



**Metro Vancouver Regional District
Electoral Area A
Official Community Plan
Bylaw 1250, 2017**

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1250, 2017**

A Bylaw to Adopt Metro Vancouver Regional District Electoral Area A
Official Community Plan

WHEREAS the Metro Vancouver Regional District Board (the “Board”) wishes to adopt an Official Community Plan for portions of Electoral Area A (“**Electoral Area A Official Community Plan**”);

AND WHEREAS the Board has considered the Electoral Area A Official Community Plan in conjunction with Metro Vancouver Regional District’s financial plan and the Greater Vancouver Sewerage and Drainage District’s *Integrated Solid Waste and Resource Management Plan*;

AND WHEREAS the Board has referred the Electoral Area A Official Community Plan to the Provincial Agricultural Land Commission; adjacent municipalities and regional districts; First Nations; school district boards; greater boards and improvement district boards; and Provincial and Federal agencies for comment;

AND WHEREAS the Board has held a public hearing regarding the Electoral Area A Official Community Plan;

NOW THEREFORE the Board of the Metro Vancouver Regional District, in open meeting assembled, enacts as follows:

1. The following schedules attached hereto are hereby made part of this bylaw and adopted as the Official Community Plan for portions of the Electoral Area A:
 - a) Schedule A (Official Community Plan text)
 - b) Schedule B (Land Use Designation Maps B1-B5)
 - c) Schedule C (Hazardous Lands Maps C1-C5)
 - d) Schedule D (Sensitive Ecosystems Maps D1-D5)

2. The official citation of this bylaw is “Metro Vancouver Regional District Electoral Area A Official Community Plan Bylaw 1250, 2017”. This bylaw may be cited as “Electoral Area A Official Community Plan Bylaw”.

READ A FIRST TIME THIS 22 day of September, 2017.

READ A SECOND TIME, AS AMENDED, THIS 23 day of March, 2018.

PUBLIC HEARING HELD ON THIS 4 day of July, 2018.

READ A THIRD TIME THIS 27 day of July, 2018.

PASSED AND FINALLY ADOPTED THIS 27 day of July, 2018.



Greg Moore, Chair



Chris Plagnol, Corporate Officer

**Metro Vancouver Regional District
Electoral Area A
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SCHEDULE A

Covering the Northern Wilderness,
Howe Sound, Indian Arm, Boulder
Island, Carraholly Point, West Side of
Pitt Lake, and Barnston Island.



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- B1: Land Use Designations for Northern Wilderness
- B2: Land Use Designations for Howe Sound
- B3: Land Use Designations for Indian Arm
- B4: Land Use Designations for Pitt Lake
- B5: Land Use Designations for Barnston Island
- C1: Hazardous Land for Northern Wilderness
- C2: Hazardous Land for Howe Sound
- C3: Hazardous Land for Indian Arm
- C4: Hazardous Land for Pitt Lake
- C5: Hazardous Land for Barnston Island
- D1: Sensitive Ecosystems for Northern Wilderness
- D2: Sensitive Ecosystems for Howe Sound
- D3: Sensitive Ecosystems for Indian Arm
- D4: Sensitive Ecosystems for Pitt Lake
- D5: Sensitive Ecosystems for Barnston Island

1.0 INTRODUCTION

1.1 ELECTORAL AREA A

The Electoral Area is home to the University of British Columbia (UBC), University Endowment Lands (UEL), Barnston Island, Howe Sound communities (including Passage and Bowyer Islands), Indian Arm (including Boulder Island and Carraholly Point), and the west side of Pitt Lake (see Figure 1).

Services provided to the Electoral Area vary by community. Metro Vancouver does not provide planning, land-use management or building bylaw services for UBC or the UEL. Similarly, Metro Vancouver does not provide land-use planning for Passage Island and Bowyer Island as these communities are within the jurisdiction of the Islands Trust. The Indian Reserves within the area are also outside Metro Vancouver jurisdiction.

This Official Community Plan (OCP) covers only the following sub-areas within Electoral Area A (see Figure 1): Howe Sound communities (excluding Passage and Bowyer Islands), Indian Arm (including Boulder Island and Carraholly Point), Pitt Lake (west side), Barnston Island, and Northern 'Wilderness' areas. References to 'the OCP Area' throughout this document refer to these sub-areas in whole.

The OCP Area is characterized by: dispersed populations, large geographical areas, natural hazards, rural characteristics, limited services, and lower property taxes compared to incorporated municipalities.

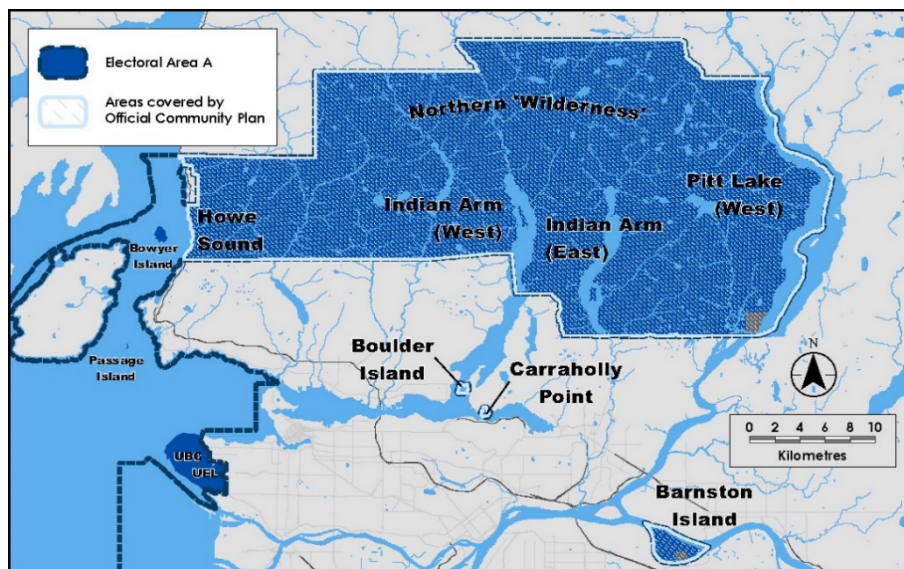


Figure 1: Electoral Area A, showing the area covered by this OCP

Zoning was first enacted in 1972 on Pitt Lake and Indian Arm, and on Barnston Island in 2005. Building inspection services began on Barnston Island in 1990, on Indian Arm in 1992, and on the west side of Pitt Lake in 1995. The Howe Sound area has had zoning and building inspections dating back to the 1970s. Per the 2016 Census, the population of the area covered by this OCP is 292 people.

