

Amanda Seibert

From: [REDACTED]
Sent: October 5, 2023 6:15 PM
To: Amanda Seibert
Subject: attachments
Attachments: ocp 2023.docx; jwc ocp 2023.docx

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

I have forwarded 2 letters to Paula and have been advised that I should have sent them to you. Please include both letters .. one is from Jim Chisholm and the other is from Sherry Chisholm and are for the OCP meeting on Oct. 11

Thanks, Sherry C

October 3, 2023

TO: Mayor and Council and OCP Committee

FROM: Sherry Chisholm

I certainly agree that Belcarra should maintain a mutually respectful relationship between Aboriginal and non-Aboriginal peoples. I also recognize that Belcarra is on land that was, in the past, an area which was a territory of the Tsiell-Waututh peoples....that was thenthis is now. It is no longer their territory and has not been for many, many years. I own my property and pay taxes to my present government and have no responsibility to any First Nations group.

I have read a portion of the OCP and I am very distressed and concerned about numerous items.

Is this the draft that the Village OCP committee put forward or is this an extremely altered draft that was changed greatly after the committee were dismissed?

The Regional Growth Strategy (RGS) presented by Metro Vancouver and adopted by Belcarra council by Resolution on June 20, 2022 in my opinion does not fit with Belcarra community. This RGS will make us vulnerable to the First Nations approval of any decisions within our community.

On page 12 there is a statement about dealing with First Nations on a government to government level. It is my understanding that First Nations have declared that they are not Canadians and are not answerable to my government so why are Metro Vancouver and my own Village council agreeing to act and consult with First Nations on everything?

There is also a vague reference to "First Nations proposed projects within the Village of Belcarra boundaries". WHAT DOES THIS MEAN? I am concerned that this may leave our small community vulnerable to a project that we Villagers will have no authority over. Why would we approve such a vague proposal of a First Nations project? This is only one of many subjects in this proposed draft of the Village OCP that I am concerned about and questioning.

I do not approve with or agree that the First Nations should act in any way as my government and my Village government should not agree to this as written agreement in our OCP.

October 4, 2023

TO: Mayor, Council and OCP members

FROM: Jim Chisholm

I have recently read the current Draft OCP to be presented at the September 11th meeting.

I am surprised that the eleven Villagers that formed the recent OCP committee would recommend that the road allowances be used for exclusive use as trails and never to be sold or leased.

The future stability of our Village may well require that we have the option of selling or leasing these properties for the future revenue of the Village.

People should be concerned about any future long-term debts being added to our existing debt. Such as the millions required to modernize our Sasamat Fire Department.

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From: pilgrim land <[REDACTED]>

Sent: Friday, October 6, 2023 12:48 PM

To: Amanda Seibert <ASeibert@belcarra.ca>

Cc: Carolina Clark <cclark@belcarra.ca>; Joe Elworthy <jelworthy@belcarra.ca>; Jamie Ross
<jross@belcarra.ca>; Liisa Wilder <lwilder@belcarra.ca>; jruzyki@belcarra.ca

Subject: OCP Public Hearing Oct. 11

To Amanda Siebert,

In looking at the OCP, and considering community sentiment as to actual priorities in our village;
-building of new fire hall which will cost SEVERAL million\$
-fixing drainage at several points, including across Bedwell Bay by the WARD
- creating affordable 'narrow' walking paths, not expensive, government pushed, wide MUPS

With regards to these long term known priorities there had been a committee(Revenue Generating Committee) as well as community input with regards to the need to generate revenue within our village.

Anmore made sure they had their financial plan in place prior to a new OCP. Belcarra has NOT done due diligence regarding this. Belcarra needs to be able to generate revenue, not simply borrow. IF we do 'borrow' from MetroVan it likely will actually be charged right back to residents on tax bills. We will not get the new firehall for free.

I strongly suggest stopping the OCP from proceeding until a responsible and specific, to the mentioned items, financial plan is in firmly in place.

Sincerely,

Mrs. Deborah Struk

[REDACTED]

Belcarra

[REDACTED]

From: Karen Elrick
To: Amanda Seibert; Paula Richardson
Cc: Village of Anmore Council
Subject: Official Community Plan Bylaw No. 615-2023
Date: October 6, 2023 3:28:44 PM
Attachments: 2023-03-03 lt Belcarra re OCP comments.pdf

Good afternoon,

Please find attached previous communication from Village of Anmore to be included as a submission for the above noted public hearing.

Regards,

Karen Elrick
Chief Administrative Officer

From: Paula Richardson <prichardson@belcarra.ca>
Sent: Monday, September 25, 2023 10:07 AM
To: Karen Elrick <Karen.Elrick@anmore.com>
Cc: Amanda Seibert <ASeibert@belcarra.ca>
Subject: FW: Notice of Public Hearing - Belcarra Official Community Plan

Good Morning Karen,

Attached please find a Notice of Public Hearing for the Village of Belcarra's Official Community Plan (OCP). The OCP Bylaw received first reading on September 11, 2023.

Thank you,

*PR

Paula Richardson

Chief Administrative Officer

Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8
Tel: 604-937-4100

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0400-60/23

March 3, 2023

Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8

Via email: prichardson@belcarra.ca

RE: Request for Comment on the Draft Village of Belcarra Official Community Plan (OCP)

Thank you for the opportunity to comment on the draft Village of Belcarra OCP. At the September 20, 2022, Regular Council Meeting, Anmore Council had the following comments and questions regarding the draft OCP:

1. Request for clarification on the reference to sand and gravel deposits
2. Request for clarification regarding the geographical boundaries and adjacent borders between Belcarra, Port Moody, and Anmore
3. Request for clarification on Belcarra's definition of clustered housing.

The draft OCP was brought forward to the newly elected Council at the October 18, 2022 Regular Council meeting it was resolved:

That Council defer consideration of Draft Village of Belcarra Official Community Plan (OCP) to a future date once the new Belcarra Council has had an opportunity to review.

Based on your recent correspondence, it is our understanding that it is Belcarra Council's intention to consider moving forward with the existing draft so there are no further comments at this time.

Sincerely,

Karen Elrick
Chief Administrative Officer
Dir: 604-335-7957
karen.elrick@anmore.com

From: John Willms
To: Amanda Seibert
Subject: Att. A. Seibert
Date: October 7, 2023 7:58:11 PM

Att. A. Seibert

Re: Comments to the 2023 OCP draft, Oct. 7/23

Aug 1/23 Spent a few hours reading the schedule A OCP which I found difficult to find on the Village of Belcarra website. The latest draft I felt was well layed out and I give kudos to the people that are responsible for this. Not everything listed in this draft is to my liking but it really is not about me. I really feel if certain items suggested are good for the Village then we must go along with them and if not they should be removed. Listed below are two comments I have.

(1). The one comment that I find very controversial is MI-6. The wording (future pathways for development as part of the active transportation plan) should be deleted and replaced with the wording (future residential lots for development). These lands will be the only method of raising money to pay for our future obligations such as Firehalls, drainage problems, upgrading Village offices, roads, chlorination of our water system and future emergencies.

(2). The second comment I have is that my interpretation of the Official Community Plan should be for OUR future vision for the next five years, for OUR COMMUNITY, THE VILLAGE OF BELCARRA, and it seems to me that most of the ninety pages are about other peoples wishes and their agendas.

John Willms [REDACTED]

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Sent from my iPad

From: Tom and Janice Abbot
To: Amanda Seibert
Subject: Official Community Plan Bylaw No. 615-2023
Date: October 8, 2023 2:35:12 PM

The existing OCP (Section 3.3.3 Water Access Only Areas) and the 2022 draft OCP (page 41) both show Belcarra's support for the owners of water access only properties in Farrer Cove who use the Farrer Cove small boat launching facility to access our properties. The present draft OCP speaks to a long term plan to create a water access park in Farrer Cove, but it does not mention present or short term access. This may be an oversight or perhaps the authors of the draft OCP did not feel it was necessary. I believe that it is important that Belcarra's support for the property owners continues to be included in the OCP, so that all parties concerned know that the waterfront in Farrer Cove is being used with Belcarra's support.

Tom Abbot

████████ Farrer Cove

██████████

██████████

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Present OCP

3.3.3 Water Access Only Areas

a) The existing location used for the launching of small boats to access the Farrer Cove north area will remain available for this purpose, recognizing that the boat launch is not a public entity nor is it sited on public land.

Sept 2022 draft OCP p41

Water-Access-Only Properties

1. Support water access only lot owners (and their visitors) using the water access at Farrer Cove to access their properties, recognizing the boat launch is not a public entity, nor is the boat launch located on public land.

