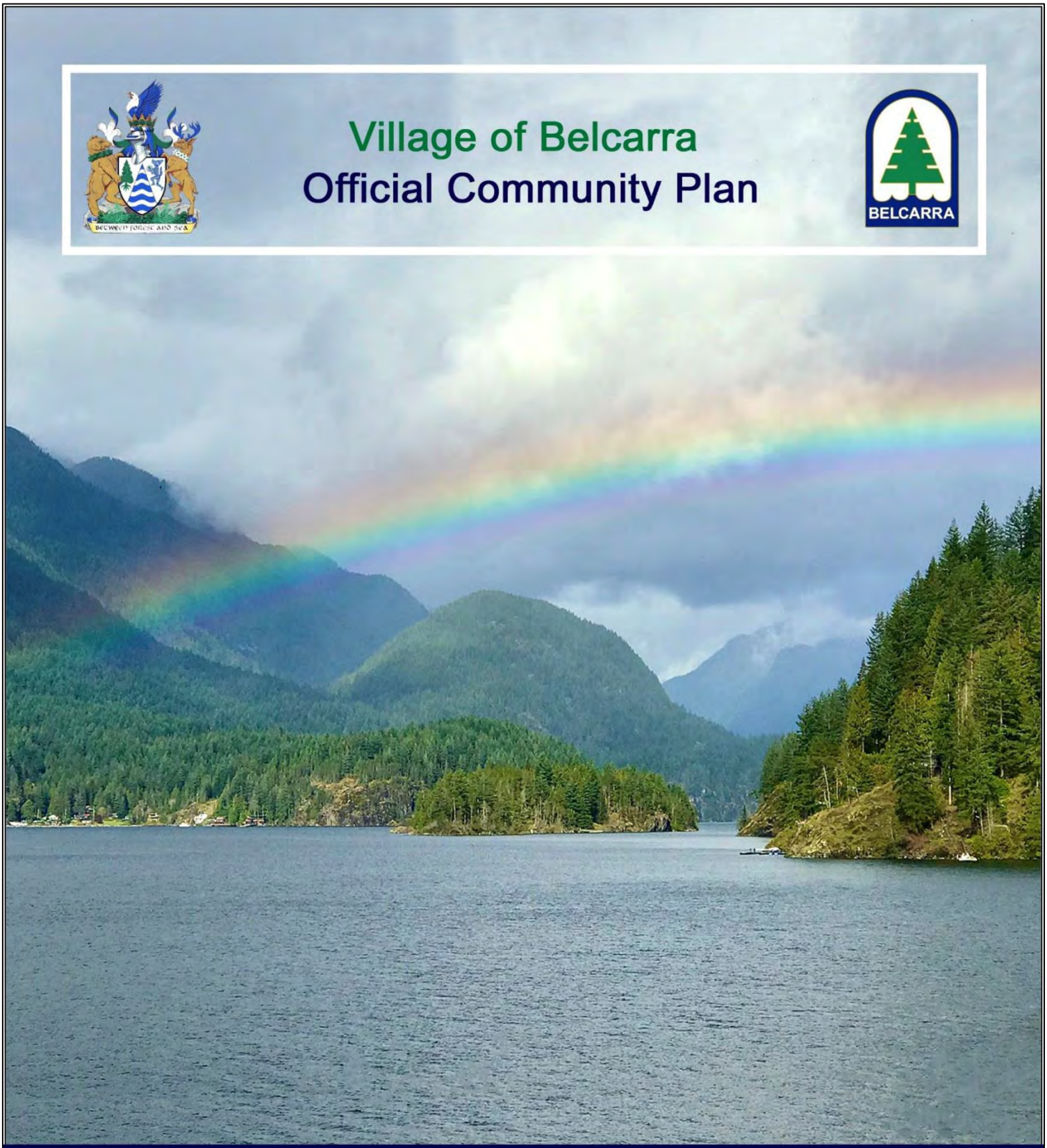
Village of Belcarra
Official Community Plan



Village of Belcarra
Official Community Plan Bylaw No. 615, 2023
Schedule A

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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.

təmtəmíxʷtən, or Belcarra, is home to an ancestral village of the səlilwətaɬ (Tsleil-Waututh Nation). Belcarra is grateful for the meaningful contributions made by səlilwətaɬ 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.

A SPECIAL THANK YOU TO THE FOLLOWING:

Belcarra OCP Review Committee

Ian Devlin, *Chair*
Ralph Drew, *Vice Chair*
Larry Carlsen, *Member*
Paul Degraaf, *Member*
Jol Drake, *Member*
Kevin Ferris, *Member*
Tracy McRae, *Member*
Mary-Ann Pope, *Member*
Sandra Rietchel, *Member*
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Dennis Back, *Acting CAO*

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 surrounded by nature, within Metro Vancouver that is a short 10-minute drive from Port Moody and a 45-minute drive from downtown Vancouver. The Village has 700 residents and is surrounded by təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum/Indian Arm Provincial Park.

Belcarra is a jewel of Metro Vancouver offering a unique spectacular natural setting in a larger urban context. The Village is entirely residential with its municipal office, community hall and public works yard as the centre piece of municipal government and gathering place for Village residents. Surrounding təmtəmíxʷtən/Belcarra Regional Park provides ready access to popular walking, hiking and biking trails, and water activities at both a salt 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.

The Village of Belcarra Official Community Plan Bylaw No. 615, 2023 (the "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 and the Tsleil-Waututh Nation. The Village supports advancing the Calls to Action under the Truth and Reconciliation Commission and affirms the United Nations Declaration on the Rights of Indigenous Peoples. The engagement process for the OCP offered an opportunity for relationship building with Tsleil-Waututh Nation. Throughout the planning process, it was clear that residents wanted to strike a balance between maintaining the community character they hold dear and charting a future that considers social, environmental, and financial sustainability.

The Truth & Reconciliation Commission
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 rural community with an aging demographic on the edge of a growing and urbanizing 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. The OCP 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 km^2, is home to Say Nuth Khaw Yum/Indian Arm Provincial Park and təmtəmíx̱ʷtən /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 City of Coquitlam and the City of 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 təmtəmíx̱ʷtən /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.
- **Plan**, meaning there is a relevant strategy for achieving future goals and objectives.

What does an OCP include?

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

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs for the next five (5) years;
- the approximate location, amount and type of existing and proposed land uses (e.g., residential, commercial, industrial, etc.);
- the approximate location and area of sand and gravel deposits suitable for future extraction;
- the location and phasing of major road and water systems;
- restrictions on the use of hazardous or environmentally sensitive lands;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal facilities;
- 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.

At a municipal level, the OCP is informed by Belcarra's 2023 Strategic Plan, 2021 Housing Needs Report, Bedwell Bay Sustainability Plan (2007); and a broad collection of policies and bylaws. The 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. The OCP will inform the Zoning Bylaw which will play a major role in implementing the OCP's policies.

How does an OCP relate to other Plans?

An OCP is informed by many other regional, municipal, and area plans. At a regional level, the OCP must be consistent with Metro Vancouver's Metro 2050 Regional Growth Strategy (RGS) and informed by Metro Vancouver's Regional Parks Plan and TransLink's Transport 2050 all of which provide overarching policy frameworks for population growth, parks and recreation areas across the region and our regional transportation network. At an area level, the Belcarra OCP is informed by the OCP's of neighbouring Port Moody and Village of Anmore, the Vancouver Fraser Port Authority's Land Use Plan (particularly policies related to the Indian Arm Planning Area), the Belcarra Regional Park Cultural Planning and Cooperation Agreement between Metro Vancouver and Tsleil-Waututh Nation 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

The OCP contains ten (10) strategic goals that are easy-to-remember statements of what needs to be accomplished to move the vision forward. 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.

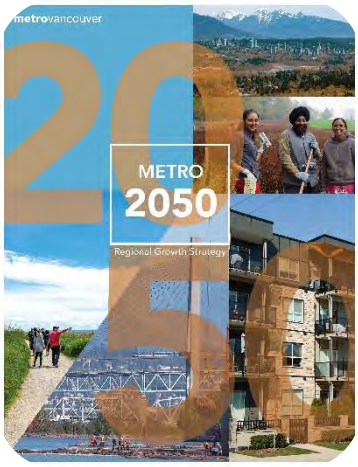
Policies

The policies provide direction on which day-to-day decisions are based. Policies should be 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. See maps schedule attached to this document.

REGIONAL CONTEXT STATEMENT



The *Local Government Act* requires all municipalities to provide a Regional Context Statement (RCS) as a component of an OCP if the regional district in which they are located has adopted a Regional Growth Strategy (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. The Village of Belcarra accepted by Council resolution the Metro 2050 RGS on June 20, 2022.

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, the Metro 2050 RGS 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 new Metro 2050 RGS differs from the previous Metro 2040 RGS in that greater emphasis is placed on policies that support resiliency to the impacts of climate change and natural disasters, and it expands on plans for housing choice and affordability. There are new regional targets such as protecting 50% of the land base for nature, expanding the urban tree canopy to 40%, and ensuring that at least 15% of new and redeveloped housing units in urban centres and along frequent transit corridors are affordable rental homes. Like the previous RGS, Metro 2050 anticipates that the region will grow by a million people requiring 500,000 new jobs and 500,000 new homes in the designated urban parts of the region.

The following describes how Belcarra's Official Community Plan relates to the goals of the Metro 2050 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 Metro 2050 RGS policies 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 these objectives in principle through its Rural land use designation as identified on **Figure 6 – Land Use Designation Map**, which is intended 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 2050 RGS anticipates growth to continue to occur across the region; however, Belcarra is located outside of Metro Vancouver's Urban Containment Boundary 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 a limited land base within its municipal boundaries for future residential development, so future population growth is anticipated to be modest.

Support A Sustainable Economy

The Metro 2050 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 projected to substantially contribute to the growing regional economy but the OCP contains policies to support this general direction.

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 Metro 2050 RGS goal focuses on the region's Conservation and Recreation land to provide a connected network of protected green spaces across the region. It is also intended to encourage a land use and transportation pattern that reduces energy consumption and greenhouse gases and is able to withstand climate change impacts and the risk of natural hazards.

The guiding objectives in this OCP emphasize the importance of preserving the natural environment. Environmental policies within this OCP promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the municipality and emphasize environmental protection through partnerships with local, regional, provincial, federal and indigenous organizations.

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

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

Land use policies within the Rural residential designation provide the context for development approaches that protect hillsides and environmental features through clustering or other innovative approaches. The OCP also encourages the community to respect natural features, manage invasive plant species, maintain native plant species,

limit light pollution through promotion of "Dark Sky" strategies, and protect freshwater and marine riparian areas consistent with the Province's Riparian Areas Regulation.

Address Climate Change

Belcarra is a signatory of the B.C. Climate Action Charter that commits municipalities to:

1) becoming carbon neutral in their corporate actions;
2) measuring and reporting their greenhouse gas emissions; and
3) creating complete, compact, and more energy efficient communities.

This OCP also addresses greenhouse gas emission reduction strategies and identifies a number of initiatives that Belcarra can pursue to reduce energy consumption and emissions. This OCP also supports B.C. 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

Metro Vancouver has many areas where natural hazards will be increasingly and negatively impacted by climate change. The Metro 2050 RGS seeks to protect the population and the natural environment by advancing land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards.

Belcarra's natural setting, while tranquil, also exposes it to risks from natural hazards. 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

The Metro 2050 RGS seeks to contain urban development within the designated Urban Containment Boundary. By focusing the majority of urban development in identified Urban Centres and Frequent Transit Development Areas it also protects Rural lands from future high density urban development. The Metro RGS limits the scale, form, and density of new development to that which is consistent with the intent of the Rural land use designation.

A goal of the Belcarra community is to preserve low-density forms of housing and Belcarra's semi-rural character. Future residential development could occur on Crown land and some water access only properties if jurisdictional issues can be resolved by the municipality and legal road access to the latter can be created by the private land owners. As well, various residential housing forms, including secondary suites, coach houses, duplexes, triplexes, and fourplexes, are options that can accommodate future growth in the central part of the Village where water and transit services exist. 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 to better meet community housing needs that make the most efficient use of municipal infrastructure while blending-in with the existing character of the Village.

Support Sustainable Transportation Choices

The Metro 2050 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.

This OCP supports continued transit use (see **Figure 7 – Transportation Map**), promotes improved transit ridership, and encourages ride-sharing and ride-hailing opportunities. The 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.

Further details of how this OCP relates to the goals and policies of the Metro 2050 RGS are provided in **Appendix B**.

Bedwell Bay - View from West Road

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 originally identified July 2022 as the target for adopting a new OCP for Belcarra. However, several unanticipated events caused the adoption of the OCP to delay until 2023.

A Planning Process with Four Phases

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

Phase 1: Project Launch and Background Review

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

Phase 2 included three (3) visioning exercises with the community:

1) a community survey
2) a public open house
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 June 24, 2022, Draft OCP — a strong policy framework believed by the consultants to reflect the shared needs and interests of the community. The initial draft OCP was circulated to those noted above, and revisions were made mostly by the OCP Review Committee to produce a second draft of the Plan dated September 2022. With the departure of the original consultant team Council decided to suspend the planning process to allow for the coming civic election period and the hiring of a second consultant. This consultant was tasked to complete the agency and community review process, produce a final draft version of the OCP and assist in completing the plan adoption process.

Phase 4: Plan Adoption

Building on the OCP Review Committee's September 2022 draft, the second consultant reviewed comments from all stakeholders, provided additional revisions and structural changes to bring greater clarity and cohesion to the OCP to better ensure the community's vision and goals are met.

The final draft was referred to Public Hearing, amended as directed by Village Council and adopted by Council as Bylaw No. 615, 2023 on _____, 2023.

COMMUNITY & OTHER STAKEHOLDER ENGAGEMENT

Two phases of public engagement were undertaken by the original planning consultants 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 10 years.

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.

The first phase included creating posters to provide information about the planning process and how to participate in the various activities designed to identify the defining characteristics of the community, develop a vision of Belcarra in the future and help identify emerging priorities that the plan should address.

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.