1.2 WHAT AN OCP IS

In British Columbia, the *Local Government Act* states the requirements for an OCP. It describes the contents of OCPs and a process for their approval. Once adopted by bylaw, the OCP becomes a regulatory document.

The OCP is the tool for a municipality or regional district to plan the nature and location of future land use, development, and services. The OCP is a guide for the collective decision making of a community - for its Board, residents, businesses, and servicing agencies. Its vision, policies, and recommended actions should guide the future of the community.

The OCP is developed through a consultative process with residents to address land use, development, and servicing in the OCP Area.

It can help to protect existing conditions and sensitively manage change through other processes such as capital expenditures, servicing, or zoning.

As illustrated below, this OCP is the missing link between the Regional Growth Strategy (*Metro Vancouver 2040: Shaping our Future*) adopted in 2011 and the current *Electoral Area A Zoning Bylaw* first enacted in 2011.



Metro Vancouver regulates land use including zoning and building inspections but has done so in the past without the policy guidance of an OCP. *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, provides long-term policy direction for the area on regional matters; however, no long-term vision or policy framework for the communities exists to address local issues. This OCP will fill in this missing gap.

1.4 REGIONAL GROWTH STRATEGY ALIGNMENT

Metro Vancouver 2040: Shaping our Future, the regional growth strategy, (“*Metro 2040*”) represents the collective vision for how the Metro Vancouver region is going to accommodate growth over the next 25 years. It contains Strategies to advance five goals related to urban development, the regional economy, the environment and climate change, housing and community amenities, and integrating land use and transportation. *Metro 2040* sets out Goals, Strategies and Policies to guide the future growth of the region and provides the land use framework for transportation, economic, housing, utility (water, liquid waste and solid waste), environmental and climate change planning.

Metro 2040 has five major goals with specific strategies within each goal. Due to the diversity, isolation and geographical spread of the sub-areas within the OCP Area, not all goals within *Metro 2040* are directly applicable to each sub-area. However, this OCP in general aligns with and supports the five Goals of *Metro 2040*. The sub-area Policies that support the Goals and Strategies of *Metro 2040* are identified below.

Goal 1: Create a Compact Urban Area

This OCP helps contain urban development within *Metro 2040*'s Urban Containment Boundary (Strategy 1.1) and protects lands with a Rural, Agricultural or Conservation / Recreation regional land use designation from urban development (Strategy 1.3) via OCP Policies 5.1 and 5.2. All sub-areas within this OCP fall outside of the Urban Containment Boundary. *Metro 2040* does not allow connection to regional sewerage services to lands with a Rural, Agricultural or Conservation / Recreation regional land use designation, except in exceptional circumstances where the connection is required to prevent or alleviate a public health or environmental risk, or where there would be no significant impact on urban containment goals. In general, this OCP discourages increases in density and new subdivision, while supporting low-impact development on existing lots.

Goal 2: Support a Sustainable Economy

This OCP supports protecting the supply of agricultural land and promotes the agricultural viability (Strategy 2.3) of Barnston Island such as via OCP Policy 5.2.43. It supports collaboration of Metro Vancouver with the Provincial Agricultural Land Commission to protect Barnston Island's agricultural land base and with other agencies to further promote the agricultural viability and food production on the Island (Strategy 2.3.4).

Goal 3: Protect the Environment and Respond to Climate Change Impacts

This OCP protects Conservation and Recreation lands and natural features (Strategies 3.1 and 3.2) within the OCP Area, and encourages greater resilience to withstand climate change threats and natural hazard risks (Strategy 3.4) via OCP Policies 5.1 and 5.2.

This OCP supports Metro Vancouver's collaboration with other agencies to buffer, where feasible, park and conservation areas from activities adjacent to Electoral Area A (Strategy 3.1.2), and to protect and enhance ecologically important systems (Strategy 3.2.2), such as Howe Sound, the North Shore mountains and watershed, Indian Arm, Burrard Inlet, Pitt Lake and Barnston Island.

This OCP also encourages Metro Vancouver to work with the appropriate agencies to consider climate change impacts and natural hazards risks in any activity that encourages land use development (Strategy 3.4.2). These impacts and hazards include flooding and erosion on Barnston Island, and landslides, erosion, flooding and interface fires on Howe Sound, Indian Arm and Pitt Lake.

Goal 4: Develop Complete Communities

This OCP encourages diverse and affordable housing choices (Strategy 4.1) in the context of the OCP Area. It supports some allowance for secondary dwelling units or accessory sleeping quarters in some sub-areas to increase housing diversity (Strategy 4.1), but only in a manner that respects the other four goals of *Metro 2040*.

Goal 5: Support Sustainable Transportation Choices

This OCP promotes coordination of land use and transportation to support safe and efficient movement of vehicles for passengers, goods and services (Strategy 5.2) via OCP Policy 5.5.

This OCP supports coordination with Ministry of Transportation and Infrastructure, Translink and rail operators along the Howe Sound corridor to ensure safe movement of people and goods. It also supports improvement of transportation access for Barnston Island to promote its agricultural viability via the safe and efficient movement of passenger vehicles, and goods and services to and from the Island (Strategy 5.2).

1.5 CONFORMANCE WITH LOCAL GOVERNMENT ACT

Section 473 of the *Local Government Act* outlines the content requirements of an OCP. These requirements have been considered and addressed as follows:

(1) An official community plan must include statements and map designations for the area covered by the plan respecting the following:

(a) the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;

This OCP identifies the location of housing on Schedules B2-5, with accompanying policies in Section 5.2).

(b) the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;

This OCP identifies the location of commercial uses on Schedule B-3 and Schedule B-4, with accompanying policies in OCP Section 4.0 and 5.2. Agricultural uses are identified on Schedule B-5, with accompanying policies in Section 5.2. Recreational and public utility lands are identified on Schedules B1-5, with accompanying policies in Section 5.2. No industrial or institutional uses are in the OCP Area.