From: [Martin Greig](#)
To: [Amanda Seibert](#)
Subject: Official Community Plan Bylaw No. 615-2023
Date: October 9, 2023 10:09:07 AM

Subject: Re: 2023 Draft OCP

Dear Mayor and Council,

I reviewed the 2023 draft OCP proposal and offer the following comments;

- 1.) HCLU2: This proposal, to reduce the minimum parcel size to 1/4 acre, in my professional experience as an Approving Officer is unlikely to result in infill subdivision of existing RS-1 parcels because the overwhelming majority of parcels fall within the 1/3 acre to 1/2 acre size. Many parcels in Belcarra suffer from topography, this adds to the constraints imposed by the siting of existing buildings, driveways, utilities and sewerage treatment facilities. Also, both the remainder parcel, and the newly created parcel must meet the requirements of the zone in which they are proposed to be situated. In Anmore we studied the viability of each parcel in the valley floor and found some 1 acre infill parcels provide economically viable 1/3 acre subdivisions. We also had to revisit the Zoning Bylaw and approve relaxations to the Infill Zone in order to improve outcomes. Initially we allowed 1/2 acre subdivision of 1 acre parcels and the outcome was zero subdivisions. I suggest a minimum parcel size of 1/6 acre (7260 ft sq.) might yield some results.
- 2.) HCLU5: This proposal is not lawful because the "Use Statement" in the RS-1 Zone states that it is a zone for "Single Family Dwellings". I think you will need to create a new "Multi Family Zone" in the Zoning Bylaw. Personally, I am not aware a zone that includes multi family and single family/duplex and I have 33 years of Local Government service. I suspect this is because the design of multi family dwellings are not amenable to single family parcels.

3.) HCLU7 This proposal is possible, but is technically difficult for a small municipality and does not always achieve the intended results. I suggest "Step Code 5" which is designated "Net Zero". BC Housing through their facilitator, Mark Bernardt provide courses and instructional videos that confirm;

- a.) Smaller less obtrusive homes.
- b.) Cheaper to build.
- c.) Cheaper to operate.
- d.) Higher resale value.
- e.) Greater longevity.

4.) HCLU8: This proposal is moot because it is already the law of the land.

Regards,

Martin Greig.

Amanda Seibert

From: [REDACTED]
Sent: October 10, 2023 6:20 PM
To: Amanda Seibert
Subject: Official Community Plan Bylaw No. 615-2023 - OCP Comments

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Follow Up Flag: Follow up
Flag Status: Completed

Hi!

Thank you for allowing us the opportunity to provide feedback on the OCP Draft. My thanks go out to all on the committee for their time and dedication to this important project.

I feel it was unfair of council to update our OCP without providing the OCP committee with a proper baseline of information so they could use it to make informed choices on what should be contained within our new OCP. When Anmore updated their OCP, they first did a financial sustainability study which was invaluable to the committee. We should have done the same. It is never too late. We have an asset management plan which I feel was well done, and the next logical step is to do a financial sustainability study. I have been told this is scheduled to happen soon. Is this true? If so, I suggest we delay the completion of our OCP until all residents and the committee have a chance to review the findings. I strongly believe that changes to the OCP would be made once this information is available.

I am concerned about our very small tax base and the cost of operating our village. Financially, we have the following big-ticket items to consider:

1. ~3M owing on our water system.
2. ~5M coming our way for a new firehall.
3. Regarding point HL13 on page 29... we should be spending some millions of dollars on increasing our water capacity and increasing the pressure to our fire hydrants, so that we have lots of water available to fight fires in Belcarra. Today council is wanting to spend \$300,000 on a chlorination system thinking that this will give us the water we need to fight fires. This is a bandaid solution at best and I think they are reaching. It will give us only the minimum suggested for municipalities. Spring / Summer of 2023 was the worst fire season our province has ever seen. I can guarantee that all the cities and towns that were directly affected will be looking to beef up their water capacities for fighting fires. Belcarra has dodged a bullet over the years. When a fire strikes, we should have more water... not the minimum... because we can put in all the paths we want and upgrade our dilapidated tennis courts and do all

sorts of wonderful things... but if a house catches fire in the middle of our hotter and drier summers and it gets away from us, we will have wished we had done the right thing.

4. We need to upgrade our drainage system.
5. We incur ongoing costs to keep our infrastructure in proper condition.

If we add up all the expenses on what we need to do, what we should do, and throw in some dollars on the things we would like to do, we are talking about many millions of dollars.

Council's plan is to go into more long-term debt.

If we have other options, why wouldn't we consider them???

I believe we should be acting on the recommendations of the now disbanded Revenue Generation Committee. Please consider adding the following to the OCP:

1. There has been talk for years about building an "Age in Place" option in Belcarra. Our small population is aging, and many would love to remain in Belcarra. Let's build 60 high end condos right here and put our new village hall and recreation centre at the base. This would increase our tax base and help to keep our taxes from skyrocketing.
2. Let's do everything we can to support getting a road into Farrer Cove. Farrer Cove represents probably our best development opportunities. Again, increased tax base.
3. Remove or reword point M16 on page 40 of the OCP Draft. Our federal and provincial governments have finally figured out we need to increase our housing supply. So, let's sell some road ends... but let's do it right. Accommodate neighbour's concerns such as putting in height restrictions and such where needed. Apply for an exemption so we can sell waterfront road ends so we can put the money towards these other projects.
4. Reduce lot size requirements to the smallest existing lot we have today which is less than 5,000 sq. ft. My understanding is that we have 66 properties (21%) are less than ¼ acre, 118 (37%) are less than ½ acre, Lot 8 is 4611 Sq Ft and Lot 9 is 4613 sq feet located on Belcarra Bay Road.
5. Make subdivision easier and charge a generous fee. Anmore does and it works. A win-win for all.
6. On page 30, Hazard Lands, can we make it a bylaw that it is the homeowner's responsibility to remove all dead trees from their yards? I can show you examples of where these hazards exist.
7. Is there an opportunity to develop land off Senkler? Should this be included in the OCP?

The OCP is a vision for our future. Let's be creative and find ways to say yes. We live in the best village in the World! Let's make it even better...

and safer. Why go into long-term debt when there are other options available to us?

Other considerations...

I feel there are far too many points where we say we will consult or collaborate with the Tsleil-Waututh Nation. Why add another level of bureaucracy? I have had firsthand experience where this resulted in delays and additional cost with no real value being added. I realize this is the World we live in today but why make getting things done more complicated. I suggest reviewing where this is mentioned throughout the entire report and remove this intention or requirement unless it is absolutely necessary.

The OCP is way too long... 91 pages! Because it is so long only a handful of people will read it. Suggest it be edited. As an example, the history is well done but take it out of the OCP and capture it in a separate document. Remove the OCP process.

Thank You,
Don Babineau

[REDACTED]

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(Severed portions are shaded)

From: Cathy MacDonald [REDACTED]
Sent: Wednesday, October 11, 2023 3:59 PM
To: Connie Esposito <cesposito@belcarra.ca>
Subject: OCP Approval

I approve the OCP as written.

Cathy MacDonald
[REDACTED]

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Amanda Seibert

From: Brian Ashford [REDACTED]
Sent: October 11, 2023 10:54 AM
To: Paula Richardson; Amanda Seibert
Cc: Jamie Ross; Carolina Clark; Joe Elworthy; Janet Ruzycki; Liisa Wilder; 'Sy Rogers'; 'lynda spence'; [REDACTED]
Subject: Written Comments and Concerns with proposed bylaw 615, 2023
Attachments: BelcarraOCP2023Concerns.pdf

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Attention: Paula Richardson, Chief Administrative Officer, Village of Belcarra

(Severed portions are shaded)

Please find attached our written submission regarding proposed bylaw 615, 2023, Village of Belcarra Official Community Plan

for the Public Hearing October 11, 2023

Please confirm that the PDF attachment can be opened and received. Thank You

October 11, 2023

aseibert@belcarra.ca

cc Mayor Jamie Ross jross@belcarra.ca

Councillors:

cc Carolina Clark cclark@belcarra.ca

cc Joe Elworthy jelworthy@belcarra.ca

cc Janet Ruzycski jruzycki@belcarra.ca

cc Liisa Wilder lwilder@belcarra.ca

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cc Sy Rodgers [REDACTED]

cc Lynda Spence [REDACTED]

Dear Mayor Ross, and Council,

RE: **OCP Amendments 2023 Draft - Farrer Cove**

This letter is in response to the OPC Draft as presented by Council on September 11, 2023.

There is major concern by many Farrer Cove (South) residents that this revised 2023 OCP Draft not only fails to support FC residents to move forward on our two most critical issues - road access and subdivision. The current draft of the OCP leaves the FC (South) community, feeling that we are actually moving backwards.

The FC area, which is landlocked, comprises almost 50% of the developable land in all of Belcarra. How is it possible that this Draft OCP neglects to address half of the residential lands of the Village?