The second phase of public engagement focussed on a review of a draft vision and set of strategic goals to guide the plan and to involve the community in the development of the plan policies and maps. Feedback was gathered primarily from a virtual open house and written responses from Belcarra residents. 34 residents, staff and elected officials participated in the open house.

OCP Review Committee

To assist the original planning consultants Council appointed an 11-member OCP Review Committee:

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

The 11-member OCP Review Committee participated in monthly meetings with the Village's original 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. The original planning consultants left the project, and another consultant was hired to complete the planning process.

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:

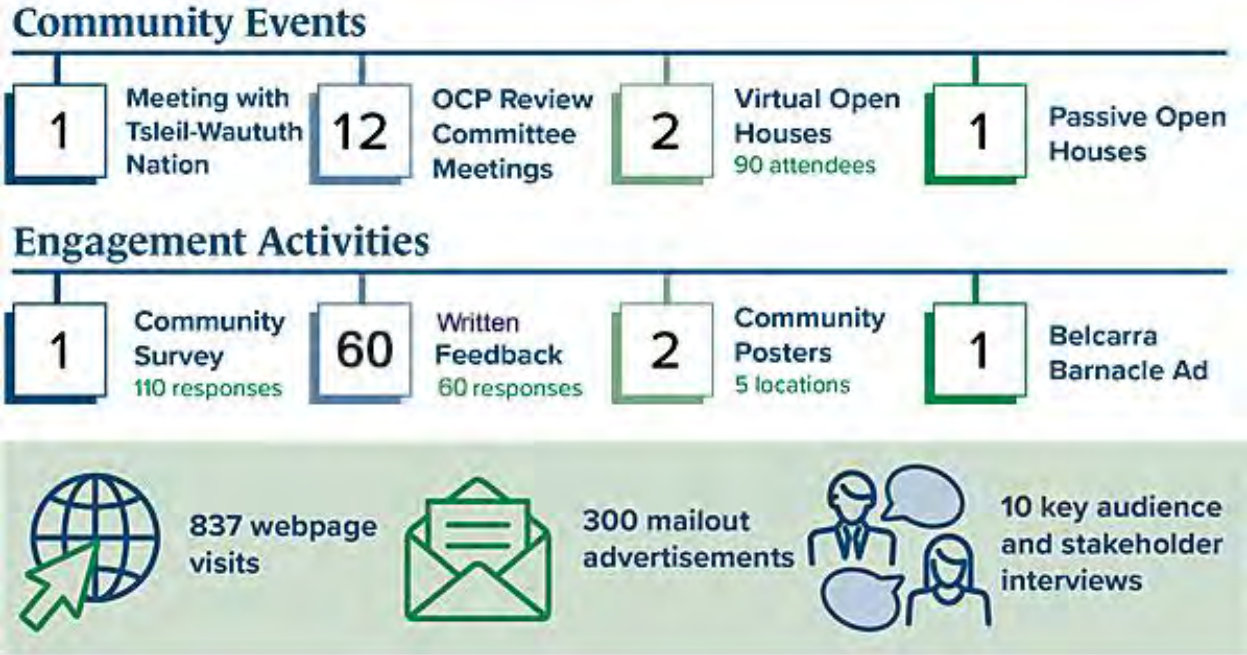
- Metro Vancouver Planning
- Metro Vancouver Parks
- Vancouver Fraser Port Authority
- TransLink
- BC Hydro
- City of Port Moody
- Tri-Cities Chamber of Commerce
- Sasamat Outdoor Centre
- Sasamat Fire Department
- səlilwətaɬ (Tsleil-Waututh Nation)

Additionally, the initial June 2022 draft Belcarra OCP was circulated to neighbouring municipalities and key stakeholders for review and comment.

Engaging səlilwətaɬ (Tsleil-Waututh Nation)

Belcarra officials have met with səlilwətaɬ (Tsleil-Waututh Nation) representatives, on a government-to-government basis, to collaborate on the OCP Review and wish to thank them for enriching this planning process. Belcarra is committed to advancing reconciliation within the community and working towards developing a stronger working relationship with the Tsleil-Waututh Nation. The Village recognizes that the Tsleil-Waututh Nation has a referrals process that assesses proposed projects within the Village's boundaries. To that end several policies have been included in the OCP to invite future consultation and collaborations on projects of mutual interest.

Summary of Community Engagement Activities



Additional responses to the June and September drafts of the OCP from local residents and neighbouring jurisdictions were also received and considered in finalizing the draft OCP. Copies of these submissions are on file in the Village office.

Bedwell Bay - View looking northeast toward Buntzen Ridge

HISTORY OF TƏMTƏMÍXʷTƏN/BELCARRA

səlilwətaɬ (Tsleil-Waututh Nation) History

Before colonization, səlilwətaɬ (Tsleil-Waututh Nation) had a large population of over 10,000 members. səlilwətaɬ moved around their villages on Burrard Inlet to better access available resources based on the season. Health of their community included the health of the land and connection to their cultural practices, encompassed a holistic approach to well-being that continues today. Even after disease, the enactment of the reserve system and loss of much of their traditional lands, səlilwətaɬ continues to be a strong, resilient community who are working toward re-instating their stewardship over their ancestral lands and waters.

təmtəmíxʷtən/Belcarra is the location of a village of the səlilwətaɬ. səlilwətaɬ have occupied təmtəmíxʷtən/ Belcarra since time–immemorial. səlilwətaɬ utilized and traveled the area in and around təmtəmíxʷtən/Belcarra to hunt, harvest, and practice ceremony and səlilwətaɬ members continue to use the area to connect to the land and pass on knowledge. Continued use and occupancy of təmtəmíxʷtən/Belcarra is recognized through səlilwətaɬ's oral history, Stewardship Policy (2009) and is also reflected in the recently ratified Belcarra Regional Park Cultural Planning and Co-operation Agreement (2020) with Metro Vancouver Parks.

Municipal History

The Village of Belcarra is located within the traditional territory of Tsleil-Waututh Nation. Colonial settlement of the area 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 landowner 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 1882 Hall's land was transferred to his lawyer, William Norman Bole, who developed the land as a summer destination for his family. 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 to the Moodyville Mill on the eastern shore of Bedwell Bay. A second phase of logging within the Bedwell Bay area occurred between 1900 and 1905.

Between 1907 and 1917, the Bedwell Bay Federal Crown Land was surveyed and subdivided into "200 villa-style lots". By the time the first lots were sold in 1911 the area was named "Woodhaven".

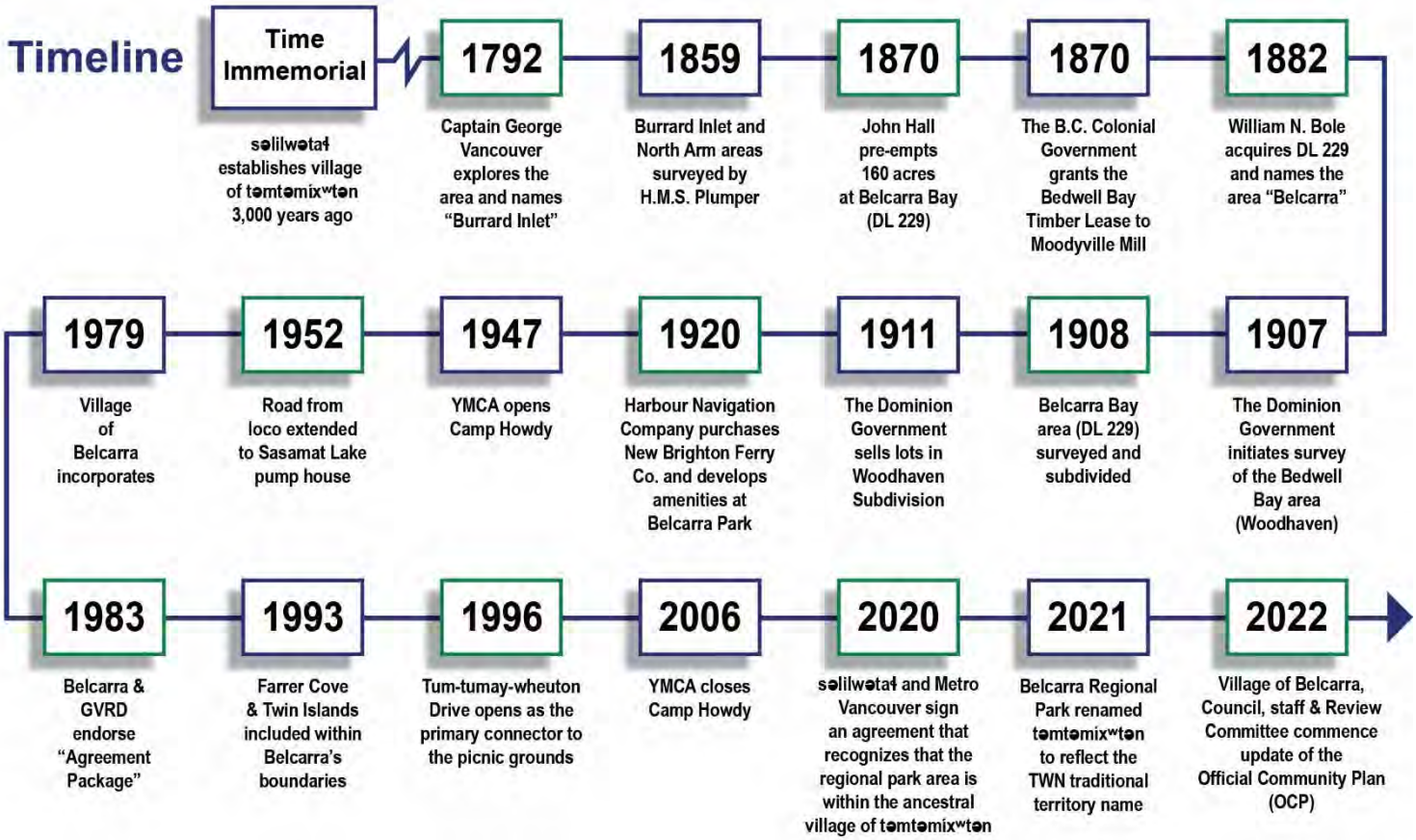
The cottage owners originally accessed their lots along the North Arm and Bedwell Bay by water. In 1908, the 'New Brighton Ferry Company' formed a ferry service that provided passage from Vancouver to the Belcarra Park picnic grounds. The service was sold to the 'Harbour Navigation Company' in 1920, 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 but construction did not begin until 1952 with an extension from the present-day First Avenue in Ioco to the Sasamat Lake pump house.

YMCA purchased a large parcel of land in the Belvedere (Farrer Cove) area in 1946 and the following year opened 'Camp Howdy', a popular summer youth camp. The camp was a much-loved part of the community for the next 60 years until its closure in 2006. The property is now owned by Evangelical Laymen's Church of Canada which offers religious services for its congregation and operates a tearoom and bakery.

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 təmtəmíxʷtən/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-Whueton 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, Tsleil-Waututh renamed the area as təmtəmíxʷtən/Belcarra Regional Park in recognition of Tsleil-Waututh Nation's village. "təmtəmíxʷtən" means "biggest place for all the people" in hən̓q̓əmin̓əm̓. The 1,100 hectare (2,718 acre) regional park is a popular destination for Metro Vancouver visitors and residents alike.



Schooners 'Sutil' and 'Mexicana': Drawing by José Cardero, Museo Naval, Madrid

PRESENT DAY COMMUNITY CONTEXT

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 təmtəmíxʷtən/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 in the Metro 2050 RGS 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 in partnership with the Vancouver Fraser Port Authority, Metro Vancouver and the Tsleil-Waututh Nation to sustain the natural beauty that contributes to the distinctive character of the community.

Issues and actions related to the environment are outlined in the Natural Environment section below.

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. The Metro 2050 RGS anticipates growth to continue to occur across the region. However, Belcarra is designated as a Rural area and is not deemed a significant area for growth as it is outside of Metro Vancouver's Urban Containment Boundary and has limited available land base to accommodate future growth.

Belcarra is a small Village with a total land area of 5.5 square kilometres (km^2) and only 30% (1.6 km^2) is developable area. Accordingly, the current population density of the Village is 124.8 overall per square kilometre 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 population growth 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
2020	670	260	100
2030	690	270	110
2040	740	290	130
2050	790	310	140

Housing Needs

Belcarra is required, by the province, to conduct a Housing Needs Assessment (HNA) every five 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 uncovered 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. Table 1 above provides Population, Dwelling Unit and Employment Projections for 2021 to 2051 from Metro 2050.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 ability to accommodate future residential growth is most likely dependant on what happens with the "Future Residential" areas indicated on **Figure 9 OCP Land Use Designation Map** and the provision of legal road access to Farrer Cove properties. These issues are further discussed in the Housing, Community & Land Use Designation section.

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 secondary 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 Table 2 below. Although the total demand for housing units in the next 5-year period is not expected to increase significantly beyond the need for 4 additional single-family dwellings, the type of housing units is expected to change as demand for smaller units grows in response to Belcarra's ageing population. A possible way to address this demand is discussed in the Housing, Community & Land Use Designation section.

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 not only to reflect the needs of anticipated regional population growth but the needs of current residents, many of whom have lived in the community for many years and wish to remain here.

In addition, it should be noted that as the current residents "age out" of the community due to lack of alternative housing or the need for additional personal services the new population moving into the existing housing stock may be larger households with children. This could increase Belcarra's population even without additional housing being developed. This situation is also discussed further in the Housing, Community & Land Use Designation section.

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)
- The Village Hall; and
- Local roads and pathways

Existing Infrastructure

Water System

Belcarra has a municipal water system that is shown on **Figure 8 – Water Infrastructure Map**.

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 utilize existing 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.

Residents living on water-access-only properties, and other areas in 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 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. This exercise contributed to the vision statement presented below.