(c) the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;

This OCP identifies Natural Resource areas on Schedules B1-5, where in some instances sand and gravel deposits are allowed, per accompanying policies in Section 5.2.

(d) restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;

This OCP generally identifies lands subject to hazards from slope and flooding, and stipulates requirements for safe development in Section 5.4.

(e) the approximate location and phasing of any major road, sewer and water systems;

This OCP identifies current road right of ways and future road allowances on Schedules B2-5, with accompanying policies in Section 5.5. Public sewer and water systems are not present or proposed in the OCP Area.

(f) the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;

This OCP identifies the location of park lands on Schedules B1-5, with accompanying policies in Section 5.1 and 5.2. Public facilities such as schools, water treatment and disposal sites are not present or proposed in the OCP Area.

(2) An official community plan must include housing policies of the local government respecting affordable housing, rental housing and special needs housing.

This OCP is consistent with *Metro 2040* in directing housing and population growth to locations within the urban containment boundary. The residential land identified in this OCP is sufficient to accommodate the limited growth expected in the area over the next 5 years. Policies to support affordable housing and rentals are included in Section 5.2.

(3) An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

This OCP supports provincial and regional greenhouse gas emission reduction efforts as detailed in Policy 5.1.8.

(4) In developing an official community plan, the local government must consider any applicable guidelines under section 582 [provincial policy guidelines].

Provincial policy guidelines were reviewed and none were considered applicable to this OCP.

1.6 PLAN ORGANIZATION

The OCP provides the current context for each of the five sub-areas within the Electoral Area OCP. Each sub-area has a vision statement. Land Use maps for each sub-area describe each land use designation applicable within the area and how they fit within the long-term land use patterns. Following the maps, six core themes for the OCP Area are identified, with policies applicable to all sub-areas noted. Where policies differ for sub-areas, each of these is detailed separately. Finally, the implementation of this OCP is discussed.

2.0 CONTEXT TO OCP SUB-AREAS

Due to the geographical dispersion of population and the variation in land uses within the Electoral Area, this OCP delves into issues and policy directions for each sub-area to respond to the unique circumstances of each of the sub-areas.

2.1 NORTHERN WILDERNESS (See Map Schedules B1, C1, D1)

This sub-area includes the uninhabited areas within Electoral Area A stretching from Howe Sound to the west side of Pitt Lake. Within this are parts of several provincial parks (Cypress, Seymour, Indian Arm, & Pinecone Burke) and Lynn Headwaters Regional Park. There are three protected watersheds of major importance to the region (Capilano, Seymour, & Coquitlam). In addition, there are two areas of general natural resource lands outside of the parks and watersheds. The northern wilderness lands are owned either by the Crown or Metro Vancouver. No cabins are known to exist in this area.

2.2 HOWE SOUND COMMUNITIES (See Map Schedules B2, C2, D2)

There are 3 established communities along Howe Sound within Electoral Area A's jurisdiction: **Ocean Point**, **Strachan Point**, and **Montizambert Wynd**. There are a few undeveloped lots with existing development rights north of the Village of Lions Bay. South of Lions Bay, there are also several large undeveloped parcels with existing development rights located between Montizambert Wynd and Lions Bay. These communities are surrounded largely by forested land, some of which is within Cypress Provincial Park.

Ocean Point is a gated residential community developed with single-detached dwellings, with two parcels developed for townhouses. Ocean Point has direct access from Hwy 99 via Ocean Point Drive. Ocean Point residents have a Strata Corporation through which owners operate a private sewer system and a private drinking water system that draws from Newman Creek.

Strachan Point comprises single-detached dwellings with access from Hwy 99 via Strachan Point Road. Strachan Point residents are part of a private company (except 17 Strachan Point Rd) through which owners operate a private water utility drawing from Charles Creek; this provides potable water to each house. Strachan Point homes are on individual septic systems. Strachan Point residents also own and maintain the two bridge crossings over Charles Creek which provides access to the community. The houses at 17 Strachan Point Road are gated and source their water from Strip Creek.

Montizambert Wynd comprises single-detached dwellings, with several undeveloped lots east of Hwy 99 that have existing development rights. Homes in Montizambert Wynd have individual septic systems, and drinking water is brought in through individual water lines drawing from Montizambert Creek. Montizambert Wynd has access to Hwy 99 through Lawrence Avenue which is within the jurisdiction of the District of West Vancouver.

Ocean Point, Strachan Point and Montizambert Wynd have a combined population of 72 residents at the 2016 Census.

2.3 INDIAN ARM COMMUNITIES (See Map Schedules B3, C3, D3)

Metro Vancouver's jurisdiction over the lands along Indian Arm begins north of the District of North Vancouver on the west side and north of the Villages of Anmore and Belcarra on the east side. Within Electoral Area A's jurisdiction, there are roughly 120 water-access only lots with varying levels of cottage development, with approximately 80 cabins and houses. Of note, a number of lots (approximately 30) are leasehold properties, meaning residents lease the land from the Province, while the remaining lots are freehold properties. Development is concentrated around several parts of Indian Arm (Buntzen Bay, Johnson Bay, Helga Bay and Bergs Landing) with large forested areas in between. Some cabins and houses are permanently inhabited year-round but the majority are used only seasonally for recreational purposes. The vast majority of these cabins and houses are off-grid, and many were constructed to less rigorous 'recreational and seasonal' building code standards which no longer exist. As of the 2016 Census, 39 permanent residents were registered to this area. Many seasonal residents of Indian Arm live permanently in nearby municipalities in the Lower Mainland.

Large portions of the north end of Indian Arm, including Croker Island, are within Say Nuth Khaw Yum/Indian Arm Provincial Park which is collaboratively managed by the Province and the Tsleil-Waututh First Nation. There are also two Tsleil-Waututh First Nation Indian Reserves (Inlailawatash No. 4 and No. 4A) at the mouth of Indian River.

Indian Arm is a very popular recreational area accessible from Burrard Inlet, with several important First Nations heritage and archeological sites along its shores. Wigwam Inn, owned by the Royal Vancouver Yacht Club, is located on the north end of Indian Arm and was built in 1910. Two other yacht clubs, the Burrard Yacht Club and Deep Cove Yacht club, also maintain small outstations in Indian Arm, at Clementine Creek and Iron Bay, respectively.