A brief history:

FC (South) residents were fully invested in getting changes made to the 2023 OCP. Three of the 15 property owners put their names forward to sit on the OCP Committee. Unfortunately, only one resident was chosen even though the FC area makes up approximately 50% of the residential landmass of Belcarra.

FC (South) residents compiled a list of many items that they would like to see changed in the current OCP. As with the rest of Belcarra the list of wants and needs was very long. Included in the list were some of the items that the majority of Belcarra residents take for granted; a paved road to their home, a municipal water supply, fire hydrants, and natural gas. Not one of these items was moved forward as a recommendation for change. All residents of FC (South) are fully aware that until legal road access is granted to our community, some of these items cannot be contemplated. Council through every OCP since FC joined Belcarra in 1996 has supported the idea of helping acquire legal road access. Therefore, we wait.

Through long and thorough discussions the list was narrowed down to only two requests for change. These two items would have the largest positive effects on all residents in the FC (South) area. There would be no financial cost to Belcarra, with obvious financial and land benefits for all Belcarra residents. The two changes we asked for are:

1. With the understanding that Belcarra was to be made up of several different land use zones, we asked for Farrer Cove (South) to be a stand alone zone comprising 15 residential lots (approximately 35 acres). This would separate residential zoning from the Civic

Institutional land owned by the ELC (75 plus acres) and the water access only properties in FC (North).

2. Many FC (South) residents wrote letters to the OCP Committee and Council explaining the financial difficulties as a result of multiple situations where there are two homes on one lot. Residents requested to change the subdivision requirements from 1 acre to .5 acre lots.

Where we are now:

Having received the September 2023 OCP Draft written by Mr. Chapman, FC residents are at a loss for words. The differences in language between the September 2022 Draft written by Urban Systems, and this current Draft are as different as night and day.

1) In the 2022 OCP Draft, FC (South) had been given its own zone recognized as R3 Zone-Farrer Cove South, which we asked for. Now, in this revised Draft 2023, FC (South) is lumped in with the ELC and is referred to as Special Study Area 2. Why? What is being studied and who is studying it? The ELC lands have been designated and used as Civic Institutional for more than 50 years and the ELC has advised the Village that they do not intend to develop their property as residential. In contrast, FC (South) has been residential in excess of 50 years and residents have not expressed any interest in changing that designation. Clearly, these two areas should be separated and we see no reason for a Special Study Area 2 in FC (South).

2) Residents requested to change the subdivision requirements from 1 acre to .5 acre lots. FC (South) was granted the subdivision in the 2022 OCP Draft, Land Use Designations, number 2, section C, R3 zone - Farrer Cove (South):

"The minimum lot size shall be 0.50 acres subject to Belcarra Council consulting with Metro Vancouver regarding road access prior to allowing half-acre subdivision, and subject to domestic water and sewage disposal approval by Fraser Health Authority."

The latest 2023 Draft, Policy HCLU 12, is much more ambiguous:

"Once the road access is addressed, support reducing minimum lot size to .5 acre subject to domestic water and sewage disposal approval by Fraser Health Authority."

Belcarra Housing Needs:

Mr. Chapman, who wrote the current OCP Draft, points out at length on pages 44, 45, and 46, the need for differing types of housing lots and housing styles in Belcarra:

"Overall, Belcarra housing stock must diversify to provide options that meet a growing variety of space, mobility, and special needs of both current and future residents."

On May 3rd, 1983, an Agreement between GVRD and Belcarra was adopted by the main Village. The agreement outlined the Park boundaries within the Village boundaries. Negotiations took 3 years. Flash forward and, according to the 2023 OCP Draft, Belcarra now consists of 5.5 square km. With over 70% of this land designated as parkland, only 1.65 square km of landmass is residential. Of the 30% left as residential, approximately 50% of this land is in the FC area. This leaves only .825 of a square km for infill within the main Village. This is not an appreciable amount of land for infill growth without greatly increasing housing density in the main Village.

So, where is this housing stock going to go? Crown land? In Future Residential Special Study Area 1, Mr. Chapman points out the difficulties of that option:

"In the Metro 2050 RGS, this land is designated as Park and Conservation." (Page 47)

Metro Van has spoken for this Crown Land. After that hurdle, it appears that the land is in the traditional territory of the Tsleil-Waututh Nation, who might well want to claim this Crown Land as their own.

Future Residential:

FC (South) is realistically the only privately held residential area that could easily add some new homes through infill without changing the character and density of the Village or dramatically altering the character and density of the FC (South) neighbourhood. On average, FC (South) lots are 2.2 acres - 95,832 square feet. Is it really Council's opinion that having one house on 95,832 square feet is the best use of land in the FC (South) area? Any suggestion that the FC area is isolated is incorrect. We have had road access for 50 years and we are 12 minutes from Skytrain, Eagle Ridge Hospital, Port Moody Recreational Centre, numerous Elementary and High Schools, and all shopping outlets used by Belcarra residents.

On July 5th, 2023, in a public presentation given by Blackwell and Associates to Council and residents. Mr. Blackwell was questioned as to why FC (South) was deemed as an area needing stricter rules re wildfire management than the rest of the Village. Was it the lack of a public road or the absence of fire hydrants? His reply was, none of the above, and that Council had told him that FC (South) is the area where future growth will take place. 10 weeks later and the opposite is being proposed in the new Draft?

What we need going forward:

There are *many* more points in the current OCP draft which directly relate to FC (South) that require clarification, discussion with residents, and action on behalf of FC (South).

Every OCP since FC (South) joined Belcarra in 1993 has pledged to "support" acquiring legal road access to FC. These statements have been brought forward since the 1996 OCP, 27 years ago, with full acceptance by Belcarra and GVRD Parks and Metro Vancouver. The 2023 Draft has shifted to the use of language such as "consider supporting", "could" or "may" on many FC (South) points. This makes the 2023 Draft OCP a very weak document and indecisive on many important points.

We strongly request that Council either delay passing this Draft until further public discussions can be had with FC (South) residents, or pass the Draft which pertains to the Village itself and leave the sections which impact FC (South) until discussions with residents have been held. We believe it is unacceptable to have these FC (South) issues and concerns ignored for another 10 years, as was done in the 2011 OCP.

Respectfully submitted.
 Brian Ashford
 Sy Rodgers
 Lynda Spence

Amanda Seibert

From: Brian Hirsch [REDACTED]
Sent: October 10, 2023 11:55 AM
To: Amanda Seibert
Subject: Official Community Plan Bylaw 615-2023
Attachments: PublicHearingSubmissionBJHOctober23.pdf

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(Severed portions are shaded)

Amanda Seibert, Corporate Officer,

Please find attached my written statement with regard to the upcoming Public Hearing before Council on October 11, 2023.

Regards,
Brian Hirsch
[REDACTED]
Belcarra, BC
[REDACTED]

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

Re: **Official Community Plan Bylaw No. 615-2023**

7 October 2023

Before adopting the 2023 Official Community Plan (OCP), Mayor and Council are asked to amend the OCP accordingly, as described below.

Change or amend Policy MI 6 (Page 40), which presently states, "Retain existing unopened road allowances for future pathway development as part of the Active Transportation Plan."

Policy MI 6 (Page 40) must include the option to register as freehold, those Road Allowances that do not block or impede access to adjoining properties or interfere with the provision of services (such as water, electricity, communications), trail network or emergency exits.
Alternatively, add a Policy MI 6a. to make provision for this (freehold) option.

There are a considerable number of references in the OCP2023 document that are entirely consistent with such a change.*

In fact, as presently stated, Policy MI 6 contradicts numerous statements and policies in the OCP2023, particularly concerning land use.

There are a number of significant and costly known infrastructure projects (which have been on the books for some time) that **must** be undertaken in the short to medium term – chlorination and security of our potable water system, implementing the recommendations of the Drainage Study and Roads Report, and covering our cost of the new SVFD Fire Halls. And then there is, of course, the water debt to repay for several years yet!

These projects total several million dollars - probably between ±\$6,000,000 and \$8,000,000, which will only be partially covered by various grants. The balance is to be paid for by us, the residents, through increased taxes and/or a parcel tax.

At \$6million to \$8million and ±267 residential lots, this equates to \$20,000 to \$30,000 per lot!!

Assuming the Village has the borrowing capacity over a 25-year period, the additional tax burden on residents would be between \$800 and \$1200 per year, not taking inflation into account.

Yes, Council could lessen the property tax increases by undertaking some of the projects over an extended period in a piecemeal fashion, which will consequently cost more in the long term.

Or.... Council could very significantly reduce the financial burden by registering appropriate Road Allowances as freehold, which will allow Council to sell lots on the open market as needed.

