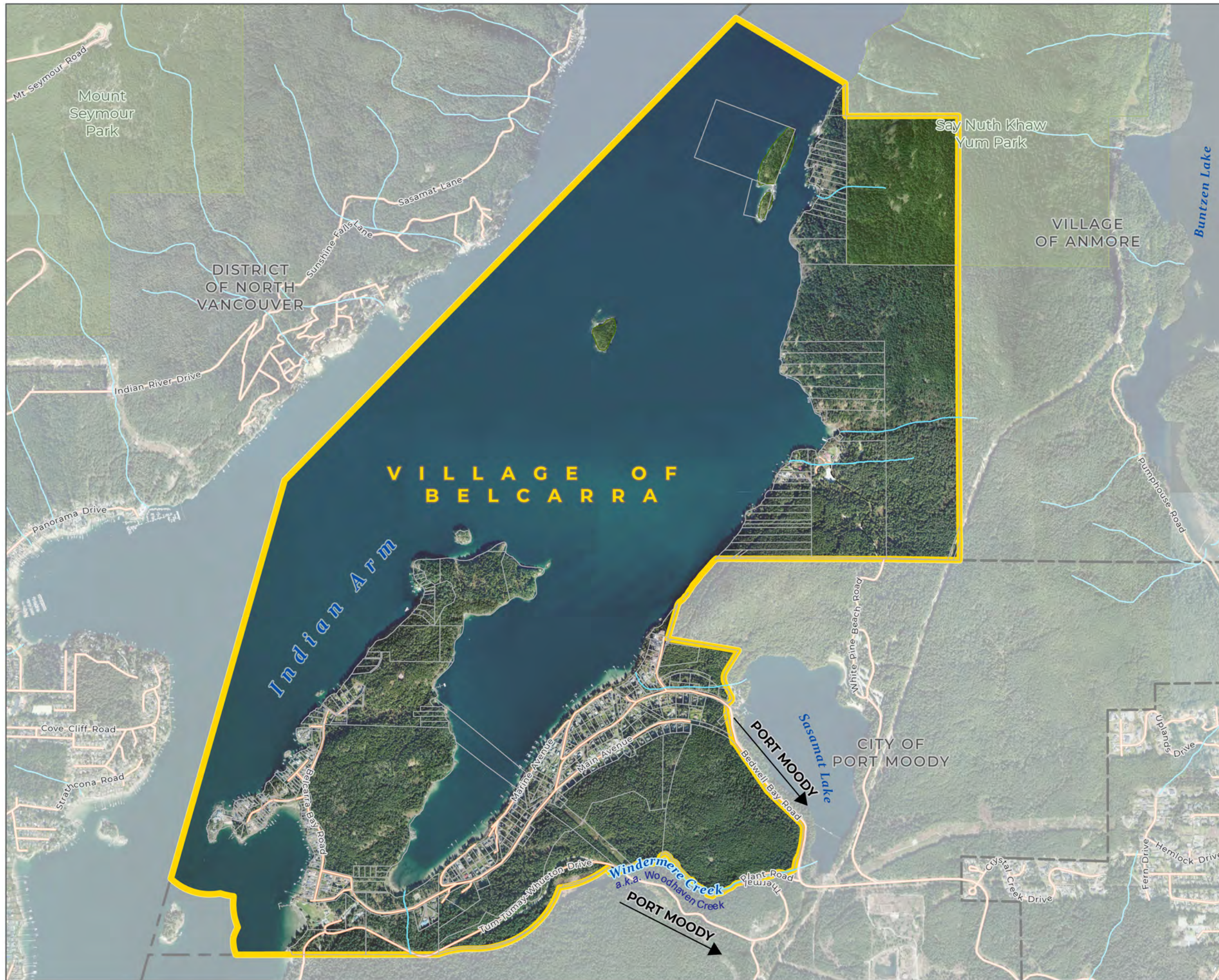
Official Community Plan
Context Map

Legend

-  Village of Belcarra Municipal Boundary






FIGURE 1



Official Community Plan
Aerial Photograph

Legend

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