Boulder Island is in Burrard Inlet/Indian Arm, between Belcarra and Deep Cove. It currently has two dwellings. Boulder Island was a traditional burial site for local First Nation members; in 1897, it was purchased from the Province and turned into seasonal and recreational use. It is now privately held. Access is by water only. Metro Vancouver currently does not provide building inspection services to Boulder Island.

Carraholly Point is located south of Belcarra Regional Park, near where Burrard Inlet meets Indian Arm. There are 4 lots with dwellings with permanent water access. In emergencies, land access is available via a rough road under a BC Hydro right-of-way. Metro Vancouver currently does not provide building inspection services to Carraholly Point.

2.4 PITT LAKE (WEST SIDE) COMMUNITIES (See Map Schedules B4, C4, D4)

The area on the west side of Pitt Lake north of the lower Pitt River is within Electoral Area A and has roughly 75 water-access only cabins. Lots in the area are developed with single-detached dwellings, and are surrounding by regional and provincial park lands. Development is clustered along the various harbours, bays and creeks of the lake, with large sections of undeveloped park lands separating the cottage groups. The vast majority of these cabins and houses are off-grid, and many were constructed

to less rigorous 'recreational and seasonal' building code standards which no longer exist. There is also a Katzie First Nation reserve just north of the lower Pitt River. Most lots on the west side of Pitt Lake are used only seasonally for recreational purposes, with 35 permanent residents noted by the 2016 Census; many seasonal residents live permanently in nearby municipalities. Some residents of Pitt Lake access drinking water from nearby creeks through water licensing agreements with BC Ministry of Forests, Lands and Natural Resource Operations and access permits from BC Parks. Residents of Pitt Lake manage sewage onsite through septic tanks and fields.

2.5 BARNSTON ISLAND (See Map Schedules B5, C5, D5)

Barnston Island is a farming community located in the Fraser River between Surrey and Pitt Meadows. According to the 2016 Census, the Island has 176 residents, including 49 residents on Katzie First Nation Reserve No. 3. The vast majority of the Island's more than 600 ha of privately owned lands are zoned for agricultural and related uses and 618 ha are part of BC's Agricultural Land Reserve. Barnston Island is encircled by Dyke Road which helps protect against floodwaters of the Fraser River. A three-member volunteer-run Barnston Island Diking District Commission, established in 1909, has authority under the provincial *Drainage Ditch and Dike Act* to collect an acreage tax and manages maintenance under the *Dike Maintenance Act*. The Province has proposed to repeal the *Drainage Ditch and Dike Act* and transfer the dike to Metro Vancouver by the end of 2020.

Access to Barnston Island is available through a free Provincially-funded ferry which runs 7 days a week, but not 24 hours. Residents of Barnston Island access individual wells for drinking water and have individual septic systems on their parcels. The Katzie First Nation Reserve No. 3 has had a drinking water supply agreement with the City of Surrey since 1990.

Several parcels of Barnston Island lie within the flight path of the nearby Pitt Meadows Airport and thus have building height restrictions regulated by the *Federal Aeronautics Act*.

3.0 VISION & CORE THEMES

The following vision statements were created based on resident and owner feedback to capture the spirit and values of each of the sub-areas within this OCP's coverage area. These vision statements describe what residents and owners want their community to become in the next decade or two. The language of the vision statements takes the challenges communities are facing today and projects a future where these challenges have been overcome. They paint a picture of each community's aspirations and are the foundation on which this OCP's policies are based.

3.1 VISION STATEMENTS

▪ Northern Wilderness

This, our wilderness
gives us forest and water—
gifts to the region.

The Northern Wilderness is a precious resource – not just for local residents, but for all in the BC lower mainland that rely on the pristine drinking water and outdoor recreation opportunities offered. Protection of natural resources is the primary consideration for any future activity in the Northern Wilderness.

▪ Howe Sound

Our oceanside homes
on a forested mountain—
sharing sunsets.

Howe Sound is envisioned as a quiet and peaceful area to live and to access marine and mountain recreational opportunities. Residents feel protected against threats from fire, highway traffic and rail movement. New development is limited, as this area has servicing and access constraints, and falls beyond the urban containment boundary. Any activity causing disturbance to the natural environment considers the local waterfront / mountainside character and impacts on drinking water and highway access.

▪ Indian Arm

People and nature
scattered along the shore
of sparkling waters.

Indian Arm, Boulder Island, and Carraholly Point continue to be a seasonally inhabited mainly for recreational purposes. Residents feel a deep connection to the Provincial Park, the natural fjord that is Indian Arm, as well as the watersheds that feed into it. Thus, development is limited and any activity

causing disturbance to the natural environment prioritizes the rural and low-impact character of the area and minimizes impacts on drinking water supply and marine wildlife habitat. The pristine natural environment of the fjord is shared with responsible and respectful visitors to the area. Residents feel protected against threats from fire and property crime, and effective emergency response procedures are in place. Residents see more user-friendly access to government services.

- **Pitt Lake**

On nature's frontier
we live and play,
and protect special places.

Pitt Lake (west) continues to be seasonally inhabited mainly as recreational cabins for residents in the region. Residents feel protected against threats from fire and property crime, and effective emergency response procedures are in place. Development is limited and any activity causing disturbance to the natural environment considers the rural and remote character of the area and minimizes negative impacts on drinking water supply and marine wildlife habitat.

- **Barnston Island**

Farms, parks and a dike—
a jewel in the Fraser
shared with neighbours

Barnston Island is envisioned as a thriving agricultural community with reliable ferry access to and from the Island. It is home to a diverse community, comprising retirees, renters, hobby farmers and industry farmers; all continue to be good neighbours to the Katzie First Nation, whose members also reside on the Island. As the Island continues to attract visitors to its regional park and pastoral natural assets, local residents see benefits like commerce opportunities and infrastructure improvements.

3.2 CORE THEMES

The following six core themes help to further define the key directions for the future of the OCP Area.

- **Protect natural assets and resources**

This OCP includes a mountainous setting of natural forests and watersheds, ocean and shorelines, and quality agricultural soils. These lands and waters should be protected as they supply much of the water for Metro Vancouver, provide habitat for wildlife, have potential for producing food, offer great recreational opportunities, and are the natural backdrop for a limited range of development.