What's more, sale of selected road allowances will **not** incur major changes or additions to existing infrastructure or utilities (electricity, water, roads).

***Modifying Policy MI 6 to be consistent within the OCP2023 is in keeping with sections quoted below:**

- **Page 7:**...the Metro 2050 RGS specifies five fundamental goals,create a compact urban area;
- **Page 8:**.... The Metro 2050 RGS policiesinvolve focusing urban development within the Urban Containment Boundary in Urban Centres and Frequent Transit Development Areas...
- **Page 9:**... A goal of the Belcarra community is to preserve low-density forms of housing and Belcarra's semi-rural character.....
New residential development will look a lot like existing residential development in terms of its form, character, and scale. ...that make the most efficient use of municipal infrastructure while blending-in with the existing character of the Village
- **Page 15:**... 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.
- **Page 16:** ... 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 ...
- **Page 20:** Strategic Goals.....The following are the identified strategic goals, in no particular order:
 - **To ensure long-term financial sustainability.**
- **Page 32: Policy CC 8.** Continue to encourage infill development
- **Page 33: Policy CC 21:**Consider future amendments to the Village Zoning Bylaw to encourage compact neighbourhoods.....
- **Page 41 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.**
- **Page 44:** 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.**

NB. When Council considers this submission, it is expected that those on Council whose property is adjacent to or that there is a perception their property will be impacted will recuse themselves from discussing this topic as they would be in conflict.

There is ample justification to amend or modify Policy MI 6 to include the option to register Road Allowances as freehold lots for sale as & when financially necessary including, completing major infrastructure projects in a timely manner whilst lessening the tax burden on residents, its consistency with this OCP2023 and the Metro 2050 Regional Context Statement (RCS).

Set aside the WIFIM (what's in it for me) biases & personal interests, and do what is in the interests of the Village as a whole.

Brian Hirsch

██████████, Belcarra. ██████████

Freedom of Information &

Protection of Privacy Act

Section 22(1)

(Severed portions are shaded)

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

(Severed portions are shaded)

From: Colleen MacDonald [REDACTED]

Sent: Tuesday, October 10, 2023 1:06 PM

To: Connie Esposito <cesposito@belcarra.ca>; Paula Richardson <prichardson@belcarra.ca>

Subject: OCP comments for Oct 11

I am strongly in favour of the drafted Official Community Plan.

This plan addresses many key concerns in our village including:

1. The plan addresses the importance of making Belcarra more accessible by improving safe active transportation opportunities within the village and neighbouring communities, specifically the Sasamat Greenway, safe walking in the village and upgrading trail connections.
2. The plan examines the need for a variety of housing options, specifically allowing higher density and smaller lots and aging in place issues.
3. The plan allows for Commercial opportunities, this will make our village more of a neighbourhood.
4. The plan addresses the importance of strong Firesmart and Emergency plans
5. And I'd love to see pickleball courts at the tennis facility!

Specifically, I am strongly in favour of these policies: (screenshots attached)

Hazard Lands Policies: Emergency Response Planning: HL 3, 5, 8, 9, 11,12

Mobility Policies: Road Network, Parking and Transit: M 1, 2, 3, 5-10, 13-23, 35, 42, 43

Housing, Community and Land Use Designation: HCLU 1 -15, 18, 20, 22, 26

I support and am pleased to see these policies and strategies within the Regional Context

Statements:

Policy 1.3.7

Policy 5.1.14

Thank you for approving this important document.

Colleen MacDonald

[REDACTED]
Belcarra [REDACTED]

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 <u>coordinated</u> 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 large-scale 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. |

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 multi-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 təmtəx'wən/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.

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.

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 təmtəxʷtən/Belcarra Regional Park.



POLICY M 40.

Support Metro Vancouver–Tsleil-Waututh partnerships that provide increased food service opportunities within təmtəxʷtən/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.

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.

- (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.

Village of Belcarra
2023 Official Community Plan



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

6. Bedwell Bay Road South

Agreement

The Parcel 4B 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

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 it 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.

Village of Belcarra Official Community Plan Bylaw No. 815, 2023

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Village of Belcarra
2023 Official Community Plan



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 təmtəmx̱'tən/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.

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.

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

7

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	park visitors. They also recommend reviewing the Zoning Bylaw to consider allowing home-based retail businesses.
d)	respond to health and climate change-related risks by providing equitable access to:	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.
i)	recreation facilities	Policy HCLU 26 see above

iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>created by the residents.</p> <p>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 +</p>
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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;	<i>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</i>	<i>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.</i>
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	<p><i>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.</i></p> <p><i>Policies CC 14 directs work to connect Belcorra 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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Policies M41 -43 provides support for prioritizing rideshare, transit and bicycle access to the regional park.</i></p>	<i>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.</i>
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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.
	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.
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ii)	Increased supply of family-friendly, age-friendly, and accessible housing	<p>Policy HCLU 3 supports siting and building relaxations to accommodate aging-in-place.</p> <p>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.</p>
	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	<p>Policy M 23 identify the need for more bus shelters and other safety improvements</p> <p>Policies M 32 & 33 direct collaboration with TransLink and others to optimize transit service to Belcarra and the major parks.</p> <p>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</p> <p>Policies HCLU 17 and HCLU 18 seek ways to provide for the development of small scale, local serving retail business so residents</p>

	do not have to drive out of the community for every good or service.
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Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:			
Policy 5.1.14	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	<p>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.</p> <p>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.</p>
	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	<p>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.</p> <p>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.</p>
	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

			<p>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</p>
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From: Ian MacDonald [REDACTED]
Sent: Tuesday, October 10, 2023 1:37 PM
To: Connie Esposito <cesposito@belcarra.ca>; Paula Richardson <prichardson@belcarra.ca>
Subject: I am strongly in favour of the drafted Official Community Plan.

Dear Mayor and Council,

I am strongly in favour of the drafted Official Community Plan.

1. Belcarra needs more accessibility by improving safe active transportation - trails and sidewalks for pedestrians and cyclists.
2. BELCARRA IS GETTING OLDDEMOGRAPHICALLY. We need higher density and smaller lots to allow younger (read families with children) to buy into cheaper real estate - the way it used to be.
3. After the devastating fires this summer we need to accelerate the Firesmart and Emergency plans

Thank you for approving this important document.

Ian MacDonald

[REDACTED]
Belcarra [REDACTED]

Freedom of Information &
Protection of Privacy Act

Section 22(1)

(Severed portions are shaded)

Amanda Seibert

From: Irene VanderSpek [REDACTED]
Sent: October 10, 2023 3:42 PM
To: Amanda Seibert
Subject: Belcarra OCP bylaw no. 615-2023
Attachments: Belcarra OCP (003).docx

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

Hi Amanda,

Please add this letter to the record.

Thank you so much and have a good day,

Irene VanderSpek and Martin Greig

Dear Corporate Officer, Mayor and Council,

Re: OCP proposal regarding subdivision in RS1

To address housing supply and affordability challenges, the Province of BC has introduced a number of new measures to proactively encourage housing supply and accelerate housing approvals, including legislation that enables the Province to set housing targets for specified municipalities. Belcarra is one of these specified municipalities.

The proposed lot size in the proposed OCP is to bring in a minimum parcel size for a single family home of $\frac{1}{4}$ acre (10890 sq feet) in RS1 (page 45, 2023 OCP).

The most common parcel size in RS1 is between $\frac{1}{3}$ and $\frac{1}{2}$ of an acre.

The existing siting of dwellings, topography, driveways, utilities, sewerage treatment facilities and existing zoning requirements all hinder the feasibility of subdivision for many of these properties.

At a $\frac{1}{4}$ acre (10890 sq f) we have such little properties that can be subdivided that we run the risk of having housing numbers mandated to us by the Province. Housing targets set through the Housing Supply Act could be used as a legislative tool to override Belcarra's wishes in order to get new housing built.

Therefore we want to ask to bring down the minimum parcel size for a single family home to less than 10890 sq feet; $\frac{1}{4}$ acre was always an arbitrary number.

We also strongly suggest you give serious consideration to the subdivision infill process adopted by the Village of Anmore because the Province could impose an alternative that could very well not be palatable to us.

Kind regards,

Martin Greig and Irene VanderSpek

From: Brenda Hogg
To: John Snell; Amanda Seibert
Subject: Official Community Plan Bylaw No.615-2023
Date: October 10, 2023 4:42:22 PM

Mayor,Council,Corporate Officer,

Upon treading through the 2023 OCP ,a few thoughts came to mind. Priorities ,such as, infrastructure improvements (road repairs,drainage system,chlorination of water supply), new fire hall seem daunting without concrete financial support and sustainability. Money,it seems,is the number one stumbling block at this time in being able to follow through on any plans for Belcarra's future.As Road Allowances appear to be a reasonable path to dollars,changing policy MI 6 to allow the option to register Road Allowances as freehold sounds just.Amending building zone bylaws to allow smaller lot sizes and multi- level dwellings would certainly aid in my dream to " age in place" in our beautiful community.