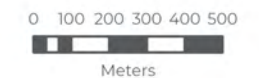
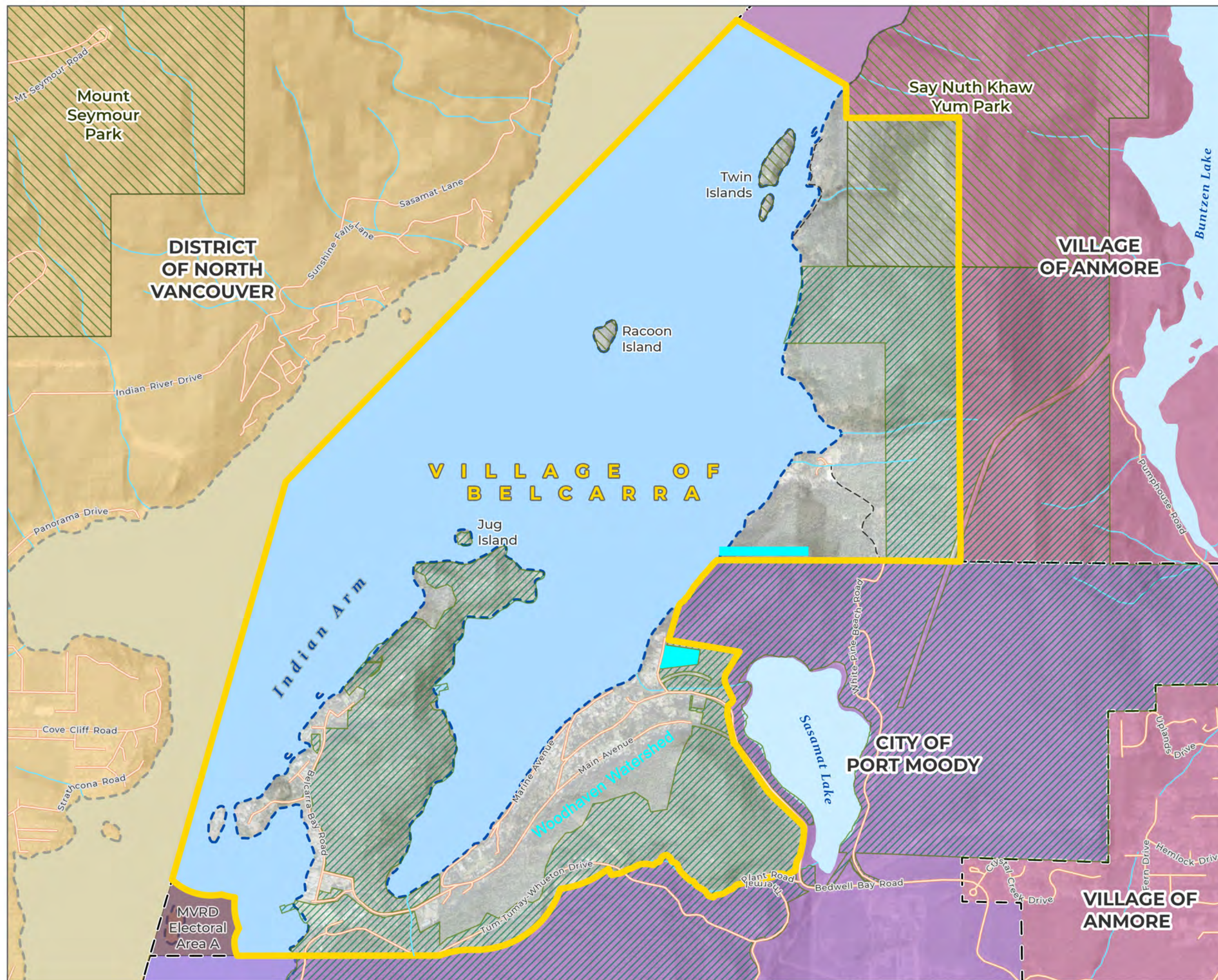


FIGURE 2



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
- tæmtæmîx'tæn/Belcarra Regional Park
- Provincial Crown Land