- **Manage land development to maintain character**

Outside of the natural areas, there is a variety of land use and a limited amount of existing development in the area: from the suburban-style housing along Howe Sound and the primarily cottage character of Indian Arm and Pitt Lake, to the primarily agricultural community of Barnston

Island. Development occurs strategically, but with limited services and access in the area, there will be no major expansion of development in the area under existing governance.

- **Ensure reliable basic services**

Metro Vancouver provides certain key services such as local land use planning and building inspection service, but providing additional services such as drinking water, sewage disposal and structural fire protection to the area is a challenge because of the large geographical area, isolation and limited access. Services can be improved, but must be funded by the serviced communities, and there are limitations that arise with only a few hundred people spread over large areas.

- **Ensure safety for residents and property**

Residents in this area desire greater assistance from governing authorities in ensuring personal and property safety, particularly for fire protection and continued access to reliable drinking water. In the remote areas of Indian Arm and Pitt Lake, improved cellular service, and implementation of FireSmart principles¹ could significantly reduce safety concerns for residents and visitors alike. Ferry safety for Barnston Island residents is also a key concern.

- **Manage access**

Access to the area is generally limited and the responsibility for providing and maintaining access is divided between different jurisdictions, from the Ministry of Transportation and Infrastructure to Port of Vancouver to private ownership. Working to manage conflicts between different jurisdictions will be important for Metro Vancouver to help improve access to the area while preserving the remote and natural character of the area.

- **Meet governance responsibilities**

There are several jurisdictions that have authority in the area. Metro Vancouver is only able to provide a limited range of services. In the long-run, some communities in the OCP Area may benefit from inclusion into the adjacent incorporated municipalities. Finding the right balance between additional services and taxes will be key to those future discussions.

¹ www.firesmartcanada.ca

4.0 LAND USE DESIGNATIONS

Section 473(1) of the *Local Government Act* requires that the OCP include map designations of the various types of land uses. Accordingly, the Land Use Maps show how the lands covered by the OCP are organized into various areas where the major land uses are defined. However, uses and development will only be permitted in these areas subject to the more detailed provisions of the *Electoral Area A Zoning Bylaw*. The Land Use Maps should be interpreted only in the context of the written policies of this plan. The general intent of the land use designations shown on the Land Use Maps is described as follows:

▪ Indian Reserve

While these lands are designated on the Land Use Maps, the OCP does not apply to these lands. These are located on Barnston Island (Katzie First Nation), adjacent to Widgeon Marsh (Katzie First Nation), and near the mouth of Indian River (Tsleil-Waututh First Nation).

▪ Watershed

This designation applies to the Capilano, Seymour and Coquitlam watersheds. Development is strictly limited to protect the integrity of the Metro Vancouver water supply and uses are restricted to the catchment, containment, treatment, distribution, management and diversion of water required to maintain the watershed.

▪ Park

This designation applies to the lands within the OCP Area that are included within Cypress Provincial Park, Seymour Provincial Park, Say Nuth Khaw Yum/Indian Arm Provincial Park, and Pinecone Burke Provincial Park. While these lands are shown on the Land Use Map, the OCP does not regulate use and development in the provincial parks. Also included in this designation are regional parks and other open space which are regulated by this OCP, including the Lynn Headwaters Regional Park as well as the Barnston Island Regional Park and Widgeon Marsh Regional Park Reserve. Supported uses include conservation, low-intensity recreation and uses for essential servicing of the region (water, sewer, electrical, telephone and similar services).

▪ Natural Resource

This designation applies to two areas in the northern wilderness: the area along Howe Sound generally between Highway 99 and Cypress Provincial Park, as well as an area along the Indian River Valley. Supported uses include conservation, low-intensity recreation, resource uses such as water pumping, hydro-electric generation, and (except in Howe Sound) forestry, and mineral extraction.

▪ Agriculture

This designation applies to Barnston Island. Uses shall be consistent with the *Agricultural Land Commission Act*, Agricultural Land Reserve Use, Subdivision and Procedure Regulation, and any Orders of the Agricultural Land Commission. Supported uses include farming, accessory agri-tourism and dike servicing uses.

▪ Rural

This designation applies along the Howe Sound corridor and along segments of Pitt Lake and Indian Arm. Supported uses include conservation, low-intensity recreation, and large rural residential lots which may include accessory sleeping quarters, and other accessory uses such as live-work, boarding, , and uses for essential servicing of the region (water, sewer, electrical, telephone and similar services). For rural lands long the Indian River valley only, forestry and mineral extraction uses are supported.

▪ Cottage Residential

This designation applies to a series of dispersed sites along Indian Arm and the West Side of Pitt Lake. Lots within this designation are a minimum of 8ha, unless pre-existing. Supported uses include residential uses which may include accessory uses such as live-work and boarding. However, these accessory uses may not be appropriate for all communities, especially remote cabins where fire safety and cabin maintenance are issues. Appropriate accessory uses will be defined in the *Electoral Area A Zoning Bylaw*.

▪ Suburban Residential

This designation applies to the Ocean Point, Strachan Point, and Montizambert Wynd subdivisions between Highway 99 and Howe Sound. Supported uses include existing residential uses and may include secondary dwelling units and accessory uses such as live-work, boarding, bed and breakfasts, where supported by parking, and sewer and water servicing. Where existing in Ocean Point, townhouses are supported. Development that is primarily occupied or intended to be occupied as living accommodation (not short-term rentals) is supported.

▪ Commercial Recreation

This designation applies in the northern part of the Indian Arm where the current Wigwam Inn is located as well as the Burrard Yacht Club Outstation at Clementine Creek and Deep Cove Yacht Club Outstation at Iron Bay. It also applies to an area in Christian Cove on Pitt Lake. Supported uses include high-intensity recreation uses such as marinas, yacht clubs, campgrounds. Future hotel uses are not supported.

▪ Transportation / Utilities

This designation applies to current and future road allowances, railways, ferry landings, hydro right of ways, pump stations and other utility services. Supported uses are those associated with the movement of goods and people, and providing services.