EMERGING PRIORITIES

The community engagement process identified policy areas that 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 themes from the three engagement activities were as follows:

Table 3: 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

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. 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; in no particular order:

- To be a municipality that evolves sustainably, pursuing better connections between all areas of the community.
- To be a steward of the natural environment.
- To ensure long-term financial sustainability.
- To advance indigenous reconciliation within the Belcarra community.
- To be prepared for naturally occurring emergencies.
- To be a Village that offers a range of housing options.
- To be a safe place for residents and visitors to explore.
- To be a community where residents feel engaged, informed, and heard.
- To be connected to the region through strong inter-governmental relationships.
- To develop a stronger sense of community by providing a place where residents can gather to socialize and enjoy activities.
- To meet the regional greenhouse gas reduction target.

KEY POLICY AREAS

The OCP has nine key policy areas:

1) Natural Environment | **2) Hazard Lands** | **3) Climate Change** | **4) Mobility**

5) Municipal Infrastructure | **6) Financial Sustainability** | **7) Housing, Community & Land-Use Designations**

8) Communication, Collaboration, and Reconciliation | **9) Implementation**

The OCP is intended to be read as a whole. The key policy areas, when read together, form a comprehensive policy framework to guide land use planning, growth, and development in Belcarra for the next 5 to 10 years.

1) Natural Environment (NE)

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 (Windermere 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.

Village of Belcarra - Aerial view circa 1980

Natural Environment Policies (NE): 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. Since time immemorial 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 to support təmtəmíxʷtən. (Tsleil-Waututh village site). 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 land use and development approval decisions. Important environmental areas are identified on: **Figure 5 – Environmentally Sensitive Areas Map**.

VFPA issues permits for all works and/or activities within their jurisdiction. This includes works in connection with private utilities, shoreline repairs, private docks, and group wharfages for example. It should be noted that the Village of Belcarra is not responsible for the construction, alteration, removal and management of recreational docks and all marine and land development applications are referred to the VFPA. It should also be noted that VFPA is not accepting applications for recreational waterlot licences in Bedwell Bay until further stakeholder engagement is completed however, applications for docks and wharfages can be applied for in Belcarra Bay and Indian Arm. Further details are available on the VFPA website.

It is a policy of Council to:

POLICY NE 1.	Refer all land use planning and development applications, within Vancouver Fraser Port Authority lands and waters, to the port authority to confirm permitting and licencing requirements.
POLICY NE 2.	Support Vancouver Fraser Port Authority protecting eelgrass beds by working with existing recreational waterlot licensees to ensure a minimum depth of water below the float at low tide.
POLICY NE 3.	Collaborate with the Vancouver Fraser Port Authority and Tsleil-Waututh Nation on port authority led initiatives to monitor, protect, and enhance critical riparian, marine, and estuarine environments.

Natural Environment Policies (NE): Regional Conservation and Recreation Areas

Seventy percent of Belcarra is designated "Conservation and Recreation" by the Metro 2050 RGS. 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 təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum/Indian Arm Provincial Park. The popularity of these major parks has grown significantly especially over the last few years. Part of this demand is caused by the lack of similar park spaces in other near-by communities that have been experiencing rapid population growth.

It is a policy of Council to:

POLICY NE 4.	Protect and enhance conservation and recreation areas by promoting buffers from adjacent uses.
POLICY NE 5.	Permit uses that are consistent with the intent of conservation and recreation designation in the Metro 2050 RGS.
POLICY NE 6.	Strive for net ecosystem gains when developing and operating utility and transportation infrastructure in regional conservation and recreation areas.
POLICY NE 7.	Invite Tsleil-Waututh Nation to share their knowledge and history of the regional conservation and recreation areas and support their efforts to achieve the environmental and cultural initiatives outlined in Metro Vancouver's Belcarra Cultural Planning and Co-operation Agreement (2020) and the Say Nuth Khaw Park Management Plan (2010).
POLICY NE 8.	Support "Dark Sky" policies to reduce night-time light that can disturb the environment and allow animals and insects to retain their normal life cycles without interruption at night.
POLICY NE 9.	Support Regional and local initiatives to acquire additional park land acquisition in the Northeast sub-region.

POLICY NE 10.	Support Provincial initiatives to develop Pinecone Burke Provincial Park.
POLICY NE 11.	Encourage Metro Vancouver Parks to provide safe bicycle parking and/or storage at Belcarra Regional Park high activity areas such as Sasamat Lake and Belcarra picnic grounds.

Bedwell Bay - View looking north up Indian Arm

Natural Environment Policies (NE): 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:

POLICY NE 12.	Strive for net ecosystem gains when development occurs in environmentally sensitive areas through planning and development processes.
POLICY NE 13.	Require ecosystem restoration and improvement where possible.
POLICY NE 14.	Consider supporting the research and work being undertaken by Tsleil-Waututh Nation, Vancouver Fraser Port Authority and Metro Vancouver to identify, protect, and enhance Environmentally Sensitive Areas.
POLICY NE 15.	Update the municipality's Environmentally Sensitive Areas mapping as new data becomes available.

Natural Environment Policies (NE): 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) which is expected to be updated in 2023 to help guide activities and uses proposed in these areas.

It is a policy of Council to:

POLICY NE 16.	Support the management of trees on municipal property through the Managing Trees, Views, and Landscapes Bylaw.
POLICY NE 17.	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, then tree retention should be prioritized.

Natural Environment Policies (NE): 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:

POLICY NE 18.	Partner with the Invasive Species Council of Metro Vancouver to update the Invasive Species Catalogue and Map.
POLICY NE 19.	Develop an 'Invasive Species Management Plan' based on an updated catalogue and map for the community and Metro Vancouver's Regional Best Management Guides.
POLICY NE 20.	Partner with the Invasive Species Council of Metro Vancouver to raise awareness of invasive species (and invasive species management) through posting information on Belcarra's website and supporting community events such as ivy pulls on Village lands.
POLICY NE 21.	Support Metro Vancouver and BC Parks management of invasive species in təmtəmíxʷtən/Belcarra Regional Park and in Say Nuth Khaw Yum/Indian Arm Provincial Park.

Natural Environment Policies (NE): Wildlife Management

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

It is a policy of Council to:

POLICY NE 22.	Reduce wildlife and vector attractants through the Wildlife and Vector Control (Bear) Bylaw.
POLICY NE 23.	Support the Ministry of Environment and Climate Change Strategy Bear Smart Community Program through public outreach and education.
POLICY NE 24.	Support community led initiatives to become an official "Bear Smart" Community.
POLICY NE 25.	Support Metro Vancouver's conservation efforts to protect Rough-skinned Newts and other threatened and endangered species within regionally designated Conservation and Recreation areas.
POLICY NE 26.	Support Metro Vancouver's multi-year Rough-skinned Newts monitoring program.

Black Bear - Whiskey Cove 2021

Natural Environment Policies (NE): 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:

POLICY NE 27.	Support ongoing research and monitoring initiatives underway by Tsleil-Waututh Nation and their partners to implement the Burrard Inlet Action Plan.
POLICY NE 28.	Advocate for the prohibition of discharge of sewage from all boats and marine craft into Bedwell Bay. Belcarra has advocated for stronger controls over sewage discharge in Bedwell Bay for many years.
POLICY NE 29.	Support local initiatives to clean municipal beaches and shorelines.
POLICY NE 30.	Publish local water quality resources on the Village website for public education.

Rough-Skinned Newt

Natural Environment Policies (NE): 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 require residents to use private vehicles to access daily necessities, employment and schools which compromise air quality. As well, both the regional and provincial parks draw significant numbers of visitors from outside the area who mostly arrive by private vehicles.

It is a policy of Council to:

POLICY NE 31.	Promote local active transportation measures to eliminate short vehicle trips to reduce transportation emissions.
POLICY NE 32.	Advocate for additional public transit services to reduce regional vehicle trips to təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum /Indian Arm Provincial Park.
POLICY NE 33.	Lead by reducing vehicle emissions from municipal fleet vehicles and equipment.
POLICY NE 34.	Publish local and provincial air quality monitoring and reporting resources on the Village website for public education.

Natural Environment Policies (NE): Sand and Gravel

Belcarra does not have any known sand or gravel deposits in commercial quantities that may be suitable for future extraction.

Belcarra Park - Winter 1985 (Print by Belcarra artist Ruth Adams Booth)

2) Hazard Lands (HL)

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, rise in sea level, steep slopes, and wildfire.

It is a policy of Council to:

POLICY HL 1.	Support FireSmart development initiatives.
POLICY HL 2.	Develop an Interface Wildfire Development Permit Area Policy.

Hazard Lands Policies (HL): 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:

POLICY HL 3.	Collaborate with the Sasamat Volunteer Fire Department to develop and test a Belcarra Emergency Response Plan (ERP).
POLICY HL 4.	Support the future replacement of the Bedwell Bay Fire Hall and support Metro Vancouver's efforts to budget for this new facility.
POLICY HL 5.	Collaborate with Anmore, Port Moody, Metro Vancouver, the Province of British Columbia, BC Hydro, and the Sasamat Volunteer Fire Department to develop a coordinated Emergency Response Plan to prepare for regional emergencies.
POLICY HL 6.	Provide information to residents on the Emergency Response Plan and evacuation routes for public education.
POLICY HL 7.	Collaborate with the Sasamat Volunteer Fire Department to coordinate mutual aid response resources for the community, and particularly for more remote water-access-only properties.
POLICY HL 8.	Encourage the adoption of residential indoor and outdoor fire sprinkler initiatives wherever feasible.
POLICY HL 9.	Collaborate with the Sasamat Volunteer Fire Department to encourage the acquisition of portable fire pumps by water-access-only property owners as a means of reducing the risk of fire spread.
POLICY HL 10.	Promote recruitment of volunteer firefighters and consider developing an incentive program to increase volunteer firefighter retention.

POLICY HL 11.	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.
POLICY HL 12.	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 Burrard Thermal Plant water mains.
POLICY HL 13.	Continue to examine cost-effective ways of increasing water storage capacity for firefighting to the existing municipal water system.

Hazard Lands Policies (HL): 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:

POLICY HL 14.	Require technical studies for lands that may be subject to soil instability, rock fall, debris flows, or other geophysical hazard 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).
POLICY HL 15.	Encourage 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.
POLICY HL 16.	Encourage maintenance of steep slopes in their natural state where possible.
POLICY HL 17.	Encourage maintenance of existing vegetation in order to avoid erosion, slumping and mass wasting. Access improvements on a steep slope such as roadways, pathways and trails should be located and constructed so as not to disturb the slope or natural drainage.
POLICY HL 18.	Encourage new buildings and structures to be sited in such a manner as to maximize retention of existing trees and ground cover while also meeting building setbacks and other requirements as determined by a professional engineer or geoscientist registered with Engineers and Geoscientists BC.
POLICY HL 19.	When new buildings and structures are approved, encourage that measures 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.

Hazard Lands Policies (HL): 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:

POLICY HL 20.	Discourage new development within the 200-year floodplain for the various creeks that feed into Indian Arm.
POLICY HL 21.	Require technical studies and recommendations from registered and certified professionals for all new subdivisions of lands within flood or sea level rise hazard areas.
POLICY HL 22.	Participate in ongoing regional and provincial efforts to monitor and predict sea level rise and incorporate any relevant findings into future Belcarra development policies.

Hazard Lands Policies (HL): Wildfire Management

The summer months are becoming hotter and drier while extreme weather events like thunderstorms are becoming more frequent. While lightning is a leading cause of wildfires in British Columbia human carelessness with fire is of special concern in Belcarra because of the large number of visitors attracted to the Provincial and Regional parks. Wildfire management is of critical importance to local residents as the community and adjacent areas are heavily forested.

It is a policy of Council to:

POLICY HL 23.	Advocate for the Province to provide priority aerial fire response for Provincial Parks, Metro Vancouver regional parks, Metro Vancouver watersheds and Crown land forest interface areas.
POLICY HL 24.	Continue the current FireSmart Program initiatives with a resident awareness and education program and encourage that all new construction be 'FireSmart'.
POLICY HL 25.	Retain a qualified professional to undertake a 'Wildfire Hazard Assessment' as needed.
POLICY HL 26.	Update the 'Community Wildfire Resilience Plan' as needed.
POLICY HL 27.	Apply for provincial government grants to fund wildfire prevention initiatives.
POLICY HL 28.	Invite the Sasamat Volunteer Fire Department to work with the Village to raise awareness of the 'FireSmart' program through public education materials and community events.
POLICY HL 29.	Advocate for the development of 'Fire and Fuel Management Plans' for Provincial Crown and Metro Vancouver owned land near Belcarra.

POLICY HL 30.	Provide education for residents on emergency evacuation routes in the event of a wildfire.

3) Climate Change (CC)

Research published in Metro Vancouver's 'Climate 2050' describes six 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 Change Policies (CC): 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:

POLICY CC 1.	Uphold Belcarra's commitment to the *BC Climate Action Charter*.
POLICY CC 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.

Climate Change Policies (CC): 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 the OCP 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. The Village is currently undertaking a natural asset management plan to support reductions in greenhouse gas emissions.

Currently GHG emission figures are not collected by the Village however, the OCP identifies many ways in which these emissions will be reduced by the municipality and the community through the policies that follow.

It is a policy of Council to:

POLICY CC 3.	Work towards achieving a 45% reduction in Greenhouse Gas Emissions below the 2010 levels by the year 2030.

Greenhouse Gas Reductions: Building Improvements

It is a policy of Council to:

POLICY CC 4.	Support the B.C. Energy Step Code goal of reaching net zero energy for new construction by 2032.
POLICY CC 5.	Evaluate Belcarra's BC Energy Step Code requirements periodically.
POLICY CC 6.	Consideration of greenhouse gas reductions for buildings undergoing significant renovations.
POLICY CC 7.	Continue to encourage 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.
POLICY CC 8.	Continue to encourage infill development through the construction of secondary suites, coach houses, duplexes, triplexes and fourplexes.
POLICY CC 9.	Reduce environmental risk by encouraging best practices for both septic (Type 1) and innovative (Type 2 & 3) sewage disposal systems.
POLICY CC 10.	Continue to permit home-based businesses in residential areas throughout the community.
POLICY CC 11.	Support private homeowner green energy transitions.
POLICY CC 12.	Continue to increase energy efficiency in municipal facilities.