My feeling ,at this point,is to perhaps postpone finality of OCP until

(a) Metro financial report on fire hall costs is completed

(b) Finances of village at a greater cache with future sustainability as a priority.

Regards,
Brenda Hogg

Amanda Seibert

From: Thiessen, Laura <Laura.Thiessen@portvancouver.com> on behalf of Rawle, Theresa <Theresa.Rawle@portvancouver.com>
Sent: October 10, 2023 4:50 PM
To: Paula Richardson; Amanda Seibert
Cc: Natland, Jennifer; Rendek, Karen; Horsford, Naomi
Subject: Village of Belcarra Official Community Plan Bylaw No. 615-2023
Attachments: Vancouver Fraser Port Authority comments on the Village of Belcarra draft Official Community Plan Bylaw No. 615-2023.pdf

Good afternoon,

Please see the attached Vancouver Fraser Port Authority comments on the Village of Belcarra draft OCP – Official Community Plan Bylaw No. 615-2023.

Thank you,

Theresa Rawle, MBA (she/her/hers)
Director, Planning and Development



Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. Canada V6C 3T4

P: 604.679.3911 portvancouver.com

The Vancouver Fraser Port Authority's Canada Place office sits on the traditional territory of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliwətal (Tsilil-Waututh) Nations.

The Vancouver Fraser Port Authority's Delta community office sits on the traditional territory of the xʷməθkʷəy̓əm (Musqueam), ḡáyčəy (Katzie), ḡʷɑ:n̓lən (Kwantlen), Semiahmoo, and scəwaθən məsteyəxʷ (Tsawwassen) Nations.



**PORT of
vancouver**

**Vancouver Fraser
Port Authority**

October 10, 2023

Paula Richardson, CAO

Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8
prichardson@belcarra.ca

Dear Paula Richardson:

Re: Vancouver Fraser Port Authority comments on the Village of Belcarra draft OCP – Official Community Plan Bylaw No. 615-2023

Thank you for providing the Vancouver Fraser Port Authority (the port authority) with the opportunity to comment on the Village of Belcarra's draft 2023 Official Community Plan (OCP) in advance of the October 11, 2023, public hearing.

Port authority staff have reviewed the draft OCP and provide the following comment for your consideration; that a reference be included into the Village of Belcarra's OCP to consult with the Vancouver Fraser Port Authority for the most current information on requirements for uses and activities that are referred to in the OCP as being within Vancouver Fraser Port Authority's jurisdiction.

We encourage the Village of Belcarra to visit our website for these current requirements for uses and activities within the port's jurisdiction. For your reference, the port authority's [land use plan](#) and [recreational dock guidelines](#) for Burrard Inlet can be found on the port authority's website: [The Port of Vancouver](#) (portvancouver.com).

We look forward to continuing to work with the Village of Belcarra, Indigenous groups, and other stakeholders on the management of port authority lands and waters which are adjacent to the Village of Belcarra.

Thank you again for the opportunity to provide comments on the Village of Belcarra's draft OCP. We look forward to continuing to work together on matters of shared interest. If you have any questions, please contact the undersigned at 604-679-3911 or Theresa.Rawle@portvancouver.com

Yours truly,

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

Theresa Rawle
Director – Planning and Development
Vancouver Fraser Port Authority

cc Jennifer Natland, Vice President, Real Estate, Vancouver Fraser Port Authority
Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal and Stakeholder Relations, Vancouver Fraser Port Authority

Amanda Seibert

From: Paula Richardson
Sent: October 10, 2023 5:58 AM
To: Amanda Seibert
Subject: Fw: Official Community Plan Bylaw No. 615,2023
Attachments: OCP.docx

Correspondence for Public hearing.

*PR

Paula Richardson
Chief Administrative Officer
Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8
Tel: [604-937-4100](tel:604-937-4100)

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Please consider the environment before printing this email.

From: Paul Droulis [REDACTED]
Sent: 08 October 2023 09:07
To: Carolina Clark <cclark@belcarra.ca>; Jamie Ross <jross@belcarra.ca>; Joe Elworthy <jelworthy@belcarra.ca>; Janet Ruzycki <jruzycki@belcarra.ca>; Liisa Wilder <lwilder@belcarra.ca>; Paula Richardson <prichardson@belcarra.ca>
Subject: Official Community Plan Bylaw No. 615,2023

Dear Mayor Ross & Councillors:

Please find attached for your consideration comments regarding the proposed OCP.

Thank you,

Paul Droulis
[REDACTED]
Belcarra, BC
[REDACTED]

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

(Severed portions are shaded)

October 7, 2023

Village of Belcarra Councillors and Mayor
Official Community Plan Committee Members

Re: Council Report: Official Community Plan Bylaw No. 615, 2023

Dear Mayor Ross, Village of Belcarra Councillors & OCP Committee Members:

Thank you to Councillor Clark and our OCP Committee for their work and time putting this document together for the benefit of Belcarra Residents. Though I agree with most of the proposed plan I ask we reconsider a few items as outlined below.

Support A Sustainable Economy

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.

Belcarra Residents should be allowed to operate home base businesses in our village. The concern would be allowing “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” on several levels:

I am not sure why we are be compelled to encourage tourism to our village. I note Belcarra has encouraged visitors using bicycles with bicycle trail signage. These tourists add no value to our village and in fact has the potential to cost us taxpayers money in lost productivity of our village staff as they are responsible for cleaning up after these uninvited visitors, emergency services in the event of an accident, and lawsuits if they feel that they have victimized in anyway. Significant downside NO upside for the village.

- 1- Allowing “small-scale retail and commercial” is of great concern, assuming that a business can be viable with 700 residents is a concern. What is a Small Scale Business? Do we want an automotive repair shop, a construction business or clothing store to open up next to your home? The vagueness of this clause is very concerning, leaves much to the imagination, and again might have **unintended circumstances** that we might come to regret. Small Scale Business should be removed from the proposed OCP and should an entity wish to open one of these business it should follow the Variance and be voted upon by councillors.
- 2- Visitors & Tourism is mentioned several times through out the OCP. Our village is blessed to have a very low crime rate, low vehicle incidents, and villagers have no fear of walking after dark. Encouraging “tourism” to Belcarra will result on pressure on our infrastructure

such as roads, Village Works and Operations productivity, fire and ambulance due to more accidents/emergencies. More people more issues. Again unintended circumstances.

“CC:21

1-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.” & “ We have 700 residents and the closest grocery, pharmacy, etc., is 10 minutes away. The amount of green house gas going to be saved would be negligible if any. Consider if a grocery store were to be allowed in the village the amount of greenhouse gases that would be created by these large less efficient commercial vehicles required to replenish these goods would far out way any greenhouse gases saved by residents shopping in Belcarra.

Policy M:5

Collaborate with Metro Vancouver to implement the 2050 Greenway Vision by supporting a new multi-use pathway along the Marine Avenue pedestrian corridor to connect to the Sasamat Greenway in the future.

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.

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).

M:11

Integrate trails (e.g., adjacent, separated bicycle lanes) when replacing or upgrading road infrastructure where possible.

- 1- Belcarra has many great trails around the area and many more at White Pine Beach & Buntzen Lake area. Belcarra would be served better in investing in upgrades to our infrastructure such as water, fire, & repairing unsafe roads. Grants might be available to pay for this but we must remember there is only one tax payer and the building of these multi use accesses will come with **unintended circumstances** such as the need for winter maintenance (salt and snow removal), equipment to efficiently service these areas, increase insurance premiums and legal fees to deal with potential accident excetera.

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.

M:35

Install welcoming signage such as: 'transit, bicycles and pedestrians welcome' in the Village.

- 1- Referenced throughout this letter is the concern about encouraging tourism to Belcarra. Belcarra should not be putting up signage welcoming people to the village but "you will be towed if you park without a permit(to which I agree with) and M34 Welcome People but just not on Midden Road? Our village would be challenged to accommodate the increased services required to handle more non-residents using our roads and trails and just as the residents around Belcarra Regional Park have expressed find other recreational opportunities elsewhere.

CC:20

Encourage heat pump installation such that the noise is reduced for both wildlife and neighbours.

- 1- Heat pumps are NOT quiet. Generally, they heat homes from about -5 degrees Celsius and have large motors & fans that make noise when heating the home. Newer models advertise that they run at around 60 decibels. Though it is claimed electricity does not use any fossil fuels heat pumps to make more noise outside the home than traditional heating solutions. If electricity is the preferred utility perhaps electric baseboard heating would be more efficient without the noise of a heat pump.