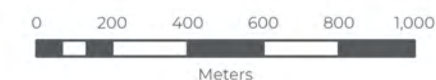
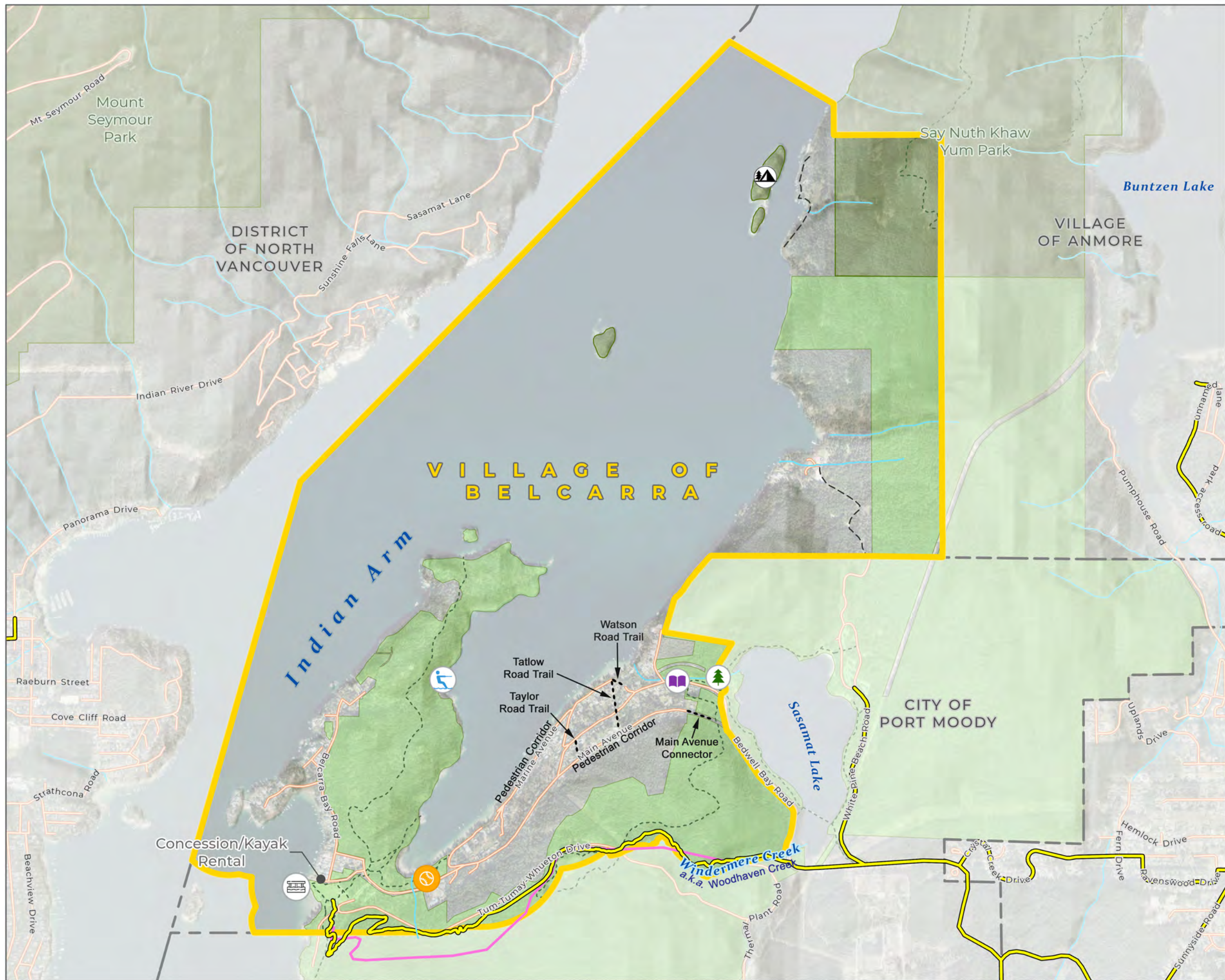