Greenhouse Gas Reductions: Vehicle Energy Efficiencies

It is a policy of Council to:

POLICY CC 13.	Promote low carbon forms of transportation such as walking, rolling, cycling, and public transit consistent with the Metro Vancouver's Regional Greenways 2050 plan.
POLICY CC 14.	Work with Metro Vancouver to develop the Regional Greenways Network through Belcarra.
POLICY CC 15.	Advocate for more frequent transit service to regional park areas in the summer months to reduce vehicle emissions in Belcarra.
POLICY CC 16.	Expand the active transportation network, making it the most convenient option for short trips within the community that is safe for all users.
POLICY CC 17.	Advocate for the installation of secure bike parking and electric charging stations in Metro Vancouver Regional Parks and at the Village Hall.
POLICY CC 18.	Transition to zero-emissions municipal vehicles by 2040.

Greenhouse Gas Reductions: Low Carbon Energy Sources

It is a policy of Council to:

POLICY CC 19.	Encourage the inclusion of low impact alternative/renewable energy sources (e.g., heat pumps and solar panels) in all new development or significant renovations.
POLICY CC 20.	Encourage heat pump installation such that the noise is reduced for both wildlife and neighbours.

Greenhouse Gas Reductions: Other Greenhouse Gas Reduction Initiatives

It is a policy of Council to:

POLICY CC 21.	Consider future amendments to the Village Zoning Bylaw to encourage compact neighbourhoods with access to commercial facilities, where residents will become less reliant on travelling outside of the community to meet their daily needs.
POLICY CC 22.	Consider best practises to guide the purchase of materials, supplies, and services required by the Village.
POLICY CC 23.	Reduce greenhouse gas emissions associated with landfill operations by reducing the amount of waste and compost going to the municipal landfill site.
POLICY CC 24.	Request provincial support for measuring, monitoring, reporting, and reducing GHG emissions.
POLICY CC 25.	Support residents' BC Climate Action initiatives by providing information on the Village website on the benefits of switching fuel sources for home heating and adopting energy efficient practices.
POLICY CC 26.	Support regional, provincial, and federal initiatives to provide infrastructure for electric and hydrogen-powered vehicles.
POLICY CC 27.	Support local food production on private property to reduce GHG emissions generated by transporting food.
POLICY CC 28.	Publish greenhouse gas reduction material on the Village website for public education.
POLICY CC 29.	Transition to municipal equipment that is powered by electricity by 2040.

4) Mobility (M)

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. Walking, cycling, and rolling should 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 aging 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 means residents must make extended trips out of the community to access basic 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 but is not well developed to accommodate pedestrian or non-motorized types of travel safely. 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. Between 30 and 40 lots are water-access-only. Proposed vehicle access to some of these properties is discussed below.

Belcarra has a partially developed network of municipal trails and pedestrian corridors and has several unopened road allowances that if developed could improve local circulation and connections to the regional greenway network. There is an opportunity to work with other jurisdictions to connect the Belcarra Park Greenway to the proposed Sasamat Greenway in the future. Belcarra's existing municipal trails and pedestrian corridors are shown on **Figure 4 – Parks and Recreation Map**.

Mobility Policies (M): Active Transportation & Trails

It is a policy of Council to:

POLICY M 1.	Map the existing municipal trails and undertake a study to identify additional pathway connections on undeveloped road right-of-ways and funding priorities.
POLICY M 2.	Include the costs to develop this trail network in the Village's Capital Planning and Budgeting process for public review.
POLICY M 3.	Maintain and enhance the existing municipal trail network with consideration to public safety, improved public access to the waterfront and to protection of the natural environment.
POLICY M 4.	Provide appropriate end-of-trip facilities for cyclists, such as bicycle storage/racks at key destinations in the community (e.g. Village Hall and renovated community sports court).

POLICY M 5.	Collaborate with Metro Vancouver to implement the 2050 Greenway Vision by supporting a new muti-use pathway along the Marine Avenue pedestrian corridor to connect to the Sasamat Greenway in the future.
POLICY M 6.	Advocate for the provision of appropriate end-of-trip facilities for cyclists in təmtəmíxʷtən/Belcarra Regional Park.
POLICY M 7.	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.
POLICY M 8.	Apply for funding from the BC Active Transportation Infrastructure Grant Program or other funding source to develop a "Belcarra Active Transportation Plan" that identifies new pedestrian and cycling routes and required upgrades to existing infrastructure (see also Policy M 23).
POLICY M 9.	Incorporate universal access design when replacing or upgrading road and trail infrastructure to support a wider range of mobility devices and aids.
POLICY M 10.	Integrate trails (e.g., adjacent, separated bicycle lanes) when replacing or upgrading road infrastructure where possible.
POLICY M 11.	Collaborate with the Tsleil-Waututh Nation to identify and develop existing and proposed trails.
POLICY M 12.	Collaborate with the Tsleil-Waututh Nation to implement a wayfinding sign program to identify and provide direction to key destinations. Wayfinding and signage should incorporate traditional Tsleil-Waututh place names.

TransLink's Community Shuttle Bus — Belcarra 182

Mobility Policies (M): Road Network, Parking and Transit

Mobility issues in Belcarra can be divided into three broad policy areas- local issues, new road development and visitor demand on major regional park facilities. Locally, residents identified a need to improve pedestrian safety, provide additional bus shelters and pedestrian crosswalks and gain more control over vehicles speeding. There was also recognition that provision for a new road to Farrer Cove could be proposed in the future. Regionally, a number of policies are proposed to improve traffic management, parking and transit issues related to these parks that would better protect the Village from the negative impacts of these attractions. 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.

Road Network, Parking and Transit: Local Issues

It is a policy of Council to:

POLICY M 13.	Continue to designate Bedwell Bay Road as part of the TransLink Major Road Network (MRN) route for Village residents.
POLICY M 14.	Continue to designate Tum-Tumay-Whueton Drive as the only vehicle access road for Belcarra Regional Park picnic and staging area to protect wildlife such as the regionally unique migration of Rough-skinned Newts from road traffic.
POLICY M 15.	Provide temporary resident visitor parking exemptions for weddings, graduations, and community events.
POLICY M 16.	Manage movie industry traffic and parking through the current permitting processes of the municipality and Metro Vancouver Parks.
POLICY M 17.	Discourage 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.
POLICY M 18.	Consider making limited, designated parking available for scuba divers at Whiskey Cove.
POLICY M 19.	Allow vehicles that display Sasamat Volunteer Fire Department or 'Coquitlam Search and Rescue' license plates to park in resident-only parking areas in Belcarra in recognition of the important work that these volunteers do for the community.
POLICY M 20.	Support the development of a community ride share program to meet the needs of those who do not drive.
POLICY M 21.	Establish encroachment guidelines to manage use of municipal road allowances by private individuals.

POLICY M 22. Consider including the following in the development of the Belcarra Active Transportation Plan:

1. options to improve pedestrian safety on Bedwell Bay Road including new crosswalks at Village Hall, at Midden Road, north of Watson Road and other locations as appropriate,
2. additional transit shelters on Bedwell Bay Road at Village Hall, Midden Road, and other locations as appropriate; and
3. options to control vehicle speed on Bedwell Bay Road and other locations as appropriate (e.g., flashing signage, speed camera etc.)

POLICY M 23. Work with TransLink and other funding sources to obtain funding for safety improvements such as crosswalk enhancements, signage, lighting, and pedestrian crossing flashing warning-light signals.

Road Network, Parking and Transit: New Road Development – Farrer Cove

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

It is a policy of Council to:

POLICY M 24. No new roads will be funded by the Village during the period of this OCP.

POLICY M 25. Notwithstanding Policy M 25 above, the Village will participate in and support an appropriate planning process, initiated and paid for by the owners of Farrer Cove (South) properties, which involves all relevant stakeholders to develop legal road access to this area.

POLICY M 26. The capital cost to design and build a new road to service Farrer Cove (South) properties will not be borne by the Village and should minimize traffic impacts on existing Village residents in the area.

POLICY M 27. Consider supporting the site-specific subdivision applications of the Farrer Cove properties subject to approval from Fraser Health Authority for domestic water and sewage disposal (see Special Study Area 2 in Housing, Community and Land Use Designations section).

Road Network, Parking and Transit: New Road Development – Local

It is a policy of Council to:

POLICY M 28.	Ensure future road upgrades or replacement projects carefully consider impacts on the stormwater drainage network.
POLICY M 29.	Require new roads and/or road upgrades to be funded by landowners through the rezoning or future development permit process.

Road Network, Parking and Transit: Regional Park Traffic

It is a policy of Council to:

POLICY M 30.	Encourage the development of a 'Visitor Use Management Strategy' for parking and traffic management to be prepared by Metro Vancouver for regional parks that considers the effects of visitor use on ecological, physical, and experiential conditions.
POLICY M 31.	Collaborate with Metro Vancouver, City of Port Moody, BC Parks, and TransLink to find solutions to traffic, congestion, and parking problems caused by visitors to təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum/Indian Arm Provincial Park.
POLICY M 32.	Collaborate with Metro Vancouver, City of Port Moody and TransLink to optimize transit service to Belcarra and təmtəmíxʷtən/Belcarra Regional Park by providing improved alternatives to private vehicle use.
POLICY M 33.	Continue to restrict regional park visitor parking to locations outside the residential areas of the Village.
POLICY M 34.	Ensure that picnic grounds visitor parking is located south of Bedwell Bay Road and Midden Road to prevent park visitors from travelling through the community residential areas.
POLICY M 35.	Install welcoming signage such as: 'transit, bicycles and pedestrians welcome' in the Village.
POLICY M 36.	Express concern to Metro Vancouver Parks regarding the impact of over-flow parking on the safety of bicyclists using Tum-Tumay-Whueton Drive.
POLICY M 37.	Support electric vehicle charging stations for regional park visitors and for MV employees who park at the MV Park Works Yard.
POLICY M 38.	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.
POLICY M 39.	Support Metro Vancouver–Tsleil-Waututh Nation partnerships that provide low-environmental-impact rentals — such as electric bicycles, paddleboards, and kayaks — within təmtəmíxʷtən/Belcarra Regional Park.

POLICY M 40.	Support Metro Vancouver–Tsleil-Waututh partnerships that provide increased food service opportunities within təmtəmíxʷtən/Belcarra Regional Park.
POLICY M 41.	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.
POLICY M 42.	Support efforts on prioritizing rideshare, transit, and bicycle (including electric bikes) access to Belcarra Regional Park.
POLICY M 43.	Support the use of taxis and private ride-hailing services.

Mobility Policies (M): Water-Access-Only Properties

It is a policy of Council to:

POLICY M 44.	Continue to consider whether water access may be an acceptable form of legal access for new site-specific subdivisions where public road access may not be possible.

5) Municipal Infrastructure (MI)

Belcarra is a semi-rural community with varying levels of municipal infrastructure and servicing. Most 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.

Municipal Infrastructure (MI): Asset Management and Infrastructure Planning

Belcarra owns and manages a significant portfolio of infrastructure assets. These assets include: roads; the municipal water system; stormwater network (ditches, culverts and storm water mains); the Village Hall; the Public Works facilities and other assets that must be maintained and periodically replaced. In addition, it is Belcarra's responsibility to monitor community needs and plan for new municipal infrastructure in the future. Planning for the maintenance of existing assets and the provision of future assets may require significant capital expenses that will require Council leadership and community consultation.

It is a policy of Council to:

POLICY MI 1.	Ensure that municipal infrastructure is functional and in good working order.
POLICY MI 2.	Develop an 'Asset Management Plan' to track the maintenance and lifespan of existing municipal assets and to identify the need for additional infrastructure or assets in the future.

POLICY MI 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.
POLICY MI 4.	Prioritize the location of municipal assets on a municipal rights-of-way or road allowances.
POLICY MI 4a.	Update the Fees and Charges Bylaw to manage any private encumbrances on municipal lands.
POLICY MI 5.	Ensure that municipal assets and service delivery levels are aligned with community goals and financial sustainability.
POLICY MI 6.	Retain existing unopened road allowances for future pathway development as part of the Active Transportation Plan.

Belcarra Municipal Hall

6) Financial Sustainability (FS)

The Belcarra Council recognizes the importance of managing and sustaining the Village's assets and infrastructure to create a sustainable and balanced community and has prioritized Asset Management as a key strategic goal to be included in Belcarra's Long Term Financial Plan.

Notwithstanding the need for financial prudence given the small and exclusively residential tax base of Belcarra, the recent distribution of one-time funds from the Province's "Growing Community Fund" could provide the opportunity for the municipality to realize several of the policy directions referred to in this OCP without tax implications. The Growing Community Funds are available to pay for projects related to public drinking water systems, emergency management equipment and facilities, active transportation amenities and recreation facility upgrades to name some of the types of projects this funding could be used for in Belcarra.

It is a policy of Council to:

POLICY FS 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.
POLICY FS 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.
POLICY FS 3.	Develop 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.
POLICY FS 4.	Ensure that infrastructure decisions are based on a full life-cycle cost accounting analysis.
POLICY FS 5.	Ensure that new community amenities and services are aligned with the financial resources of the Village.
POLICY FS 6.	Consider allowing for modest growth in the number of households to provide additional revenue to meet the future financial obligations of the Village.
POLICY FS 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.
POLICY FS 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.

Financial Sustainability Policies (FS): Water

Belcarra's municipal water system is a combined system for potable water and fire protection. Most individual properties are serviced by a municipal water system however there are still a number of central properties that continue to rely on private wells. The District of North Vancouver (DNV) supplies the water through a marine pipeline that crosses Indian Arm from Strathcona to Midden Road. The Village is actively seeking methods to increase storage capacity for both daily use and for fire protection. 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:

POLICY FS 9.	Use SCADA (Supervisory Control and Data Acquisition system) to measure the demand on (and capacity within) the municipal water system, to monitor real-time data directly, interact with water system sensors, valves, pumps, motors and monitor water levels remotely in Tatlow Reservoir during fire calls.