▪ Water

This designation applies to water along Indian Arm, Boulder Island, Pitt Lake, Widgeon Marsh and Barnston Island. It does not apply to water along Howe Sound (under the authority of the Islands Trust) or Carraholly Point (under the authority of the City of Port Moody). Uses and guidelines shall be consistent, as applicable, with the *Port of Vancouver Land Use Plan* or *Provincial Private Moorage*

*Requirements and Best Management Practices*². Supported uses include water recreation, conservation, and log storage. Residential uses (e.g. houseboats) and aquaculture are not supported.

² <http://www2.gov.bc.ca/gov/content/industry/natural-resource-use/land-use/crown-land/crown-land-uses/residential-uses/private-moorage>

5.0 POLICIES & ACTIONS

This section discusses the general themes that run across all the different sub-areas as well as policies that are specific to certain sub-areas.

5.1 PROTECT NATURAL ASSETS AND RESOURCES

The preservation of the natural beauty and the environmental quality of the entire OCP Area is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Environmentally sensitive areas:** Schedules D-1 to D-5 outline lands considered environmentally sensitive, as might be updated from time to time per the *Sensitive Ecosystem Inventory for Metro Vancouver*. These lands provide essential ecological services and impacts in these areas should be minimized, mitigated, and/or compensated.
2. **Environmental site assessment:** Require an environmental site assessment to be completed by a qualified environmental professional as part of any rezoning and subdivision application to understand impacts to the site and neighbouring properties.
3. **Air quality:** Coordinate with other jurisdictions and agencies in protecting overall regional air quality.
4. **Water quality:** Recognize the importance of water in the area, including to First Nation cultural values and traditional uses, and protect both drinking water quality for residents and visitors as well as creek and marine water quality for wildlife habitat and recreation.
5. **Trees:** Discourage large-scale removal of trees to limit erosion and to maintain the overall forested character of the OCP Area, but support removal of hazardous trees and removal of trees for the purposes of reducing wildfire risk in accordance with FireSmart principles and for farm purposes.
6. **Water use:** Schedules D-1 to D-5 outline the 'Water' designation which shall be used in accordance with Port of Vancouver's *Land Use Plan* where applicable.
7. **Land acquisition:** Explore opportunities to acquire properties that contribute to the preservation of the OCP Area and regional natural assets, as guided by the *Regional Parks Plan* and the *Parks Acquisition Strategy*.
8. **Greenhouse gas emissions:** Support provincial and regional greenhouse gas emission reduction targets.

In 2007, the Province adopted the *Greenhouse Gas Reduction Targets Act*, which establishes a province-wide greenhouse gas emissions reduction target of 33% reduction from 2007 levels by 2020, and 80% reduction from 2007 levels by 2050. These same targets have been adopted by the Metro Vancouver Regional District as part of *Metro 2040*.

In 2008, the Province adopted the *Local Government (Green Communities) Statutes Amendment Act, 2008* which includes a requirement that OCPs include targets for the reduction of greenhouse gas emissions, and policies and actions of the local government proposed with respect to achieving those targets.

For calculation purposes, total greenhouse gas emissions in the OCP Area in 2007 were estimated to be 1,100 tonnes of CO₂ equivalent. With a residential population of approximately 300 people, this amounts to about 4 tonnes CO₂ equivalent per person. Approximately 65% of the total GHG emissions for the OCP Area are produced by transportation sources such as cars, trucks and boats. Assuming no population growth in the OCP Area, achieving a community wide reduction of 33% below that level by 2020 translates to reducing emissions 1.25 tonnes CO₂ equivalent per person. Achieving an 80% reduction in community emissions in 2050 equates to emissions reductions of 3 tonnes CO₂ equivalent emissions per person.

Given the per person calculations above and the small and dispersed communities of the Electoral Area A, this OCP adopts the greenhouse gas emission reduction targets set by the Province and adopted as part of *Metro 2040* as an aspirational goal to meet the legislative requirement. However, the main ways this plan can help the OCP Area do its part to reduce greenhouse gas emissions is by directing large-scale development inside urban containment areas and by providing information to residents to support them in reducing their individual greenhouse gas emissions. The policies and actions listed below support these two objectives.

- a. Greenhouse Gas Emissions Reduction Targets:
 - i. 33% reduction from 2007 levels by 2020.
 - ii. 80% reduction from 2007 levels by 2050.
- b. Policies and Actions
 - i. *Policy:* Direct large-scale development proposals to locate within the existing Urban Containment Boundary as defined by *Metro 2040*.
Action: Provide information to realtors and potential developers regarding what types of development are appropriate in the OCP Area based on the policies of this OCP.
 - ii. *Policy:* Encourage energy efficient buildings and homes.
Action: Connect residents to available tools and resources they can use to improve their home's energy efficiency.
 - iii. *Policy:* Encourage conservation of sensitive ecosystems.
Action: Share data from the Sensitive Ecosystem Inventory when reviewing rezoning, subdivision, and Crown Land use applications (e.g. forestry or mining referrals).

■ **Northern Wilderness**

9. **Stewardship:** Recognize the Northern Wilderness as a regional environmental resource and advocate for its protection against broader pressures.

■ **Howe Sound**

10. **Preservation:** Protect local water quality, forests and wildlife habitat by not supporting land clearing and disturbances from resource extraction efforts (e.g. logging, mining, gravel extraction).
11. **Highway wildlife:** Liaise with the Ministry of Transportation and Infrastructure to ease safe wildlife passage and reduce traffic hazards from wildlife crossing the highway.

■ **Indian Arm**

12. **Provincial park:** Protect and promote the natural and cultural resources of the Say Nutnh Khaw Yum Provincial Park [aka Indian Arm Park] for conservation and recreational purposes in accordance with the BC Parks *Indian Arm Park Management Plan*.
13. **Wildlife:** Enhance public knowledge and understanding of the ecological value of marine and terrestrial wildlife habitat in Indian Arm.
14. **Nuisance wildlife:** Liaise with the Province on release of bears and other trapped wildlife to ensure safety for wildlife and residents.
15. **Fisheries:** Work with the federal and provincial agencies to protect fish stock and marine life in Indian Arm, and convey the residents' vision of protecting the natural recreational nature of the Arm.

■ **Pitt Lake**

16. **Marsh:** Protect Widgeon Marsh as a rich, ecologically sensitive intertidal marsh and riparian habitat while providing opportunities for people to enjoy the landscapes and connect with nature.