FIGURE 3



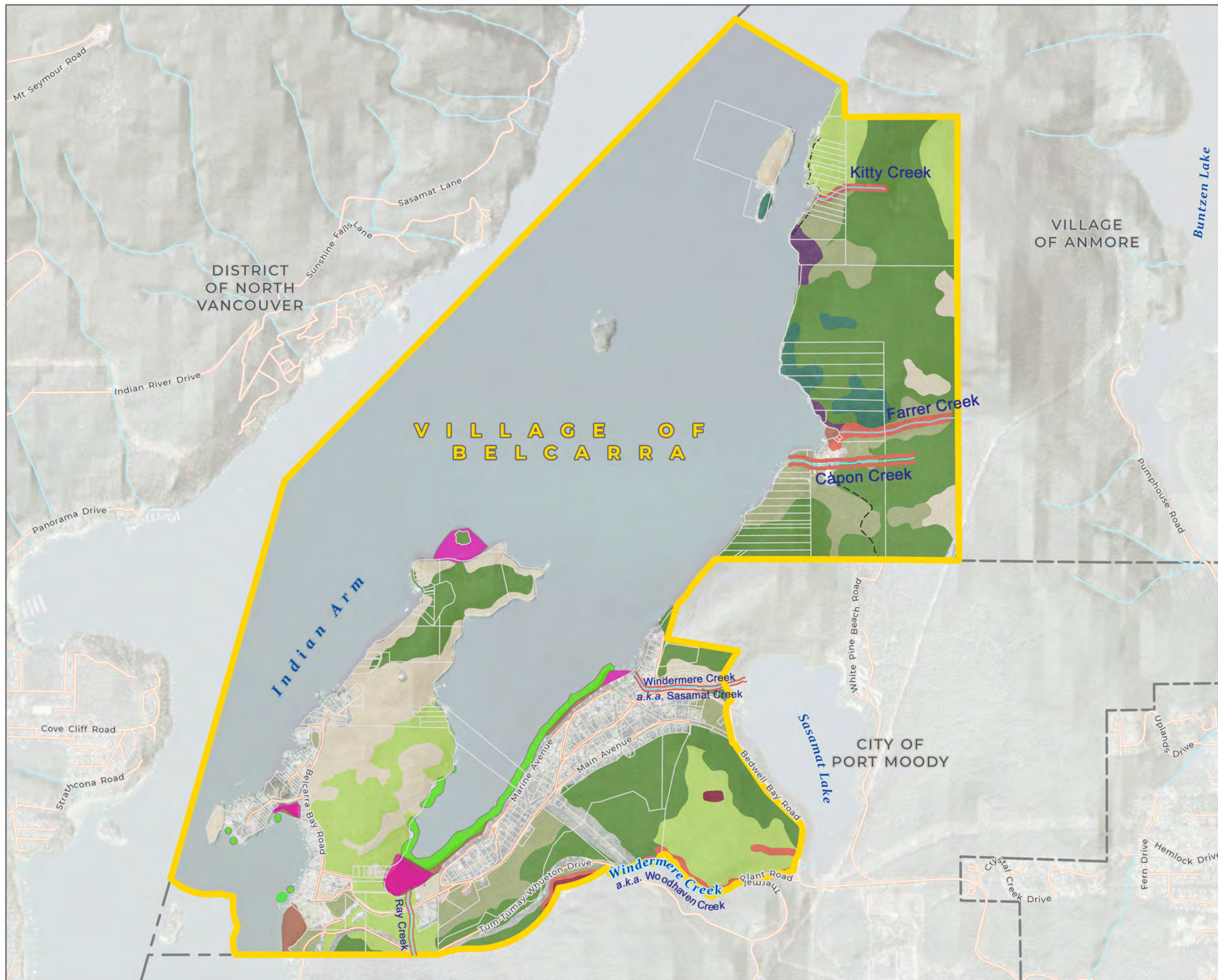
Official Community Plan Parks and Recreation

Legend

- Municipal Boundaries
- Village of Belcarra Municipal Boundary
- təmtəmix'tən/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