POLICY FS 10.	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.
POLICY FS 11.	Promote the reduction of community water consumption through outdoor water use restrictions and future water metering.
POLICY FS 12.	Update the Fees and Charges Bylaw to encourage water conservation through a new fee structure for water.
POLICY FS 13.	Continue to publish water conservation information on the Village website for public education.
POLICY FS 14.	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 compliance with applicable enactments and obtaining approval from the Fraser Health Authority.

Water: 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 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.

Financial Sustainability Policies (FS): 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. Other forms of mitigation such as bioswales and raingardens also provide similar benefits and should be considered where appropriate.

It is a policy of Council to:

POLICY FS 15.	Adopt an 'Integrated Stormwater Management Plan' that considers the Burrard Inlet Water Quality Objectives and Burrard Inlet Action Plan to guide growth, development, and construction of drainage infrastructure in the municipality.

Financial Sustainability Policies (FS): 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 and, as stated in the Metro 2050 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 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.

It is a policy of Council to:

POLICY FS 16.	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.
POLICY FS 17.	Support subdivision applications where the new parcels created can obtain approval for domestic water and sewage disposal from the Fraser Health Authority and meet subdivision standards.
POLICY FS 18.	Support the Fraser Health Authority's efforts to manage and treat liquid waste by processes that are consistent with the B.C. Sewerage/Subdivision Best Practice Guideline.
POLICY FS 19.	Support the Fraser Health Authority's efforts to 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.
POLICY FS 20.	Work with Federal and Provincial authorities to ensure that Belcarra's fresh and saltwater resources are protected from liquid waste contamination resulting from human activity.
POLICY FS 21.	Work with Federal and Provincial authorities to ensure that all liquid hazardous wastes are collected and disposed of according to regulatory requirements.

Financial Sustainability Policies (FS): 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:

POLICY FS 22.	Promote becoming a zero-waste community by 2040 through public education and civic leadership.
POLICY FS 23.	Support public initiatives to reduce consumption and promote recycling and composting within the community.
POLICY FS 24.	Implement "Reuse Days" so residents can put unwanted household items by the curb for others to pick-up.
POLICY FS 25.	Install measures such as bear proof garbage containers to avoid wildlife conflicts at the community waste and recycling depot.
POLICY FS 26.	Lead by providing recycling and composting opportunities at municipal facilities.
POLICY FS 27.	Publish information regarding waste management, recycling, and composting materials on the village website for public education.

7) Housing, Community & Land Use Designations (HCLU)

The OCP includes seven 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 9 – OCP Land Use Designations Map**.

Housing, Community & Land Use Designation Policies (HCLU): Residential

Residential areas are those that consist primarily of single-family homes, some with secondary suites and coach houses. The community expressed a desire to preserve these low-density forms of housing and Belcarra's semi-rural character. Residential areas already permit various housing forms, including secondary suites, coach houses, duplexes, triplexes, and fourplexes, to accommodate future growth. However, the multi- unit opportunities limited to the "boat access" only parts of the Village (RM-1 and RM-2). While new residential development is expected to look a lot like existing residential development in terms of its form, character, and scale the intent moving forward is to provide a mix of housing options that better meet the needs of aging residents, provide some more affordable housing for young families and renters while making the most efficient use of municipal infrastructure.

Belcarra's Housing Needs Assessment identified a small but on-going demand for new single-family dwellings. It is expected that this demand can be met by the subdivision of existing large lots or the development of the few remaining vacant lots for the period of this OCP. The Assessment also identified a large and growing demand by current residents for smaller more manageable and accessible housing and noted the need for affordable and rental housing to provide a better balance

of housing stock in the community. The Assessment also noted a significant number of existing households were comprised of either one or two person households. This situation may lead to a mini population boom in the coming years as existing residents age out of the community and younger couples with children move in. This transition might also trigger a building boom as the older, small summer cottages are torn down and replaced with much larger housing currently permitted under existing zoning. Current rental housing stock is protected by the Residential Tenancy Act.

Overall, Belcarra's housing stock must diversify to provide options that meet a growing variety of space, mobility and special needs of both current and future residents. Aging in place and provision of seniors independent living policies are intended to serve the Village's special housing needs.

There are a number of issues and concerns that arise when future residential development is contemplated in Belcarra. These issues and concerns include:

- creation of small residential lots to meet the housing needs of current aging residents and to provide more affordable housing, is not encouraged under the current zoning bylaw subdivision requirements;
- zoning that allows very large houses (5800 to 9200 sq. ft.);
- zoning that only allows for either one secondary suite or one coach house per lot despite large lot and house sizes;
- zoning that restricts development of duplexes and multi-house properties to areas of boat access only which can create financing problems for owners to develop;
- a need to consider some type of multi-unit development to provide independent living for senior residents wanting to stay in the community;
- use of unopened road allowances;
- reliance on future development of "Residential Reserve" areas of Crown land now designated as watershed (**see Figure 9- Land Use Designations**);
- reliance on the property owners in Farrer Cove to provide legal road access to support possible further subdivision of the RM-2 and CI-1 zoned lands; and
- uncertainly with respect to the future use and development of the ELC lands (ex-Camp Howdy) which is now zoned Civic Institutional (CI-1).

There are a wide range of housing options that could address Belcarra's current and future housing needs. Some of these are listed below:

- Considering lot size as the determinant for the number of separate living units allowed on a RS-1 lot. For example: allowing both a secondary suite and a coach house or 2 suites and 1 coach house on RS-1 lots over 8000 sq. ft; allowing strata duplex, triplex or fourplex on RS-1 lots on a graduated scale of lot size for those lots over 10000 sq. ft to increase rental stock and address the need for smaller, more affordable units.
- Considering providing incentives for the inclusion of secondary suites and coach houses as a means to add to the rental stock in the community.
- Considering limited lot consolidation in the RS-1 zone or creating a designated site in the "Residential Reserve" lands to allow development of a multi-unit seniors independent living complex that could take the form of small cottages with shared common facilities (e.g., Abbeyfield development) or a co-housing style development should negotiations allow residential development of these lands to meet the Village's special housing needs in the future.
- Considering reducing lot size for subdivision from 0.5 ac to 0.25 ac in the RS-1 zone to better reflect the existing subdivision patterns and to create a greater range of housing sizes and types where large lot sizes would allow gentle densification while retaining the natural Village character.

- Considering reducing lots size for subdivision from 1.0 ac. to 0.5 ac. in the RM 2 zone should legal road access be created to service the Farrer Cove community.
- Resolving the access road issue to Farrer Cove (South) and ECL lands
- Review with Metro Vancouver the terms of the "1983 Village- GVRD Agreement Package"

It is a policy of Council to:

POLICY HCLU 1.	Support the development of residential homes and site-specific subdivision of properties within areas designated "Residential" on **Figure 9 – Land Use Designations Map** subject to sewage disposal approval by the Fraser Health Authority.
POLICY HCLU 2.	Review the Zoning Bylaw and subdivision requirement to identify opportunities to create some smaller lots, smaller house sizes and more flexibility in the number of accessory uses permitted on each lot as generally described above and in policies HCLU 5 and 6 below.
POLICY HCLU 3.	Consider siting relaxations and floor space exemptions to allow the renovation of existing homes to accommodate aging residents needing ramps, railings, chairlifts, elevators, etc., that facilitate aging-in-place and apply to developer-led new construction projects that include adaptive housing features.
POLICY HCLU 4.	Consider allowing an additional coach house or secondary suite on the larger lots in the RS1 zone where sufficient on-site parking can be provided and a sewage disposal permit can be obtained from the Fraser Health Authority.
POLICY HCLU 5.	Consider supporting duplex, triplex or fourplex forms of development in the RS-1 zone to encourage affordable housing 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.
POLICY HCLU 6.	Consider supporting a limited number of rezoning applications to support development for seniors independent living or that provides active play space for children or major trail connections, subject to obtaining a sewage disposal approval from the Fraser Health Authority.
POLICY HCLU 7.	Develop Design Guidelines for Low Density Multi-dwellings to ensure new housing fits into the neighbourhood and preserves and enhances the semi-rural character of Belcarra.
POLICY HCLU 8.	To follow the "Parkland Acquisition Best Practices Guide" to exercise Council's right to accept 5% of land proposed for subdivisions creating three or more lots or payment in lieu.
POLICY HCLU 9.	Continue to ensure residential development provides adequate space for parking to avoid the need for on-street parking.
POLICY HCLU 10.	Continue to support home-based businesses.

Housing, Community & Land Use Designation Policies (HCLU): Future Residential

Beyond the incremental re-development of existing residential neighbourhoods there are two areas within the Village boundary that have been identified as having potential to create new housing opportunities. The first of these sites is Provincial Crown land identified as Area B of Parcel 48 in the 1983 Village-GVRD Agreement Package. These lands are estimated to be approximately 20 acres in total and could provide approximately 12 half acre lots after accounting for topography, environmental sensitivities, service, and access requirements. This area could provide an opportunity to build more diverse housing types and to accommodate some seniors friendly housing. The second area identified is Farrer Cove where there is substantial potential to create additional housing through subdivision of 15 large lots and a portion of the ELC site. Development at either of these locations is complex and uncertain and warrant further study beyond the scope of the OCP.

Future Residential: Special Study Area 1

The 'Future Residential' land use designation indicated on **Figure 9 - OCP Land Use Designations** identifies areas of Crown land to be developed for housing as envisioned in the 1983 Village-GVRD Agreement Package. This Crown land is located south of the BC Hydro powerline right-of-way and is currently designated "Watershed" in the OCP and zoned R-1 as lands required for either the supply of domestic water or for future park use. In the Metro 2050 RGS this land is designated as "Park and Conservation". These conflicting land use designations will be resolved through future negotiations as discussed below.

The Village is relying on the development of housing on these previously agreed upon parcels to diversify its housing stock and met future housing demand generated by regional growth and an aging population. However, significant changes to the socio-political and environmental landscapes since 1983 may make it difficult to develop these parcels as intended. These changes include first and foremost recognition that the lands are Crown lands located in the traditional territory of the Tsleil-Waututh. As well, the environmental value of these parcels, the impact of any development on the watershed and down slope geomorphology has yet to be determined and the exact boundaries of the parcels are yet to be surveyed. And lastly, Metro Vancouver's continued support for the 1983 Village-GVRD Agreement has yet to be confirmed. Even if Metro Vancouver staff agree to the change of use, a public hearing and the approval of the Regional Board will be required. Should Village Council wish to proceed with the goal of developing these parcels identified as Future Residential on **Figure 6 –Metro Vancouver Land Use Designations Map** for housing, it will have to initiate a process of negotiation by approaching:

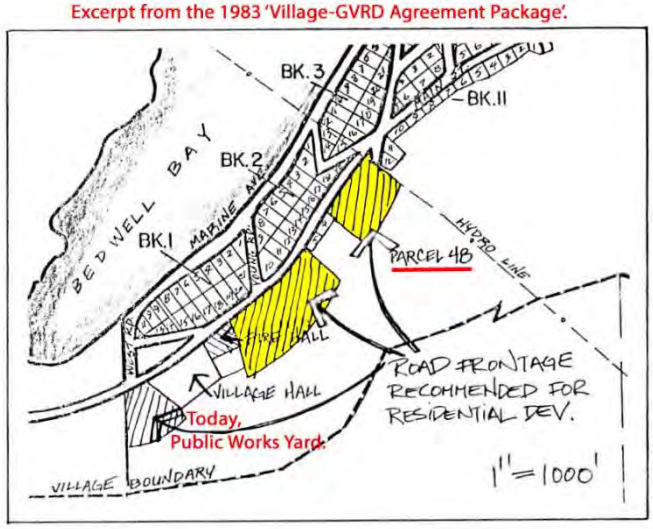
(a) Metro Vancouver requesting that the Metro 2050 RGS be amended to change the areas from a 'Regional Conservation and Recreation' Land Use Designation to a 'Rural Land' Use Designation for future residential development consistent with the 1983 Village-GVRD Agreement Package; and
(b) BC Ministry of Land, Water and Resource Stewardship to seek their guidance regarding the Ministry's approval process and how best to engage the Tsleil-Waututh in this decision-making.

In the fullness of time, should these negotiations be successful, the Village could then decide what type of housing best meets community housing needs and how that development could minimize disruption to existing residents.

It is a policy of Council to:

POLICY HCLU 11.	Initiate negotiations with Metro Vancouver, Provincial authorities and the Tsleil-Waututh with the goal of identifying suitable lands for future residential development.

Excerpt from the 1983 'Village-GVRD Agreement Package'.



6. Bedwell Bay Road South

Agreement

The Parcel 48 road frontage on the south side of Bedwell Bay Road will be excluded from the Park to allow for residential subdivision.

The depth of lots will be approximately 400 ft.
In 1983, the minimum lot size was 1.0 acre...
Today, 0.5 acre lots would be 100' x 220' ...

Rationale

Infilling of residential development along the south side of Bedwell Bay Road should have a minimal impact on the Park, at the same time increasing the number of potential developable lots in the Village.

Future Residential: Special Study Area 2

Figure 9- OCP Land Use Designations indicates that part of Farrer Cove is included in *Special Study Area 2.* The lots owned by individual residents in Special Study Area 2 are designated *Residential* and zoned Farrer Cove (South) zone (RM-2). This zoning permits the development of a Duplex Residential Use or two Single-Family Residential Uses on residential land that is at least 2 acres (0.8 hectares) or the development of a Single-Family Residential Use. The remainder of Special Study Area 2 is made up of the ELC (former Camp Howdy) which is designated and zoned as Civic Institutional (CI-1). All properties are legally considered as "Water Access Only" however there is vehicle access provided via a private gravel road that extends off the White Pine Beach parking lot in Belcarra Park.

The status of this road and its suitability to service these properties located beyond the park boundary and the possible need to create a new legal road access is discussed in the Mobility section of the OCP. Once the road access matter is resolved it is expected that further subdivision activity may occur in Farrer Cove South.

In the past, the previous owners of the ELC property have also proposed subdividing their property to create approximately 80 housing units. Current owners are using the property to support a tearoom and bakery. Depending on the interest displayed by these owners, and the number and size of the properties involved, there may be opportunities to design a more complete neighbourhood than would be possible by individual ad hoc subdivisions.