To summarise in my view Belcarrians would be best served to continue to look inward and not recommend anything that will encourage uninvited guest to our amazing hamlet, this has served us well for decades and there is no real need to change this course at this time. I am available at the number below should one wishes to discuss any of these thoughts.

Respectfully submitted.

Paul Droulis

[REDACTED]

Belcarra, BC

[REDACTED]

Freedom of Information &

Protection of Privacy Act

Section 22(1)

(Severed portions are shaded)

C.C. Paula Richardson

From: Jill Gorsic
To: Amanda Seibert
Cc: Paula Richardson
Subject: Official Community Plan Bylaw No 615-2023 - Written Statement Jill Gorsic
Date: October 10, 2023 10:13:44 PM

Firstly, thank you for the data-driven, informative, and action-specific OCP. Much time and effort is evident.

I am calling attention to Policy HCLU 11. I strongly encourage the removal of "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" Housing, Community & Land Use Designation Policies (HCLU): Future Residential (pg.47).

As identified in the Housing Needs Assessment (HNA) section (pg. 17) "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" which is the estimated length of this OCP.

The HCLU section identified many viable housing options that could address Belcarra's current and future housing needs within presently disturbed land that I encourage should be prioritized and thoroughly pursued before reviewing with Metro Vancouver the terms of the "1983 Village- GVRD Agreement Package".

My question: Are we utilizing our present resources most effectively and efficiently to justify adding the time, resources, and potential unintended implicit and explicit costs and irreversible consequences to pursue changing the classification of this area?

Opportunity to revisit potential development of this area in future OCPs of this area can be revisited when demand is more clearly justified because the ability to accommodate future residential growth is **NOT** likely dependant on what happens with the "Future Residential" areas indicated in Figure 9 OCP Land Use Designation Map.

Regards,

Jill Gorsic

From: Steve Marchese
To: Amanda Seibert
Subject: OCP bylaw no. 615-2023
Date: October 11, 2023 10:16:56 AM
Attachments: council letter 2023.docx

Dear Ms. Seibert,

My name is Steve Marchese, I reside at [REDACTED]. I am writing to request speaking time at tonight's OCP meeting.

Kind Regards,

Steve Marchese

Belcarra, October 8, 2023

Re: OCP 2023

Dear Mayor Ross and Esteemed Members of Council,

We hope this letter finds you well. We are writing to express our concerns and request your support for a more flexible approach to subdivision rules in our community. As concerned residents and stakeholders in our beautiful community, we believe that addressing this issue can help us strike a balance between responsible development and preserving the unique character of our village.

Having lived in this community since we were young kids, we have grown to appreciate the scenic beauty and access to nature that the location of Belcarra affords us. We both hope to be able to establish our own households in this community one day. However the ongoing housing affordability crisis in this country has made our chances of ever affording a place in this wonderful village more remote.

We would therefore like to advocate for a more flexible approach to subdivision to enable the creation of smaller lot sizes so that younger folks like we have a better shot at establishing a home in our beautiful community.

As per our research, page 45 of the proposed OCP provides guidance for reducing the lot size for subdivision from .5 acre to .25 acre in the RS1 Zone. Policy HCLU 1 and 2 then read quite vague however.

This ¼ acre number appears arbitrary to us particularly when compared to lot sizes on our street, Belcarra Bay Road, where we grew up. According to BC Assessment, there are 30 properties along Belcarra Bay Road; 21 of these properties are already smaller than ¼ acre or 10890 sq ft., while 18 of the 21 are measuring 10,000 sq ft. or smaller. Ample precedent has been set..

Looking at our parents' property for example, which is a virtually flat lot, measuring just a shade under ½ acre but 100 feet wide by 200 feet long, we see no good reason why it couldn't be divided into 2, 50f wide and 200 f long lots of 10,000 sq ft. each given the size of all the existing lots around us. This would totally fit in with the other lots on our street and retain the character of our village. Much more so than duplexes, tri- and fourplexes ever could.

To that end, we would request that the OCP does not set an arbitrary number to apply to the entirety of the RS1 Zone but considers the size of existing neighborhood lots when determining whether subdivision of a particular lot is permitted. We feel that such an approach strikes the right compromise between preserving the existing character of the village, while also recognizing the need to create more affordable housing.

In conclusion, we believe that by adopting a more flexible approach to subdividing lots in our community, we can assist in addressing the affordability crisis while also preserving the unique charm and character of our village. We kindly request that Council take this matter into consideration and explore options that enable a more flexible approach to subdivision in our community.

Thank you for your time and dedication to our village. We hope to see positive progress on this matter.

Sincerely,

Steve and Ian Marchese

From: Connie Esposito
To: Paula Richardson; Amanda Seibert
Subject: FW: Support for the 2023 Official Community Plan
Date: October 11, 2023 10:31:50 AM

From: Mary Ann Pope [REDACTED]
Sent: Wednesday, October 11, 2023 10:24 AM
To: Connie Esposito <cesposito@belcarra.ca>
Subject: Support for the 2023 Official Community Plan

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

Dear Mayor Ross and Council Members,

I am writing to fully support the new Official Community Plan for Belcarra. I will be attending the meeting tonight, but wanted to put my full support in writing. First, Thank you, Mayor and Council for the opportunity to work on the plan,

I also want to acknowledge and thank my fellow committee members with whom I worked to prepare the first draft, and special thanks to Paula Richardson and Phil Chapman for taking our rough draft and turning into it a plan that I believe all Belcarrans can be proud of. I am very pleased at the extent to which the plan speaks to environmental issues - acknowledging that even a small village has a role to play in the critical task of reducing greenhouse gas emissions and tackling the problem of invasive species.

Warm regards,

Mary Ann Pope

There are no passengers on spaceship Earth. We are all crew.

-Marshall McLuhan

From: Connie Esposito
To: Paula Richardson; Amanda Seibert
Subject: FW: OCP feedback
Date: October 11, 2023 10:17:25 AM

-----Original Message-----

From: cheryl papove [REDACTED]
Sent: Wednesday, October 11, 2023 10:16 AM
To: Connie Esposito <cesposito@belcarra.ca>
Cc: Connie Esposito <cesposito@belcarra.ca>
Subject: OCP feedback

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

Hi,

I am in favour of the new OCP as written. I am not able to make it to the meeting tonight, so please add me to a list of supporters.

I agree that we need to address housing options, commercial development, active transportation corridors and trail development in partnership with Metro Parks.

I think it has been well thought through and I look forward to seeing exciting new opportunities in the Village as we move forward.

Cheryl Papove

[REDACTED]

604-880-9653

[REDACTED]

From: [pilgrim land](#)
To: [Amanda Seibert](#)
Cc: [Carolina Clark](#); [Joe Elworthy](#); [Jamie Ross](#); [Lissa Wilder](#); [Janet Ruzyski](#)
Subject: Official Community Plan Bylaw No. 615-2023
Date: October 11, 2023 1:28:50 PM

Hello all,

A huge thank you, first of all, to the residents who volunteered on our OCP Committee, then to council, staff and the paid consultants. This has been a very long process.

I stand firm that a proper financial sustainability should have been a foundation on which to build the aspirations of the OCP. It is noted before Anmore updated their OCP, they completed a financial sustainability study which was invaluable to their OCP committee. As Don Babineau has stated, "We should have done the same." I have been told our study is nearly complete. It should have been finished before the step we find ourselves in today. Thusly, residents and staff could make more real and responsible decisions as to what to include in the OCP.

We should STOP the Public Hearing and declare today, Wed Oct 11, an Open House, since after a Public Hearing no one from the public is permitted to add any suggestions, ideas or questions.

We currently have a small and not diverse tax base. Most of our taxes go to staff and operating our Village, (besides school tax) less is available to go to the things that we really need. Financially, we have the following big-ticket items to consider:

~3M owing on our water system.

~5M we will owe, or more, for new firehalls. Belcarra must pay 50% of both Anmore's and our own firehall costs.

Regarding point HL13 on page 29... we should be spending some millions of dollars on increasing our water capacity and increasing the pressure to our fire hydrants, so that we have lots of water available to fight fires in Belcarra. Today council is wanting to spend \$300,000 on a chlorination system thinking that this will give us the water we need to fight fires. As Don says, This is a bandaid solution at best. How many residents remember during a fire being phoned or emailed and told 'please turn off your water'? So we had a little bit more water

available. The current water system was built as a 'potable' (drinking) water system, not a firefighting one. How does this OCP address the capability of having a reliable 'fire fighting' water system in addition to safe drinking water?

The current drainage system needs many upgrades as visible from run off across the road from WARD and into residents yards along other locations below Bedwell Bay Road.

As time goes on, we constantly incur costs to keep our infrastructure in proper condition; be it roads, water supply, drainage etc.