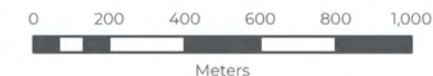


FIGURE 5



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

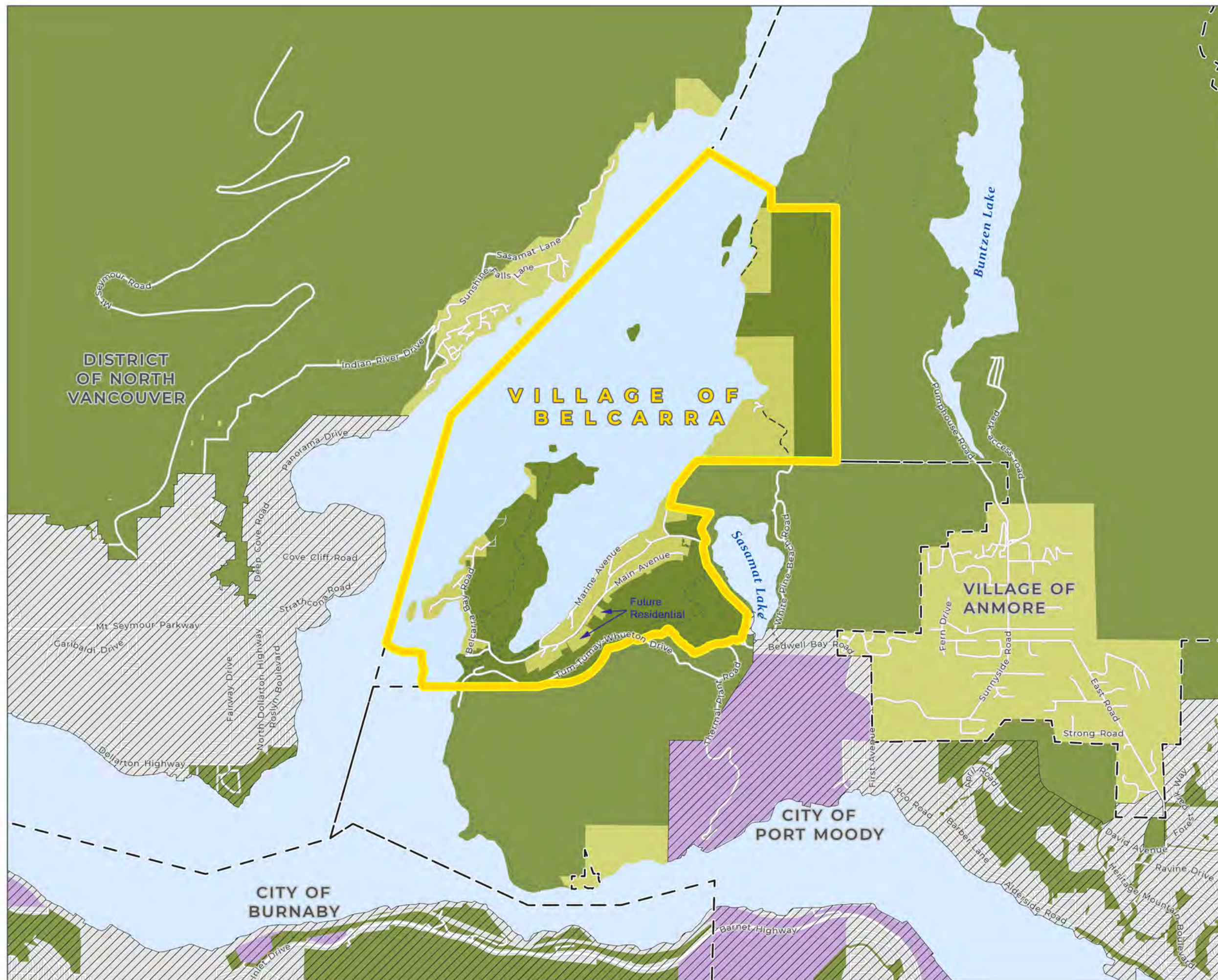
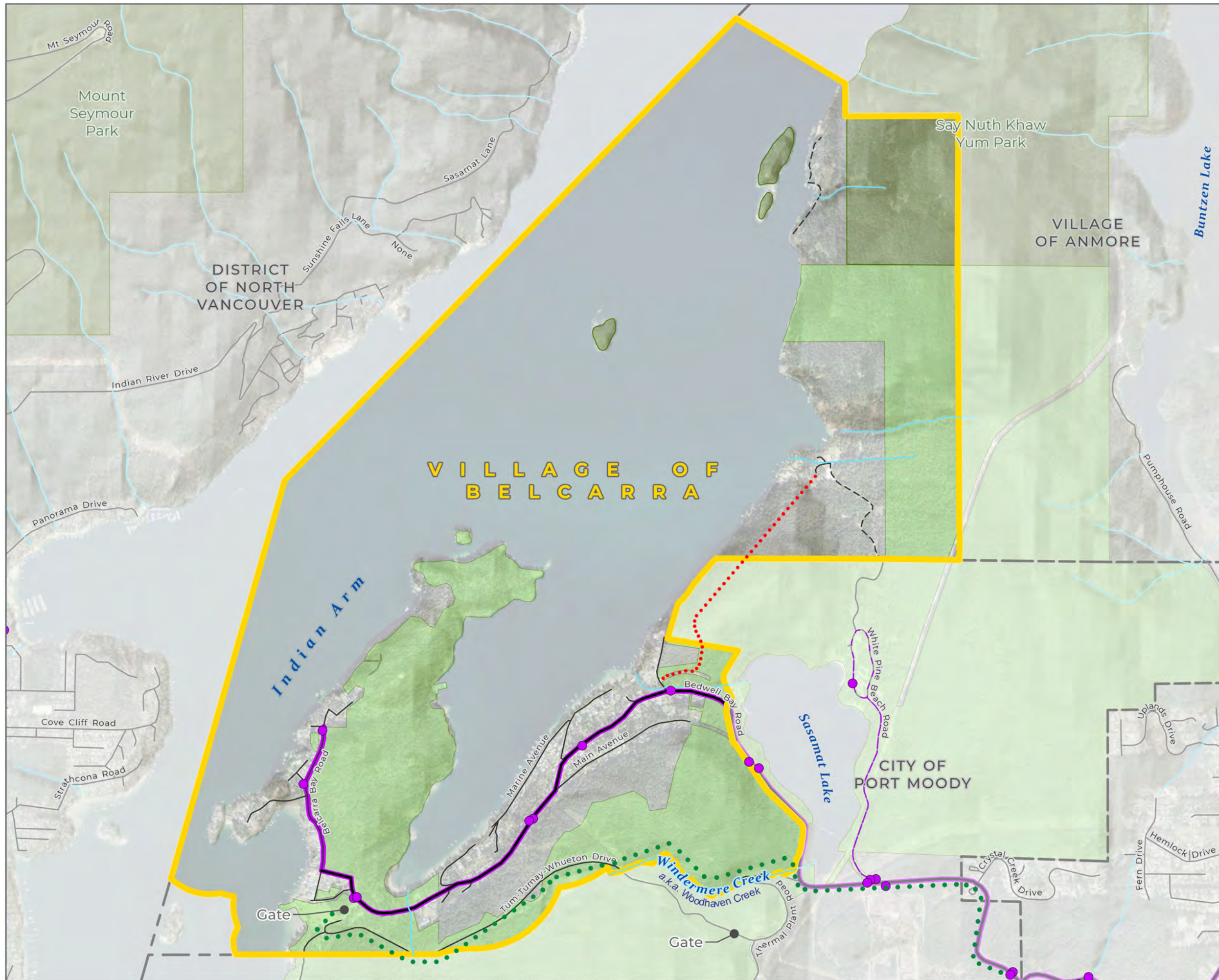