■ **Barnston Island**

17. **Regional park:** Preserve Barnston Island Regional Park and work with residents and other stakeholders to develop a park management plan.
18. **Air quality:** Manage negative impacts to air quality from off-Island sources such as wood dust from nearby mill, ferry diesel exhaust, odours from nearby wastewater treatment facility, as well as on-Island sources such as agricultural fertilizer and pesticide use.
19. **Trees:** Improve tree management on the Island to limit damage to the dike while preserving the ecological function of trees for the shoreline and marine and terrestrial wildlife habitat.
20. **Wildlife:** Ensure that visitors to the Island are aware that Barnston Island is a natural habitat with potentially dangerous wildlife such as bears.

21. **Dike vegetation:** Retain and establish vegetation along the shore which supports the flood protection function without limiting necessary improvements.
22. **Shoreline:** Work with the appropriate agencies to reduce the impact of boat traffic (reduce speeds, shoreline protection, etc.) on shoreline erosion.

5.2 MANAGE LAND DEVELOPMENT TO MAINTAIN RURAL CHARACTER

The preservation of the rural character of the entire OCP Area is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Regional Growth Strategy (Metro 2040):** Generally adhere to *Metro 2040* that designates the OCP Area as a) Conservation and Recreation, b) Agricultural, and c) Rural regional land use designations.
2. **Derelict properties:** Provide enforcement, through the existing *Electoral Area "A" Unsightly Premises and Nuisance Bylaw No. 1198, 2014*, of derelict buildings and properties to reduce the potential hazards associated with fire, pests, human safety, marine safety and aesthetics.
3. **Archeological assessment:** Consistent with provincial legislation, property owners will be advised to engage a professional archaeologist when applying for a building permit, rezoning, or subdivision, where a property overlaps with a recorded protected archaeological site or an area of archaeological potential. At the same time, recognize the complexities of obtaining permits on leasehold lots and work with residents and the Province to facilitate permits on leasehold lots.
4. **Docks:** Work with the various agencies (Port of Vancouver³ and/or Province⁴) responsible for regulating docks to ensure residents have easy access to regulations and permitting information, as applicable. Encourage the Port of Vancouver to complete their recreational dock guidelines in an expedient manner.
5. **Water use:** Work with relevant agencies (e.g. Port of Vancouver, Transport Canada) to prevent unauthorized uses on the water, including residential uses (i.e. on houseboats, live-aboard boats).

■ Northern Wilderness

6. **Land use:** Land shall be used in accordance with Schedule B-1.
7. **Watershed:** Protect lands designated as 'Watershed' on Schedule B-1 from development, public access, and disturbance to allow for a secure, reliable water supply for the region.
8. **Parks:** Manage lands designated as 'Park' on Schedule B-1 consistent with Provincial and Regional Park objectives.
9. **Natural resource:** Lands designated as 'Natural Resource' on Schedule B-1 to B-3 provide for conservation, recreation and, where not along the Howe Sound corridor, forestry and mineral extraction.

³ www.portvancouver.com/development-and-permits/recreational-docks/

⁴ http://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/natural-resource-use/land-water-use/crown-land/regs_best_mgmt_practices_updated.pdf

■ Howe Sound

10. **Land use:** Land shall be used in accordance with Schedule B-2.
11. **Subdivision:** Subdivision of land for the purposes of future development in the Howe Sound corridor will not be supported under the current governance structure (see Policy 5.6.8).
12. **Natural resource:** For lands designated as 'Natural Resource' on Schedule B-2, Metro Vancouver discourages, insofar as its authority permits, uses such as forestry and mineral extraction that might impact the security and quality of the local water supply and aesthetics of the corridor.
13. **Rural:** For lands designated as 'Rural' on Schedule B-2, provide for one primary dwelling and one secondary dwelling unit, providing the secondary unit meets regulations for health, safety, on-site parking, and adequate septic and water supply. Metro Vancouver does not support residential intensification of these lands until such time that reliable fire and secure water servicing for the area is established.
14. **Suburban residential:** Lands designated as 'Suburban Residential' on Schedule B-2 provide for one primary dwelling and one secondary dwelling, if the units meet regulations for health, safety, on-site parking, and septic and water supply.
15. **Housing character:** Limit development to small-scale, sensitive typologies that fit with the surrounding natural environment including shorelines and steep site topography.
16. **Rights-of-way:** Lands designated as 'Transportation / Utilities' on Schedule B-2 provide for hydro, and current and future road and rail transportation along the corridor.
17. **Views:** Ensure that building heights preserve views of Howe Sound from private property and along the Highway corridor.
18. **Tourism / rentals:** Development of tourism and short-term vacation rentals are not supported.
19. **Railway noise:** Work with land owners to mitigate the noise impacts from rail movement in Howe Sound, and consider the Federation of Canadian Municipalities' *Guidelines for New Development in Proximity to Railway Operations*⁵.

■ Indian Arm

20. **Land use:** Land shall be used in accordance with Schedule B-3.
21. **Subdivision:** Subdivision of lands designated as 'Cottage Residential' or 'Rural' along the Indian River on Schedule B-3 will not be supported. Subdivision of lands designated as 'Rural' and located along the west side of Indian Arm is subject to *Policy (5.2.22)*.

⁵ www.proximityissues.ca/asset/image/reference/guidelines/2013_05_29_Guidelines_NewDevelopment_E.pdf