The costs for all of our very important projects are astronomical. Our old 'pay as you go' mantra will now become 'build debt as we go' mantra. What are we leaving our children and grandchildren?

It seems the plan is to go into more long-term debt. Do we really want that?

More credibility should have been given to the now disbanded Revenue Generation Committee. Please consider adding the following to the OCP:

1. We should build, or allow for an "Age in Place" option in Belcarra. Our small population is aging, and many of us would love to remain in Belcarra. Let's build 60 high end condos right here and put our new village hall and recreation centre at the base. This would increase our tax base and help to keep our taxes from skyrocketing.
2. Remove or reword point M16 on page 40 of the OCP Draft. Our federal and provincial governments have finally figured out we need to increase our housing supply. So, let's sell some road ends... but let's do it right. Accommodate neighbour's concerns such as putting in height restrictions and such where needed. Apply for an exemption so we can sell waterfront road ends so we can put the money towards these other projects.
3. Reduce lot size requirements to the smallest existing lot we have today which is less than 5,000 sq. ft. My understanding is that we have 66 properties (21%) are less than ¼ acre, 118 (37%) are less than ½ acre, Lot 8 is 4611 Sq Ft and Lot 9 is 4613 sq feet located on

Belcarra Bay Road. As a member of the Building Bylaw Committee, back in the day, myself and others said it makes no sense to allow lots to be as small as our current smallest lot.

4. Make subdivision easier and charge a generous fee. Anmore does and it works. A win-win for all.
5. Is there an opportunity to develop land off Senkler? Should this be included in the OCP?

The OCP is a vision for our future. Let's be creative and find ways to say yes. We live in the best village in the World! Let's make it even better... and safer. Less bureaucratic and more in tune with the heart of the residents. Why go into long-term debt when there are other options available to us?

Other considerations...

There are far too many points where the document says we will consult or collaborate with the Tsleil-Waututh Nation. Why add another level of bureaucracy beyond Metro, the Port, and the Province? This will result in delays and additional cost usually with no different result other than possibly more money to outside parties, or a project completely being nixed. We value the land we live on and understand there were those here before us. Is it possible to remove this intention or requirement wherever it appears in the OCP, unless it is absolutely necessary?

It is a shame the OCP is so long. Yes, I am sure current council is relieved to have something accomplished. Sadly, as per my comments above, many important issues are not a part of the OCP as they should be. At the base/foundation of the OCP we need a solid plan for paying for the things we need.

Sincerely,

Mrs. Deborah Struk

[REDACTED]

Belcarra

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

(Severed portions are shaded)

Amanda Seibert

From: Rob Begg [REDACTED]
Sent: October 11, 2023 11:34 AM
To: Amanda Seibert
Subject: OCP

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

Amanda

I notice in the OCP documents that a change in designation is proposed for the foreshore fronting our property. Can you please clarify where I might find supporting information such as survey documents, environmental reports or other pertinent backup that support this decision. Will public access be prohibited as is commonly the case in this designation? For that matter what further restrictions will apply if it is redesigned.

Thank you

Rob and Mary Begg

Rob

Amanda Seibert

From: Connie Esposito
Sent: October 11, 2023 2:57 PM
To: Paula Richardson; Amanda Seibert
Subject: FW: A couple short updates to my comments on the OCP

From: Mary Ann Pope [REDACTED]
Sent: Wednesday, October 11, 2023 2:55 PM
To: Connie Esposito <cesposito@belcarra.ca>
Subject: A couple short updates to my comments on the OCP

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

(Severed portions are shaded)

Dear Mayor Ross and Council, as well as Paula and Amanda,

I was rather rushed in my comments regarding the OCP, which I do support generally. I would like to express concern about the process and make a few points.

First, in regard to the process, I found it puzzling and disappointing that after Phil Chapman was hired, the official OCP committee was never involved, invited to any meetings or consulted in any way. In many respects, I find the OCP to be better than the original that was submitted - but it was done with no consultation with the community at large, or even with the official OCP committee and I think there will be areas where Villagers would have liked more input. For instance, on the subject of 'road allowances' there is a lot of disagreement within the Village that can only be resolved (if at all) with public input and discussion to see whether there are solutions that would work for the Village. I think we still need more community involvement in order to achieve a result that the majority of residents will support.

In regard to the document itself, although I agree with most of it, I find that the language in some of the policies is weak - with verbs like 'encourage', 'discourage' or 'consider' - which is far from a mandate to council and means that various policies and initiatives can be ignored or put on the back burner.

I will be attending the meeting tonight and will express my thoughts if provided an opportunity.

Best regards

--

Mary Ann Pope

There are no passengers on spaceship Earth. We are all crew.

-Marshall McLuhan

Amanda Seibert

From: Peter Struk [REDACTED]
Sent: October 11, 2023 3:00 PM
To: Amanda Seibert
Cc: Carolina Clark; Joe Elworthy; Jamie Ross; Liisa Wilder; Janet Ruzycki
Subject: Official Community Plan Bylaw No. 615-2023

Freedom of Information &
Protection of Privacy Act

Section 22(1)

(Severed portions are shaded)

To Mayor and Council

Please add this letter to the public record.

I have many concerns regarding the proposed OCP Bylaw 615-2023.

I do not believe that the OCP committee members who were chosen by Council fairly represented the public's interest or my concerns which I brought to one of the first public engagement meetings. The committee members in the small group I was in did not accept my proposal for 6000 square lot size with an open mind. My opinions were belittled by members of the Committee.

A thorough financial sustainability study has not been completed. It should have been properly completed and presented to the public before considering a Public hearing and voting.

The Public interaction has been very inadequate. I propose that we immediately STOP the Public Hearing Process and declare today, Wed Oct 11, to be the start of the Open House process.

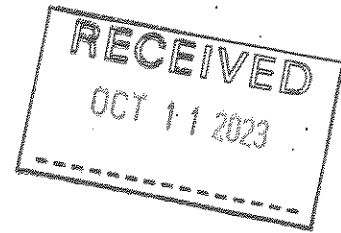
The proposed minimum lot size of one quarter acre is much too big. It is a very poor usage of valuable land especially during a massive housing crisis caused by overly restrictive municipal policies.

My opinion is that minimum lot size should be 5000 to 6000 square feet. If Simon Fraser Health will approve a septic system then we should allow subdivision of the lot. A Subdivision Fee of \$200,000 for each new lot would assist our financial future.

Sincerely,

Peter Struk

[REDACTED]
Belcarra [REDACTED]



Hand Delivered to Amanda Seibert at the Village Hall. October 11, 2023.

To: Paula Richardson Corporate Officer

CC: Mayor and Councillors

Subject: Official Community Plan Bylaw No. 615-2023. Draft

I have reviewed the 2023 Official Community Plan (OCP) Draft and ask the Mayor, Council and Corporate Officer to amend the OCP policies based on the following suggestions.

Land Use Designations:

HCLU 1,2,4 and 5.

Consider that the minimum lot size in RS-1 Zone should be reduced to 7,260 square feet 1/6 acre and recommend amendment to the Zoning Bylaw No. 510.

These changes if implemented will provide funds to assist with several significant and costly infrastructure projects. Village property owners could consider subdividing a section of their land to give to their children or sell to generate revenue to allow them to be able to afford to stay in Belcarra.

Why: to generate revenue from sale or lease of Municipal Road Allowances. Creation of new lots will generate additional property tax income, sale proceeds of road allowances and subdivision and building construction development fees providing revenue to the Municipality.

Goal: to generate revenue to assist in minimizing Villagers property tax increases and pay down some of the existing debt.

Sale of Waterfront Road Allowances and use of sale proceeds for infrastructure costs.

Community Charter Part 3 Division 5 and Ministry of Transportation summarizes the following:

If the Municipality plans to dispose of property for a closed highway that removes public access to a body of water, then the following control of funds apply to replace access.

Village Consultants suggestion to maintain public access in development of Road Allowances:

Village Consultants walked the seven road allowances with Lorna Dysart the then Corporate Officer and the Vice-Chair of the Revenue General Committee prior to the decision of the Village moving forward to have the road allowances survey and appraised at a substantial cost. The Consultants verbally shared their creative solutions to enhance the area while understanding some of the adjacent property owner's concerns.

Consultants suggested the waterfront road allowances Sites 15,17 & 29 be developed with a design that does not affect public access to the water, scenic views and provide a buffer for fire protection.

Road Allowance Site #15. Two known concerns: Fire protection allowing space between the adjacent residential lot and public access to the water.

Consultants suggested to design the lot with a 15' trail down to the water providing a space to be considered as a buffer between the new home and adjacent home. Trail for public access to the water retained. Size of property remaining would have a 50' waterfront building lot for a new home. The size of this property would blend into the landscape of the area.