FIGURE 6



Official Community Plan Transportation Map

Legend

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

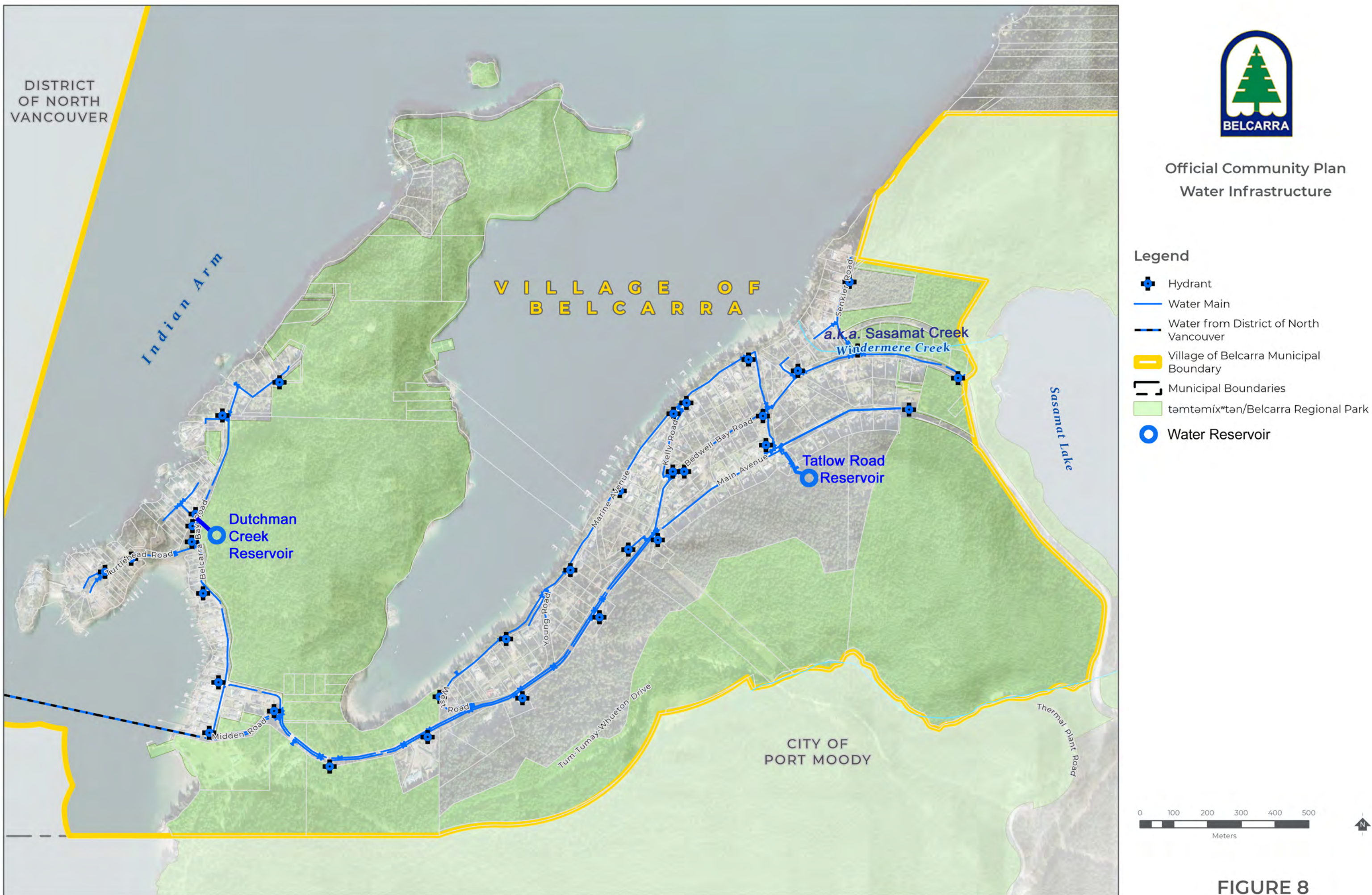
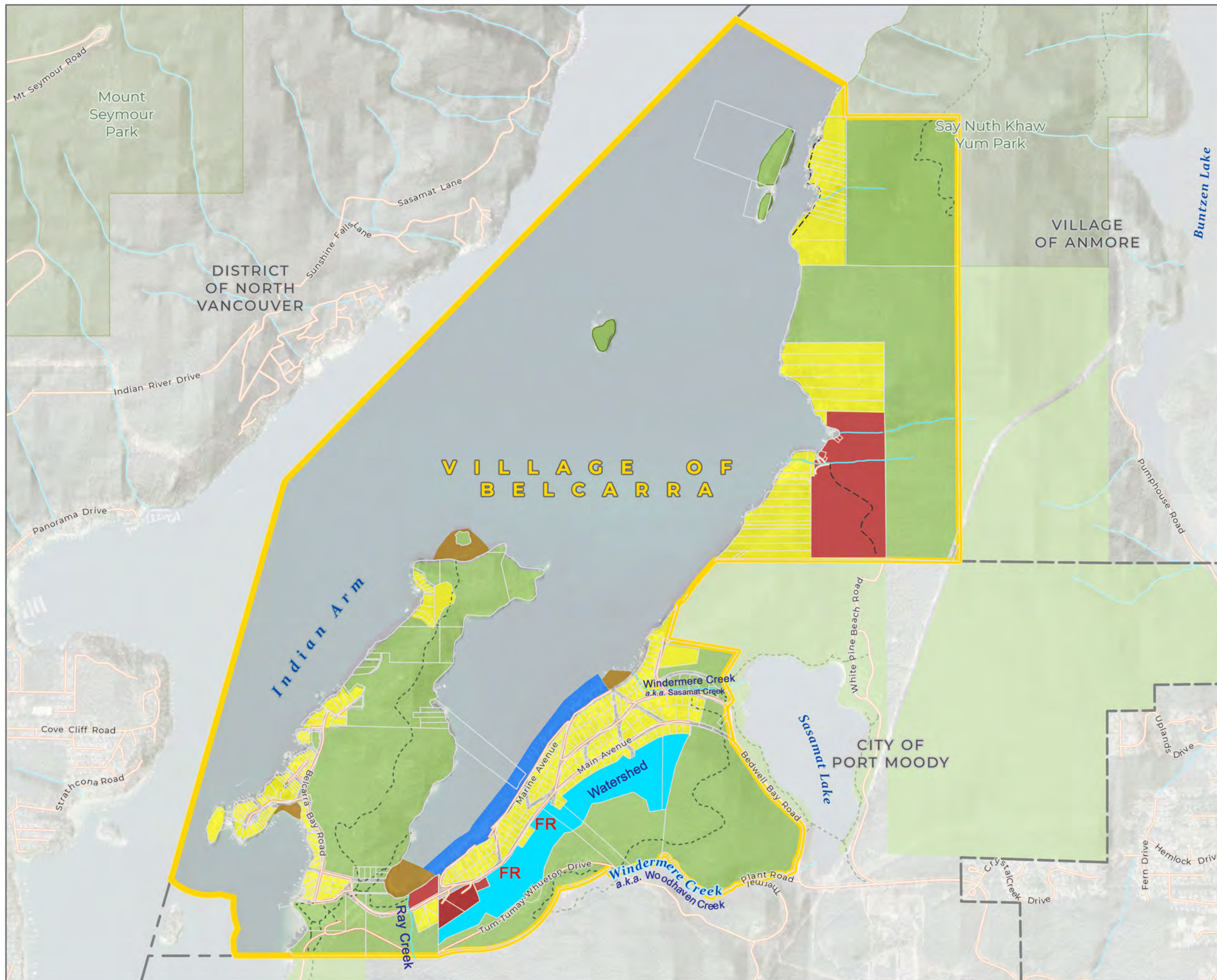