A master plan to guide future subdivision of this area could provide additional amenities such as shared driveways to retain tree cover, integrated pathways, shared waterfront access and perhaps even a new neighbourhood park with some play apparatus. This sort of concept could increase property values and also benefit the municipality who could coordinate this plan in such a way as to obtain a new neighbourhood park space and collect funds to equip it from the requirement that new subdivisions creating three or more lots must dedicate 5% of the land or 5% of the value of the land to the municipality, at its discretion, to use for park purposes.

Once the road access issue is addressed;

It is a policy of Council to:

POLICY HCLU 12.	Support reducing the minimum lot size to 0.5 acres (0.2 ha) subject to domestic water and sewage disposal approval by Fraser Health Authority
POLICY HCLU 13.	Where a new access road or extension of the existing service 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 may consider a site-specific rezoning application to accommodate the creation of such a lot.

POLICY HCLU 14.	Exercise its discretion as to whether to accept land for park or payment-in-lieu for subdivision applications involving the creation of three or more new lots in this Special Study Area
POLICY HCLU 15.	To consider alternate forms of housing and increased density in the Special Study Area if proposed development conforms to an approved Subdivision Master Plan developed by the residents or their agents.

Housing, Community & Land Use Designation Policies (HCLU): Commercial

The 'Commercial' land use designation is new, and no lands have been identified for commercial uses on the attached maps. The new Commercial land use designation reflects the community's desire not only to create a community gathering place but also to become a greener and more sustainable Village where is not necessary to drive to another community to meet daily needs. 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. A new commercial land use designation should encourage businesses that serve the needs of the community, but it is also acknowledged that the small Village population and limited parking available for visitors may make commercial development difficult to realize.

However, it may be possible to encourage commercial services by creating a more flexible approach to home-based businesses, which could reduce vehicle trips out of the community to obtain day-to-day necessities. This may be achieved by allowing:

- exterior alterations to dwellings to create separate business entrances so long as the character of the Village is maintained;
- retail uses as a primary business function;
- up to two businesses per dwelling and up to 4 employees (providing adequate parking on-site); and
- an increase in the size that the home-based business(es) could occupy to a space compatible with that allowed for a secondary suite (approximately 1000 sq.ft.).

It is a policy of Council to:

POLICY HCLU 16.	Approach the SFU or UBC Schools of Business or other similar institution to undertake a Commercial Viability Assessment study to identify viable business opportunities in Belcarra.
POLICY HCLU 17.	Update the Zoning Bylaw to provide guidelines for potential commercial uses identified in the commercial Viability Assessment Study or elsewhere and consider supporting future rezoning for development that is appropriately located, primarily serves local needs and provides local employment.
POLICY HCLU 18.	Review and amend the definition and regulation of home-based businesses in the Zoning Bylaw to consider allowing convenience retail sales and to better support local businesses.

POLICY HCLU 19.	Consider support for applications for temporary use permits to support development of local serving commercial activities.
POLICY HCLU 20.	Support small-scale commercial development in parks, such as kayak rentals, concession stands, and food trucks.

Housing, Community & Land Use Designation Policies (HCLU): Conservation & 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 a policy of Council to:

POLICY HCLU 21.	Collaborate with Metro Vancouver, Tsleil-Waututh Nation and BC Parks on park planning initiatives within təmtəmíxʷtən/Belcarra Regional Park and Say Nuth Khaw Yum/Indian Arm Provincial Park.
POLICY HCLU 22.	Connect existing Village community trails to regional park trail networks as identified in the Metro Vancouver's Regional Parks Plan (2022) and Regional Greenways 2050.
POLICY HCLU 23.	Advocate preservation of lands designated Conservation and Recreation by Metro Vancouver within Belcarra Regional Park subject to the resolution of uses permitted in Parcel 48 as noted in the Village-GVRD Agreement (1983) and in Policy HCLU 11.
POLICY HCLU 24.	Require the dedication of land or payment in lieu for a new neighbourhood park space in the Farrer Cove area as a condition of a proposed subdivision. (see also HCLU 15.)

Housing, Community & Land Use Designation Policies (HCLU): 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-use 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.)

The multi-sports court is in disrepair and needs restoration to be useful to the community again. This facility once was a centre of community social and recreational activity run by the community itself. When re-vitalized, the facility could represent one of the few opportunities to create (or re-create) a place where residents can gather to play and socialize. A restoration plan is needed to restore this facility and to provide possible other sports activities such as basketball, pickleball, horseshoes and bocci. The municipality could also initiate discussions with community members to see if there is a renewed interest in operating this facility.

It is a policy of Council to:

POLICY HCLU 25.	Permit the development (or redevelopment) of civic uses within areas designated 'Civic Institutional' on **Figure 9 – OCP Land Use Designations Map**.
POLICY HCLU 26.	Renovate and improve the existing multi use court and assess the Village's need for additional space to accommodate new civic uses.
POLICY HCLU 27.	Consult with Metro Vancouver and the Sasamat Volunteer Fire Department about their existing and anticipated space needs and support Metro Vancouver's efforts to acquire land to accommodate expansion as required.
POLICY HCLU 28.	Work with utility providers to accommodate new services as required.

Housing, Community & Land Use Designation Policies (HCLU): 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 a policy of Council to:

POLICY HCLU 29.	Collaborate with Tsleil-Waututh Nation to promote public education potentially through the design and installation of interpretive signage around Bedwell Bay.
POLICY HCLU 30.	Develop a public education program to raise awareness of Bedwell Bay's sensitive marine environment and riparian habitat.
POLICY HCLU 31.	Maintain Belcarra's invasive species control program along Marine Avenue.
POLICY HCLU 32.	Prioritize planting native species appropriate to the foreshore area around Bedwell Bay.
POLICY HCLU 33.	Support Vancouver Fraser Port Authority habitat enhancement opportunities such as boulder clusters and cobble beds for habitat complexity.
POLICY HCLU 34.	Support Vancouver Fraser Port Authority 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.
POLICY HCLU 35.	Support Vancouver Fraser Port Authority designation of a "no anchoring" zone at the head of Bedwell Bay to protect the eelgrass beds from damage due to recreational boats anchoring.

POLICY HCLU 36. Identify, and improve, if necessary, designated public waterfront / beach accesses to discourage uses in areas subject to erosion and vegetation loss.

Housing, Community & Land Use Designation Policies (HCLU) Policies:
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 habitats 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 a policy of Council to:

POLICY HCLU 37. Support the Vancouver Fraser Port Authority to ensure natural tidal areas are protected for their environmental and intrinsic value.

POLICY HCLU 38. Consult the Vancouver Fraser Port Authority to ensure the designation of natural tidal areas remains current.

8) Communication, Collaboration, and Reconciliation (CCR)

Belcarra is located on the traditional territory of Tsleil-Waututh Nation in təmtəmíxʷtən (Belcarra). As well, the Province of British Columbia, Metro Vancouver, and the Vancouver Fraser Port Authority have jurisdiction over specific lands within the Village boundaries. 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 other 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 and other municipal matters.

Communication, Collaboration, and Reconciliation Policies (CCR):
Relationship with Tsleil-Waututh Nation

Reconciliation will only happen when respect is earned, knowledge is shared, and meaningful communication is established. Belcarra's current residents share many of the same stewardship goals with the Tsleil-Waututh and this OCP provides many ways to work together to achieve these shared goals.

It is a policy of Council to:

POLICY CCR 1.	Strengthen relationships with Tsleil-Waututh Nation by meeting government-to-government on a regular basis.
POLICY CCR 2.	Collaborate and partner with Tsleil-Waututh Nation to develop protocols for communication related to land use matters and to identify and protect places of cultural and historical significance.
POLICY CCR 3.	Consider the referral of Official Community Plan updates, major land use and development proposals to Tsleil-Waututh Nation for consultation and review.
POLICY CCR 4.	Honour Tsleil-Waututh traditions, culture, and knowledge through place-making, and wayfinding projects.

Communication, Collaboration, and Reconciliation Policies (CCR):
Relationships with Neighbouring Jurisdictions and Government Agencies

It is a policy of Council to:

POLICY CCR 5.	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.
POLICY CCR 6.	Work with neighbouring jurisdictions and government agencies on matters related to land use planning, infrastructure development, traffic, transportation and transit improvements, and affordable housing for the betterment of the Northeast sub-region.

Communication, Collaboration, and Reconciliation Policies (CCR):
Relationship with the Belcarra Community

It is a policy of Council to:

POLICY CCR 7.	Provide publicly accessible information on proposed Official Community Plan and Zoning Bylaw amendments, changes to municipal infrastructure and/or servicing via the municipal website, email distribution list, and/or community message boards.
POLICY CCR 8.	Aim to provide residents with at least two weeks' notice of a public engagement session.
POLICY CCR 9.	Strive for inclusive, accessible public engagement that is conducted in a neutral, fair, and open manner.
POLICY CCR 10.	Continue to encourage public participation at public hearings and other meetings of Council.

POLICY CCR 11.	Continue to publish agendas, minutes, and recordings of all Council meetings except those items discussed In-Camera.
POLICY CCR 12.	Continue to respond to community inquiries within a reasonable timeframe.

9) Implementation (IM)

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.

Implementation Policies (IM): OCP Planning Process

It is a policy of Council to:

POLICY IM 1.	Support an Official Community Plan planning process that is cyclical and repeated once every 5-10 years.
POLICY IM 2.	Link the Official Community Plan to the municipal Strategic Plan, Strategic Priorities Work Plan and Budget processes.
POLICY IM 3.	Obtain periodic reports on implementation of the Official Community Plan as community needs change or funding opportunities are made available.
POLICY IM 4.	Ensure Tsleil-Waututh Nation is advised of the renewal and potential amendments to the Official Community Plan and consulted when appropriate.

Implementation Policies (IM): Monitoring and Evaluating

It is a policy of Council to:

POLICY IM 5.	Develop an Official Community Plan monitoring and evaluation program that: a. identifies priorities for plan implementation; b. identifies and collects data needed to establish performance indicators; c. measures both quantifiable and quantifiable outcomes to determine what progress is being made to implement the Official Community Plan; and d. report annually on Official Community Plan implementation progress.

Implementation Policies (IM): Reporting and Engaging

It is a policy of Council to:

POLICY IM 6.	Publish periodic progress reports on the Village website as they may become available to strengthen transparency, accountability, and community engagement in the decision-making process.

Implementation Policies (IM): Adjusting

It is a policy of Council to:

POLICY IM 7.	Consider 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.

APPENDIX A
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 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 population 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".

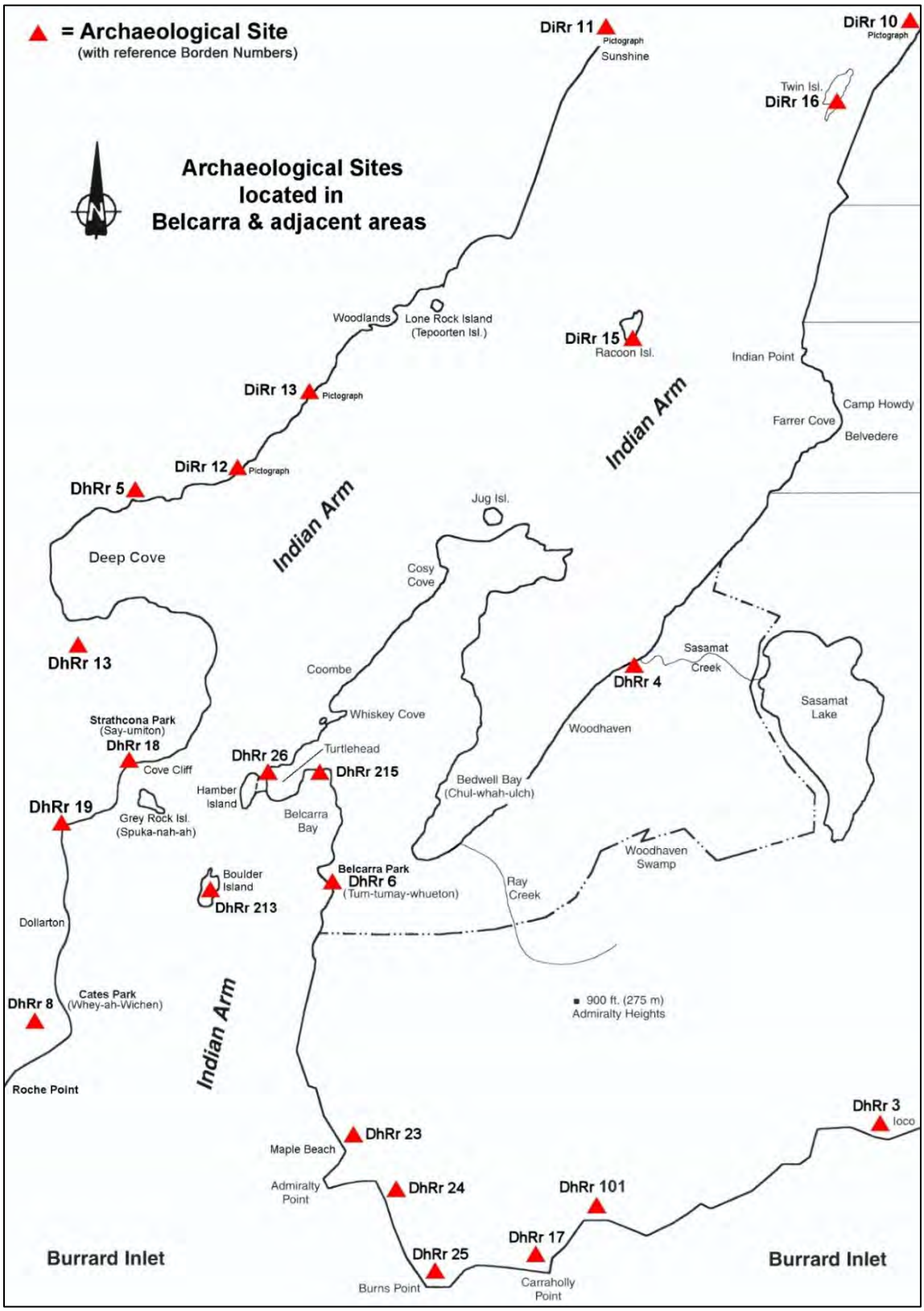
Many Tsleil-Waututh oral histories are located at Tum-tumay-whueton (Belcarra Park) which was the primary home of Tsleil-Waututh's hereditary chiefs (Waut-salk and Sla-holt), and Tsleil-Waututh oral history places their relocation from Tum-tumay-whueton to the north shore at around 1853–62 (during the 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 "Slillooet 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 indigenous 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.