Road Allowance Site: #17. Neighbour behind this lot concerned about loss of Ocean water view. The Consultants suggested a new home design to be stepped down the front of the property to minimize view loss for the concerned neighbour. The cliff area of the lot could allow for a trail down one size with a proper design for safety.

Road Allowance Site # 29. Property could accommodate a trail along side the property to the water. Adjacent property has their driveway over the back of the property and would need to share. Sharing adjacent driveways is presently existing in the Village.

New innovated engineered approved septic systems are available to service smaller lots. The home that burned down Turtle Head has a newer approved septic system installed that was required to rebuild.

Note: the legal opinion about the Road Allowances being developed explained that the selling of a closed Road Allowance would need to follow the Community Chart sections 40 & 41. Council to consider will public access be at least equal benefit to the public.

Based on the Consultants suggested design for these Waterfront Road Allowances with a trail system created to maintain public access to the same body of water, this should be a go ahead to develop and use the funds for the Municipality infrastructure costs.

If Council decides on obtaining another legal opinion, they should clearly explain the proposed lots will continue to provide the public adequate access to the water with a planned trail system.

Copies of the Community Charter Sections 40 & 41, Ministry of Transportation and lawyers' legal opinion can be found under the Belcarra.ca website under "legal."

Another requirement to develop these Road Allowances would be to communicate with the adjacent property owners for each road allowance to uncover concerns and discuss acceptable solutions.

#1. Change OCP Policy: M1 – 6 (page 40) which states,

"Retain existing unopened road allowances for future pathway development as part of the Active Transportation Plan."

Change to: "Develop Road Allowances to register as freehold lots where these Municipal Road Allowances do not block or impede access to adjoining properties or interfere with the provision of services, trail network or emergency exists." Allowing Council to vote to sell or lease.

Belcarra Municipality had a report produced in 2014 featuring 31 Municipal Road Allowances. This report was given to the Revenue Generation committee to consider ways to develop these Road allowances to generate revenue.

There are several statements and suggested policies in the OCP 2023 particularly concerning land use that could be helpful in developing these properties in the future with a "Strategic Plan".

Council can ensure the development of a Road Allowances will not take away existing driveways to Village properties. Refer to the section of the BC Community Charter for more clarification.

Development of these road allowances would improve views, fire protection, trails and the design of homes to compliment the area.

With the sale proceeds from the seven (7) **selected** Road Allowances the road allowance development costs could be covered, and the net revenue set aside in a reserve fund for infrastructure costs.

The seven (7) Municipal Road Allowances previously appraised June 16, 2020, details are on the attached report. (Attachment A)

Estimated Standalone value of **\$9.1 Million** for the seven road allowances and
Estimated Value if Assembled and sold to Neighbouring Land **\$4,550,000. Million**
These values should be reassessed as the Real Estate Market values have increased since June 2020.

The wording in the OCP draft states that new residential development should look a lot like existing residential development in terms of its form, character and scale.

Let's look at the existing residential lots in RS-1 Zone as follows:

The BC Assessment Data – Existing Conditions report presently consists of the following:

Proportion of Residential Properties by Lot Area: (Attachment B)

66 properties are 0 – 0.25 Acres representing **21%**

118 properties 0.25 - 0.5 Acres representing **37%**

70 properties 0.5 to 0.75 acres representing **22%**

10 properties 0.75 to 1 acre representing **3%**

Approximately **58%** of the residential properties in the Village are already under 0.5 Acre.

Approximately **21%** of the residential properties in the Village are already under 0.25 Acre.

Yes, the landscape is suitable for the smaller lots just take a walk in the residential areas where these smaller properties are designed to blend in with the larger lots.

The smallest property located in RS-1 zone at the present time is 4611 sq. ft and is presently on the market of \$2,688,000. for the land only.

#2. Road Network, Parking and Transit: OCP Policy: M 21: states,

"Establish encroachment guidelines to manage use of Municipal Road Allowances by private individuals."

Create a policy to manage these encroachments with an objective to lease or sell the applicable Road allowances providing additional stream for the Municipality.

The remaining Municipal Road Allowances could be leased, and the smaller Road Allowances sold to the adjacent property owners to enlarge their existing properties.

In Summary:

The OCP embodies the vision of Belcarra residents and presents a land use guide for development to assist our Mayor, Council and Corporate Officer to make the right decision for the Belcarra Villagers future over the next 5 – 10 years.

With these two major policy revisions this will assist in giving the Belcarra Villagers the financial support they need to prosper in this rising cost environment.

Council to revisit the sale of the Road Allowances and use of the sale proceeds for the Municipality infrastructure costs.

Thank your consideration.

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

Sharllyn Sweet

██████████ Belcarra, BC ██████████

Attachments: A. Village of Belcarra Estimate of Market Value for 7 Parcels of untitled Road Allowance.

GWRA File No. 202005-11449.

B. BC Assessment Data-existing conditions.

Note: 1 Acre = 43,560 square feet.

1/2 Acre = 21,780 square feet.

1/4 Acre = 10,890 square feet.

1/6 Acre = 7,260 square feet.

#A

RECONCILIATION AND FINAL CONCLUSION OF VALUE

Based on the preceding analysis, it is my opinion that the market value of the subject lots, as at June 16, 2020, and subject to the assumptions and limiting conditions noted throughout this report, would be as follows:

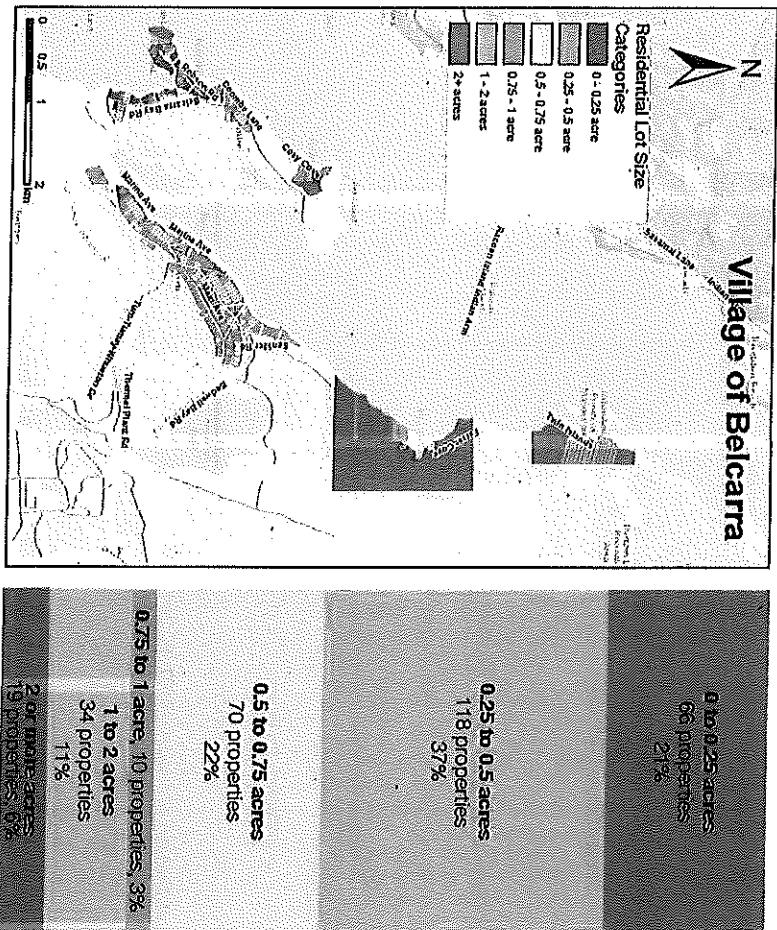
Estimated Market Values

Road End Site	Land Area (ac.)	Land Area (sq.ft.)	Estimated Standalone Value	\$/sq.ft.	Estimated Value If Assembled with Neighbouring Land	\$/sq.ft.
Inland Sites						
1	0.42	18,202	\$1,100,000	\$60	\$550,000	\$30
2	0.42	18,202	\$800,000	\$44	\$400,000	\$22
20	0.22	9,612	\$600,000	\$62	\$300,000	\$31
21	0.22	9,612	\$700,000	\$73	\$350,000	\$36
Waterfront Sites						
15	0.31	13,444	\$2,300,000	\$171	\$1,150,000	\$86
17	0.20	8,697	\$1,700,000	\$195	\$850,000	\$98
29	0.21	8,956	\$1,900,000	\$212	\$950,000	\$106

#B

BC Assessment Data - existing conditions

Proportion of Residential Properties by Lot Area



Observations:

- 83% of private residential properties in Belcarra are less than 1 acre.
- This means that 17% of properties comply with the existing minimum lot size of 1 acre.

Note:

- Crown Land has been excluded from the map because it includes parkland, rural, and institutional land rather than residential land.