FIGURE 8



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

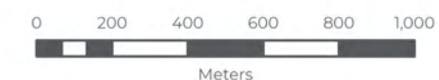
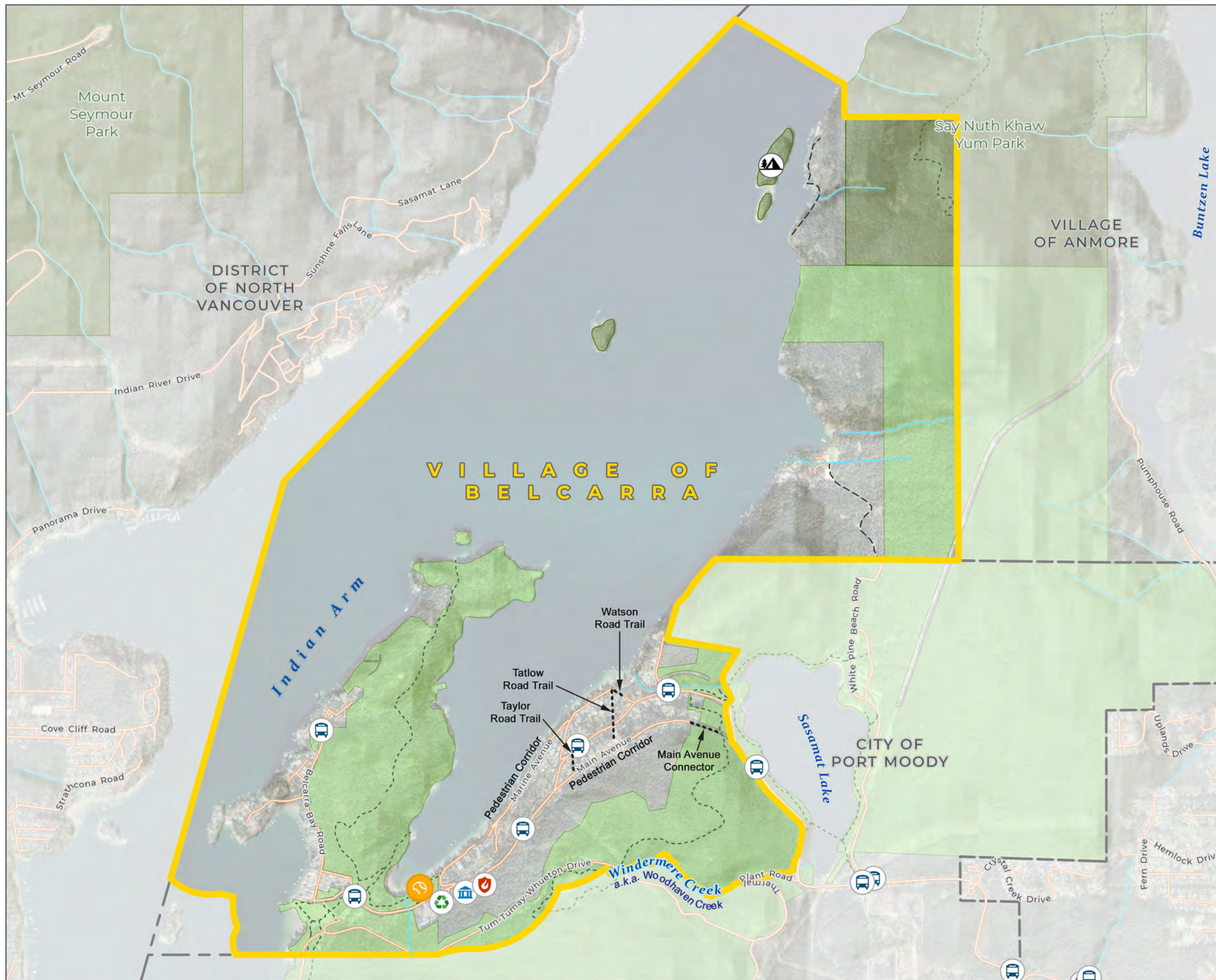


FIGURE 9



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)
- təmtəmixʷtən/Belcarra Regional Park
- Metro Vancouver & BC Parks Pedestrian/Hiking trail
- Provincial Camp Site
- Belcarra Multi-Court
- Belcarra Community Trails



FIGURE 10