Drawing by Edward Parker Bedwell (BC Archives PDP02119)



Archaeological sites located in Belcarra and adjacent areas

Appendix B

Metro 2050
Regional Context Statement

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction's contribution to reaching the regional federation's regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	N/A Belcarra is designated RURAL and has only residential, Civic Institutional and Conservation/Recreation land uses. See OCP Figure 9- OCP Land Use Designation Map.	*Without securing additional land for residential development from the Crown or through resident initiatives to subdivide existing lots it is unlikely the Village will be able to meet its projected 1% per year growth rate of 86 net new dwelling units through to 2050.*
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*See Tables 1 and 2 of OCP*	*Population targets may be met or exceeded as older population age out of community and larger household families move in.* *Any employment projection is based on expansion of home-based businesses, continuing work from home employment opportunities and the aspiration to have a neighbourhood café/corner convenience store*
1.2.24 b) ii) include policies and actions for Urban Centres and	*N/A*	

Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 *1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:* *a)* ***focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary****;* *b)* ***focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres****; and* c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas****.*	*See above*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. The HNA projected the need for 87 units over the next 27 years*

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	*Belcarra is 69% regional and provincial park and conservation lands. The tree canopy is 94%.* ***Policy NE5 + 6*** *will protect and enhance these areas by buffering them from adjacent Rural uses (housing + civic uses)* *N/A*	.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas**	***Policy CC3 NE32+33*** *Promote non-vehicular uses and advocates for additional transit service.* ***Policy NE***	

emission reduction target of 45% below 2010 levels by the year 2030 and **achieving a carbon neutral region by the year 2050**;	***34** will reduce municipal emissions. **Policies CC1 to 12***	

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	**N/A**. Belcarra is in neither of these areas however **it** will review its Zoning Bylaw with the intention of making changes to allow more secondary suites, coach houses and low-density multi-unit development where septic and water provisions are available to meet rental, affordability and other community housing needs**.**	Zoning Bylaw reviewed in 2018 Housing Needs Report completed in 2021

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Village of Belcarra is designated "Rural" in Metro 2050 and has no commercial or multi-unit land to develop a village centre. It is almost exclusively developed as single-family homes on large lots and is surrounded by provincial and regional park land. Development is limited by absence of sewer service and limited volumes of fresh water. The OCP seeks to reduce residents' need to travel by vehicles out of the community for all goods and services by proposing to allow home based retail sales and to provide a broader range of housing types by adjusting the Zoning and Subdivision requirements to provide more secondary suites, coach houses, duplex, triplex and fourplex where servicing requirements can be met. Future residential development will require resolution of entitlements with respect to identified Crown Lands and the establishment of legal road access to Farrer Cove. Some subdivision of larger lots in other parts of Belcarra may also occur in order to support meeting goals to increase affordable, rental and seniors housing opportunities while still maintaining the rural character of the Village.

Goal 1 Targets

Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*See response above*	*The figures provided for population, dwelling unit and employment are based on a projection of a 1% annual growth rate. Population may increase more rapidly as empty nesters age out of the community and families with children replace those 1 and 2 person households*

1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*N/A*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. Total population growth expected is 213 in next 30 years* *The HNA projected the need for 87 units over the next 30 years*
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 *1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:* *a)* ***focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary****;* *b)* ***focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres****; and*	*N/A*	*Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural*

c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas***.		*areas. Total growth expected is 213 in next 30 years* *The HNA projected the need for 87 units over the next 30 years*

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Village of Belcarra is not within the Urban Containment Boundary
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*See response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	The Village is not on the regional sewage network and is not scheduled to be within the timeframe of this OCP. The Village has its own water service with capacity to accommodate future growth projected. Other residential growth will be dependant on private wells and watercourses. **Policies 9 to 11,14,16-18** apply.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	N/A

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policies
Policy 1.2.24	**Adopt Regional Context Statements that:**		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*See response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	N/A

	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	N/A
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	*See response in Targets section*
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	N/A
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	N/A
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	N/A
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	N/A
	vii)	consider the implementation of green infrastructure	N/A
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	N/A
	ix)	support the provision of community services and spaces for non-profit organizations	N/A
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	N/A
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	N/A
	c)	Include policies for General Urban lands that:	N/A
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	N/A

	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	N/A
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	N/A
	iv)	encourage neighbourhood-serving commercial uses	N/A
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip- Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	N/A
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	N/A
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	N/A

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	**Policies M1-7** and **NE12** speak to efforts to map, expand, maintain and improve local trails and to encourage others to improve end-of-trip facilities for park users. **Policy HCLU 21** connect these local trails to the Regional Park Plan(2022) and the Regional Greenways 2050 network and. **Policies M9, 10, 22 + 23** direct improvements to be made on local streets to improve pedestrian and rolling uses safety
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	**Policies HCLU 16-19** support a study to identify viable retail opportunities to reduce local travel and better serve regional

			park visitors. They also recommend reviewing the Zoning Bylaw to consider allowing home-based retail businesses.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	**Policy HCLU 26** provides for the renovation of the existing sports court and **Policy HCLU 23** would provide for a new park area and equipment if a subdivision master plan for Farrer Cove is undertaken by local owners in the future.
	d)	respond to health and climate change-related risks by providing equitable access to:	**Policy HCLU 26** see above
	i)	recreation facilities	**Policy HCLU 26** Restores sports court in disrepair.
	ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	**Policy NE7** direct actions to pursue net ecosystem gains (instead of no net loss) when developing infrastructure in regional conservation and recreation area, **Polices NE19-22** direct the partnership and development of an Invasive Species Management Plan. **Policies NE24+25** express support of programs and initiatives to become a "Bear Smart" community while **Policies NE26-28** an**d NE29** express support for protecting the rough-skinned newt and improving water quality and shorelines of Bedwell Bay. **Policies HCLU 8, 14, 15 and 23** provide Council the option to determine whether to accept land or payment-in-lieu as a means to obtain a new park space if a subdivision master plan is created to guide future development of Farrer Cove should legal road access be created by the residents.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	**Policies M 1- 7** speak to efforts to map, expand, maintain and improve local trails while **Policies M 9-10** incorporate universal access design and trail integration considerations in road works. **Policies M 39 +**

			40 support others to improve activities and food options in the regional park. **Policy HCLU 21** directs efforts to connect local pathways and trails to the regional network.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	**Policy HCLU 26** Refresh sports courts and consider adding seating, community gardening boxes and new sport activities such as a horseshoe pitch or bocce court.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	**Policies HCLU 2-7** direct the review of zoning and subdivision requirements to provide additional rental stock in secondary suites and coach houses, smaller lot sizes and house sizes, to consider multi-units on larger serviced lots and to develop new low density multi-dwelling design guidelines that preserve the Village's semi-rural character. **Policies HCLU 14, 15 + 23** are designed to work together to provide a new park space in Farrer Cove if residents work together to develop a Subdivision Master Plan if legal road access is established.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	**Policies HCLU 23 and M 9** provide opportunities to improve accessibility and social connections.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	**Policies NE 3, 8, 15 + 28** and **HCLU 28** identify opportunities to collaborate with or support Tsleil-Waututh stewardship initiatives. **Policy HCLU 20** recognizes the Tsleil-Waututh rights to the Crown Lands that form the Village's residential land bank. **Policies CCR1-5** reflect Council's commitment to strengthen relationships, develop protocols to improve communications (especially in relation to land use and the inclusion of way-finding projects and recognition of

			places of cultural and historical significance) and to refer OCP and major land use and development proposals for consultation and review by the Tsleil-Waututh.
Strategy 1.4: Protect Rural lands from urban development			
Policy 1.4.3	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	See Figure 6: Metro Vancouver 2050 Land Use Designations
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	**Policies FS 16-19** recognizes that all development requires sewage disposal permits and approval of an adequate source of fresh water from the health authorities. **Policies HCLU 1-7** set out housing policies that are in keeping with the semi-rural nature of the community while at the same time addressing current housing needs
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	**Policies HCLU 4, 5,6** make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses and some limited opportunities for multi-unit developments where community housing needs are met and the designs fit with the character of the community.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	N/A
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	The parts of Belcarra identified on this map of Environmentally Sensitive Areas are either regional or provincial parks. OCP **Policies HCLU 20, 28, 32-34, 36, 37,** propose to collaborate with the Tsleil-Waututh, Port Authority, regional and provincial park authorities in the management and development of these places.

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Belcarra's OCP recognizes that creating even one viable commercial stand-alone business may not be possible given the Village's small population. It also recognizes that the all employment (other than self -employment), social, educational and retail service needs require local residents to travel by vehicle (primarily) outside of the community to get them. Policies HCLU 16 to 18 provide for a commercial viability assessment to determine what, if any retail service might be financially viable, to update the Zoning Bylaw to establish a commercial zoning schedule and to review and amend the definition of "home based business" to consider allowing retail uses, more employees and larger spaces for employment activities within the single-family residential unit.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	N/A
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	N/A
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	N/A

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

	Section	Policy Text	Applicable OCP Policies
Policy 2.2.9	**Adopt Regional Context Statements that:**		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	N/A. There are no Industrial or Employment Lands designated in Belcarra.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the	N/A

		goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	N/A
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	N/A
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	N/A
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	N/A
	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	N/A
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	N/A
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	N/A
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	N/A
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	N/A
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A
	d)	include policies for Employment lands that:	
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential	N/A

		densification/intensification of industrial activities, where appropriate	
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	N/A
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	N/A
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	N/A
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	N/A
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	NA
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	N/A
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
Policy	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	N/A. There are no Agricultural lands in Belcarra

	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	N/A
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	N/A
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	N/A
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collabo- ration with other governments and agencies	N/A
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	N/A
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	N/A
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	N/A
Policy 2.3.13	**Section**	**Policy**	**Supplementary Information**
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	N/A

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

It should be noted that all lands designated Conservation/Recreation in the Metro 2050 RGS are either in the regional or provincial parks or are Crown Lands. Village policies will not apply directly to those lands. Belcarra has about 95% tree coverage overall. Additional residential development is limited and should not affect the future tree canopy significantly with careful siting of new development and replanting of landscaping..

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	***Policies NE 1-7*** *supports VFPA and Tsleil-Waututh Nation's efforts to protect local eelgrass beds and riparian, marine and estuarine environments..* ***Policies NE 10 + 11*** *supports other jurisdictions' efforts to increase regional park land while* ***Policies NE17 +18*** *outline Village policy on municipal and private property regarding tree retention.* ***Policies HL 11 -17*** *outline protective measures to be taken or recommended to protect both residential and park areas from forest fires, slope stability, soil erosion and other natural hazards.*	
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	***Policies NE 7 + 13*** *reflect a philosophical change in approach to the relationship between the environment and development. These policy statements direct new development to strive to improve the environment not just mitigate so there is no net loss to the environment.* ***Policies NE 32-34*** *direct Council to promote active transportation measures, advocate*	*By far the largest source of GHG emissions from transportation sources is from visitors to the regional and provincial parks.* *However, the 700 local residents are also major contributors as they must leave the community for almost all goods and services they require.*

	for additional public transit service to regional and provincial parks and to reduce vehicle emissions from municipal vehicles and equipment. ***Policies CC 1-12** direct Council to uphold their commitment to the BC Climate Action Charter and to develop a Climate Action Plan, to require GHG reductions new buildings and those undergoing significant renovation, to continue requiring demolition waste to be diverted from landfill.* ***Policies CC 14** directs work to connect Belcarra with the Regional Greenway 2050 Plan while **Policies CC 17, 19 and 22** encourages bike parking and charging points in parks and at Village Hall, new development to include low impact alternative/renewable energy sources and adopts a "Green Procurement" policy for civic purchases.* **Policies M 1- 7** speak to efforts to map, expand, maintain and improve local trails while **Policies M 9-10** incorporate universal access design and trail integration considerations in road works. **Policies M31 -35 and M37** advocate MV develop a "Visitor Use Management Strategy" to better manage parking and traffic issues at the regional park and collaborate with stakeholders to do the same at the provincial park. They also continue to restrict by regional park visitors to outside the residential areas of the Village. **Policies M41 -43** provides support for prioritizing rideshare, transit and bicycle access to the regional park. **Policies HCLU 4, 5,6** make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses, smaller lots and some limited opportunities for	*The third source of GHG's in the community is from the preponderance of very large single-family homes. Current Zoning allows for single family homes of between 5400 square feet and 9200 square feet plus any part of the basement more than 4 feet below ground.*

	multi-unit developments where community housing needs are met and the designs fit with the character of the community.	

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	See OCP Figure 6- Metro Vancouver 2050 Land Use Designations Map
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	
	i)	drinking water supply areas	**Policy HCLU22** advocates preservation of Conservation and Recreation lands known as Parcel 48 subject to the resolution of uses permitted as noted in the Village-GVRD Agreement (1983). This is Crown land and negotiations will involve the Province, MV, and the Tsleil-Waututh.
	ii)	environmental conservation areas	
	iii)	wildlife management areas and ecological reserves	**Policy M15** designates Tum-Tunay-Whueton Drive as the only vehicle access to the regional park picnic and staging area while protecting the migration of the Rough-skinned Newt from road traffic. Also **Policy NE 26** supports MV's conservation efforts.
	iv)	forests	**Policy NE22** supports MV and provincial efforts to manage invasive species in C/R areas. **Policy HL 8** encourages boat access only owners to purchase portable fire pumps to reduce the risk of fires spreading while **Policy HL 12** directs staff to continue exploring ways to increase water storage capacity for fire fighting. **Policy HL 11** encourages MV and Port Moody to install fire hydrants along Tum-Tumay-Whueton Drive. **Policies HL 22 to 25** advocates BC Wildfire Service develop a strategy to prioritize aerial fire response for MV parks and Crown lands, continue to support the FireSmart program

			and develop a Wildfire Assessment and update the Community Wildfire Resilience Plan every 5 years. **Policy HL 2**8 advocates the development of a Fire and Fuel Management Plan for Crown and regional lands near Belcarra.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	**Policies NE30 + 31** support local initiatives to clean up local beaches and shorelines. **Policies HCLU 28-37** provide direction to collaborate with the Tsleil-Waututh to design and install signage around Bedwell Bay, maintain the invasive species control program, prioritize planting native species and support VFPA efforts to enhance habitat and establish no-go and no-anchoring zones in Bedwell Bay.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	**Policy NE3** direct collaboration with VFPA and TWN to monitor, protect and enhance riparian, marine and estuarine environments
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	**Policy NE2** supports protection of local eelgrass beds while **Policy NE9** supports development of "Dark Sky" policies so wildlife can retain their normal life-cycles.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; o limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	**Policy NE6** supports uses consistent with the intent of MV conservation and recreation designation while **Policy NE7** directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas.
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	**Policy NE5** protects conservation and recreation areas by buffering them from adjacent uses while **Policy NE7** directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas. Also see **Policy NE 13 & 14**.
	ii)	encourage the consolidation of small parcels,	N/A

		and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	
Policy 3.2.7	**Section**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*See response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	**Policy NE 13&14** requires ecosystem restoration and improvement where possible as DP condition. **Policies NE19,20, 21,22** outline partnership and actions to manage invasive species. **Policies HCLU 15** incentivizes development of SD master plan for Farrer Cove while **Policy HCLU 23** requires the inclusion of a new neighbourhood park space in the SD master plan. **Policy HCLU 22** advocates preservation of lands designated Conservation and Recreation within the regional park subject to the resolution of uses permitted in Parcel 48 as noted in the Village-GVRD Agreement (1983)
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	***Policies NE15 + 16*** *support research and work of MV and others to identify, protect and enhance ESA's and to update local ESA maps.*
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	N/A
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	**Policies NE23-26** outline efforts to become a "Bear Smart" community and to protect the Rough-skinned Newt. **Policy HL 1-10** outline efforts to support the FireSmart initiative, bolster local fire fighting abilities and

			develop a coordinated Emergency Response Plan with neighbouring municipalities. **Policy HL 11** encourages MV and Pt. Moody to install fire hydrants on Tum-Tumay-Whueton Drive **Policies HL13-21** outline requirements for development on steep slopes **Policies HL22-28** outline efforts to support development of an aerial fire response strategy and a Fire and Ruel Management Plan for MV parks and Provincial lands , undertake a Wildfire Hazard Assessment and update the Community Wildfire Resilience Plan **Policy FS 15** directs adoption of an Integrated Stormwater Management Plan
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	**Policy NE 17 -** Support the management of trees on municipal property through the Managing Trees, Views, and Landscapes Bylaw.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	**Policy HL 17** requires new construction to be sited to maximize retention of existing trees and groundcover **Policies NE 13 + 14** strive for net ecosystem gains when development occurs and **Policy NE 17** supports tree management on public land by local bylaw.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	**Policies NE19,20, 21,22** outline partnership and actions to manage invasive species.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Due to Belcarra's forested nature, is not provided for specifically. **Policy M5** directs collaboration with MV to implement the 2050 Greenway Vision while **Policy M10** integrates local trails with road infrastructure where possible,

			Policy HCLU 21 also directs local trails to connect to the MV Regional Parks Plan (2022) and Regional Greenways 2050.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	**Policy FS 15** directs adoption of an Integrated Stormwater Management Plan **Policies FS 9-13** outline Belcarra's efforts to conserve water by monitoring consumption with the SCADA system, restricting watering and installing water meters on new construction, updating the Fees and Charges Bylaw and publishing water conservation information on the Village website.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*See response in Targets section*
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	**Policies NE 32- 35** outline efforts to improve air quality by promoting active transportation measures, advocating for additional transit to reduce regional trips, to convert the municipal fleet vehicles and equipment to low emission and publishing local and regional air quality information. **Policies CC1- 12** outline efforts to develop a Climate Action Plan, to support the BC Energy Step Code, to require GHG reductions for buildings undergoing significant renovations and require demolition waste be diverted away from the landfill and to encourage recycling and salvage where possible. **Policies HCLU 4 + 18** provide direction to consider amending the Zoning Bylaw to allow more smaller scale single family and multi-family development and supporting a local

			serving commercial zone and change to the definition of home-based business to allow retail sales in order to mitigate the requirement of residents having to drive out of the community to obtain all goods and services **Policy CC 21** also supports amending the Zoning Bylaw to create a commercial zoning to serve the local community and reduce travel for shopping and services.
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	**Policies CC 19-29** outline steps to be taken to encourage use of low impact alternative/renewable energy sources in new construction or significant renovations, adopt a Green Procurement policy **Policies CC 4,5,6,7**- see box above **Policy CC 12**-continue to increase energy efficiency in municipal facilities,reducing waste and compost going to the landfill **Policies CC17 + 18** encourage installation of secure bike parking and electronic charging stations at regional park and Village Hall
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	**Policies M1-10, 22 + 23** provide direction to map existing municipal trails , to use unopened road allowances for new trail development, add end-of -trip facilities at the Village Hall, sports court and regional park, apply for funding for a Belcarra Active Transportation Plan, direction for transit/safety improvements and to connect to the 2050 Greenway Vision Sasamat Greenway and include universal access design in future road and trail projects.

			Policies M 31, 33 + 34 encourage MV and others to develop a Visitor Use Management Strategy to address traffic, congestion and parking problems to regional and provincial parks and to increase transit service to Belcarra and the parks.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	There are no Urban Centres or commercial development in the Village. A rural community.
Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
Policy 3.4.5	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	**Policy FS 15** adopt an Integrated Stormwater Management Plan **Policy HL 2** promotes development of a Emergency Response Plan and **HL 12** provides direction in ways to increase water storage capacity for fire fighting, **Policies HL 13-20** provide direction for prevention of damage to the natural environment when developing on steep slopes. **Polices HL 22,23, 24 & 25** set out steps to protect regional and provincial parks from wildfires, to continue with local FireSmart initiatives and to undertake a Community Wildfire Resilience Plan. **Policy CC 2** directs development of a Climate Action Plan
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	**Policies HL 19-21** discourage new development within the 200 year floodplain of creeks draining into Indian Arm. **Policies HL 2, 4 +5** direct collaboration with the Fire Department to develop a Belcarra Emergency Response Plan, to coordinate this work with other stakeholders and to publish the Plan on the Village website.

Policy 3.4.6	**Section**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Current facilities, assets and community services will meet future needs in the OCP time frame.
Policy 3.4.7	**Section**	**Policy**	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	See above
Policy 3.4.8	**Section**	**Policy**	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	**Policy NE 7 & 13** introduces the concept of net ecosystem gains when development occurs. **Policy HL 19** discourages new development within the 200year floodplain of local creeks and **Policy HL 20** protects new waterfront development from rising sea level. See also **Policy HL 23&24.** **Policies CC1 + 2** upholds municipal commitment to the BC Climate Action Charter and to develop a Climate Action Plan for Belcarra. **Policy CC 4** supports the BC Energy Step Code goal of reaching net zero for new construction by 2032 while **Policies CC 9** and **FS 18** encourage use of best practices for both septic and innovative sewage disposal systems. **Policy HCLU 8** directs the use of the Parkland Acquisition Best Practices Guide in the possible development of a future park in the vicinity of Farrer Cove.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal

Without resolution of the residential/subdivision potential of the lands in Special Study Areas 1 and 2 the Village can only meet additional housing demand by subdivision of existing developed lots. All development is limited by the ability to provide septic and water services. The community has developed on very large lots for the most part and the current Zoning Bylaw allows very large houses to be built on these lots. The Housing Needs Assessment identified the need for some smaller houses, additional rental units and some form of cluster or multi-unit housing to allow aging residents an opportunity to remain housed in the community. The OCP addresses these issues by proposing to allow additional secondary suites and additional coach houses on larger lots, some duplex, triplex or fourplex development and some consolidation of smaller lots and higher density if a seniors independent living type of multi-unit development could be achieved.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	N/A	

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	**Policy HCLU 2** directs a review of the Zoning Bylaw and subdivision requirements to identify opportunities to create more small lots, smaller houses and more flexibility in the number of accessory units allowed per lot.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	See above
	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	See below

	ii)	increased supply of family-friendly, age-friendly, and accessible housing	**Policy HCLU 3** supports siting and building relaxations to accommodate aging-in-place. **Policy HCLU 6** makes provision for lot consolidation and higher permitted density to accommodate a senior's independent type of housing or that includes active play space for children or major trail connection.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	**Policy HCLU 4** would allow consideration of additional accessory units on a single-family lot if parking and sewage requirements can be met. This would increase the rental stock available and may make home ownership more affordable. **Policy HCLU 6** above could be developed as co-housing or cluster housing or an Abbeyfield type of seniors development
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	**Policy HCLU 5** allows consideration of duplex, triplex or fourplex housing forms in the RS 1 zone under conditions. Current zoning allows multiple single-family homes, duplex, triplex on large lots zoned RM 1 or RM 2 but having only boat access. The RS 1 zone has road access, water service and is close to transit.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	**Policy M 23** identify the need for more bus shelters and other safety improvements **Policies M 32 & 33** direct collaboration with TransLink and others to optimize transit service to Belcarra and the major parks. **Policies HCLU 2** and **HCLU 15** directs a review of the Zoning Bylaw to address housing needs and affordability by examining lot and building sizes, density and housing built forms **Policies HCLU 17** and **HCLU 18** seek ways to provide for the development of small scale, local serving retail business so residents

			do not have to drive out of the community for every good or service.
	vi)	increased social connectedness in multi-unit housing	See **Policy HCLU 6** above
	vii)	integrated housing within neighbourhood contexts and high quality urban design	**Policy HCLU 7** directs the development of Design Guidelines for low density multi-unit dwellings that new development fits into the neighbourhood and enhances the semi-rural character of the community.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	**Policy CC 19** encourages inclusion of low impact alternative/renewable energy sources in new construction. **Policy CC 4** supports BC Energy Step Code goal of reaching net zero energy for new construction by 2032
Policy 4.1.9	**Section**	**Policy**	
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	OCP housing policies are based on the community's housing needs as expressed in the Belcarra Housing Needs Assessment Report (2021) and Metro 2050
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	SEE ABOVE
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	SEE ABOVE

	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	See Above
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*See response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	N/A
	c)	identify the use of regulatory tools that protect and preserve rental housing	Residential Tenancy Act
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	P**olicies HCLU 2, 4, 5, 6.and 11** are described above and could provide increased rental stock. The RS 1 zone is served by transit (See Figure 7 OCP Transportation Map)
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	There is only single-family homes, some with secondary suites or a coach house, in Belcarra **Policy HCLU 6** provides opportunity for co-housing **Policy HCLU11** could create municipal lots for future residential development if land negotiations with MV, Province and Tsleil-Waututh were successful
	iii)	protection and renewal of existing non-market rental housing	There is no non-market housing in Belcarra
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	N/A
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	N/A
Policy	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	See **Policies HCLU 2** and **HCLU 4** above

	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	**N/A.** There is no purpose built rental in Belcarra.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	If the negotiations under **Policy HCLU 11** were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in partnership with MVHC or other non-profit housing provider.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

	Section	**Policy**	**Applicable OCP Policies**
Policy 4.3.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	If the negotiations under **Policy HCLU 11** were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in partnership with MVHC or other non-profit housing provider.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	N/A
Policy 4.3.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	See **Policy HCLU 11** above
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	N/A
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	N/A

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
	Section	**Policy**	**Applicable OCP Policies**
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	**Policies M 1** map local trails), **M 3** (improve local trails), **M 4** (provide end-of-trip facilities at Village Hall, sports court and major parks), **M 7** (connect to Sasamat Lake), **M 9** (universal design), **M10** (integrate trails), **M14** (limit park access), **M 22+23** (road safety improvements), **M30,31,32,34** (items to address transit, traffic, congestion and parking problems caused by Metro and Provincial parks. Details are provided above. **Policies HCLU 17** and **18** identify potential avenues to provide some local commercial and retail outlets to curtail need to drive out of community for every good or service.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	There is no on-street parking allowed in the Village of Belcarra. **Policy M 35** provides for welcoming signage for transit, cyclists and pedestrians. **Policy M 6** advocates MV provide end-of-trip facilities and **Policy M 7** encourages MV to improve the connection to Sasamat Lake. **Policy M20** directs support for the creation of a community ride share program. **Policies M 30,31,32** all support MV and others to address traffic, parking, congestion and insufficient transit service to both provincial and regional parks in Belcarra.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	**Policies M 22** identifies potential locations where road improvements would provide for pedestrian and cyclist safety

			while **Policy M 9** directs universal design be included in road and trail work. **Policy M 13** designates Bedwell Bay Road as the MRN route to the Village. **Policy M 21** expresses support for the development of a community ride share program. **Policy CC 17** (and others) advocates installation of secure bike parking and electric charging stations at Village Hall and sports court
	d)	support the transition to zero-emission vehicles	**Policies CC 17 & 18** and **CC 29** supports the transition of municipal vehicle and equipment to zero emission models by 2040. **Policy M 37** encourages MV to provide charging stations for both park visitors and park employees
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	**Policy M 5 and CC 14** support development of the 2050 Greenway Vision by supporting a new multi-use path through Belcarra to connect to the Sasamat Greenway in the future.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	**Policy M 8** identifies a funding source to undertake an Active Transportation Plan and **Policy M 22** outlines some possible road safety improvements to encourage more pedestrian and micro-mobility use. **Policy CC 13** direct Council to promote low carbon forms of transportation while **Policy CC 16** would expand the active transportation network to make it the most convenient option for short trips.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
	Section	**Policy**	**Applicable OCP Policies**
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	N/A
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	N/A
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	N/A
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	N/A
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	N/A
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	N/A