22. **Rural acquisition:** For lands along the west side of Indian Arm designated as 'Rural' on Schedule B-3, explore opportunities with the Province to acquire these lands as part of the Provincial Park.
23. **Water access lot subdivision:** Where land acquisition for Provincial Park is deemed not suitable under Policy 5.2.22, then subdivision of these lands may be considered under the following conditions:
 - a. Minimum lot size of 8 ha with a minimum water frontage of 100 m; except where the original parcel is larger, new lots can be clustered to no smaller than 1.0 ha with a minimum water frontage of 30m, provided the overall density does not exceed more than one parcel per 8 ha of the original parcel and the remainder is conserved,
 - b. Subject to a rezoning application, including consultation with Indian Arm residents,
 - c. Suitable water supply and servicing,
 - d. Availability of off-site parking at boat launch facilities, and
 - e. Consideration of natural hazardous conditions and environmentally sensitive areas, as assessed by qualified professionals.
24. **Cottage residential:** Lands designated as 'Cottage Residential' on Schedule B-3 provide allowance for one primary residential dwelling and one accessory sleeping quarters, providing the accessory sleeping quarters meet regulations for health, safety, and adequate septic and water supply.
25. **Rural:** Lands designated as 'Rural' on Schedule B-3 provide allowance for one primary residential dwelling and one accessory sleeping quarter, providing the accessory sleeping quarters meet regulations for health, safety, and adequate septic and water supply.
26. **Commercial recreation:** Lands designated as 'Commercial Recreation' on Schedule B-3 provide for uses where groups assemble for recreation purposes, such as yacht clubs, marinas and campsites. Future hotel uses are not supported.
27. **Housing size:** Restrict the size of residential homes to maintain the remote, cottage character of the area.
28. **Housing character:** Encourage development that fits in with the remote character and surrounding natural environment including shorelines and site topography.
29. **Rentals:** Short-term rentals will be supported, where permitted through provincial regulations and local zoning regulations that will be developed in consultation with Indian Arm communities.
30. **Tourism/visitors:** Work with other agencies, media and community members to promote responsible and safe uses of the marine recreational opportunities in Indian Arm.
31. **Water:** Areas designated as 'Water' on Schedule B-3 shall be used in accordance with the Port of Vancouver's *Land Use Plan*.

■ **Pitt Lake**

32. **Land use:** Land shall be used in accordance with Schedule B-4.
33. **Subdivision:** Subdivision of land designated as 'Cottage Residential' or 'Rural' on Schedule B-4 will not be supported.
34. **Rural:** Lands designated as 'Rural' on Schedule B-4 provide allowance for one primary residential dwelling and one accessory sleeping quarters, providing the accessory sleeping quarters meet regulations for health, safety, and adequate septic and water supply.
35. **Cottage residential:** Lands designated as 'Cottage Residential' on Schedule B-4 provide allowance for one primary residential dwelling and one accessory sleeping quarters, providing the accessory sleeping quarters meet regulations for health, safety, and adequate septic and water supply.
36. **Commercial recreation:** Lands designated as 'Commercial Recreation' on Schedule B-4 provide for uses where groups assemble for recreation purposes, such as marinas and campsites. Future hotel uses are not supported.
37. **Housing size:** Restrict the size of residential homes to maintain the remote, cottage character of the area.
38. **Housing character:** Support development that fit in with the remote character and surrounding natural environment including shorelines and site topography. Resort development is not supported.
39. **Rentals:** Short-term rentals will be supported, where permitted through provincial regulations and local zoning regulations that will be developed in consultation with Pitt Lake communities.
40. **Tourism/visitors:** Work with agencies like BC Parks, Transport Canada, and RCMP to manage tourism in the area to ensure that large crowds, noise, and irresponsible uses of the area do not negatively impact the pristine, quiet environment.
41. **Water:** Areas designated as 'Water' on Schedule B-4 shall be used in accordance with the Provincial regulations.

■ **Barnston Island**

42. **Land use:** Land shall be used in accordance with Schedule B-5.
43. **Agriculture:** Protect the island as part of the ALR and work with the ALC, the Ministry of Agriculture, agricultural industry representatives, and other agencies to complete a comprehensive study on how to improve the viability and potential of agriculture on Barnston Island.
44. **Subdivision:** Subdivision of agricultural land is not supported in accordance with the *Agricultural Land Commission (ALC) Act* and the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation B.C. Reg. 171/2002 (ALR Regulation)*. Subdivision of these lots for residential development is not supported.

45. **Agriculture:** Land designated as 'Agriculture' on Schedule B-5 may have one primary dwelling and one secondary dwelling unit, providing the secondary unit is limited to the types of dwelling permitted in the *Agricultural Land Commission Act*, Agricultural Land Reserve Use, Subdivision and Procedure Regulation, or to a type specifically allowed under an Orders of the Agricultural Land Commission, in addition to meeting regulations for health, safety, parking, and septic and water supply.
46. **Waterfront use:** Uses related to marine activities (such as log storage) are supported on waterfront lots outside of the dike. The use of waterfront lots within the ALR is subject to the *Agricultural Land Commission Act*, Agricultural Land Reserve Use, Subdivision and Procedure Regulation, and any Orders of the Agricultural Land Commission.
47. **Flight path:** Properties within the Pitt Meadows airport flight path shall comply with the *Aeronautics Act* height restrictions.
48. **Tourism/visitors:** Consider ways to encourage limited agricultural tourism in accordance with the *Agricultural Land Commission Act* and Agricultural Land Reserve Use, Subdivision and Procedure Regulation, and any Orders of the Agricultural Land Commission and ensure that visitors to the Island do not negatively impact the operations of the agricultural community. Also consider signage for recreational users to respect farmland and farming activities.
49. **School site:** Support the sale or lease of the old school site for agricultural use, or work with the Surrey School Board to define appropriate use of the site within the agricultural context.
50. **Water:** Areas designated as 'Water' on Schedule B-5 shall be used in accordance with the Port of Vancouver's *Land Use Plan*.

5.3 ENSURE RELIABLE BASIC SERVICES

The improvement of basic services in this area, within the jurisdictional and financial constraints of Metro Vancouver, is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Onsite wastewater:** Encourage the planning, installation and maintenance of onsite sewage systems that are consistent with the *Provincial Sewerage System Standard Practice Manual*⁶ and the *Manual of Composting Toilet and Greywater Practice*⁷.
2. **Water monitoring:** Encourage the safety of drinking water through Provincial government monitoring of creeks and ground water.
3. **Alternative service providers:** Support residents' efforts to explore and secure reliable service providers.

⁶ <http://www2.gov.bc.ca/assets/gov/environment/waste-management/sewage/spmv3-24september2014.pdf>

⁷ <http://www2.gov.bc.ca/assets/gov/environment/waste-management/sewage/provincial-composting-toilet-manual.pdf>

■ **Northern Wilderness**

4. **Recreation services:** Support initiatives to provide reliable basic services for passive recreation users such as hikers in areas open to public recreation.

■ **Howe Sound**

5. **Drinking water:** Ensure a safe and secure drinking water supply through protection of the local watersheds, managing runoff quality and volumes, and coordinating extraction from streams with other jurisdictions.
6. **Watershed protection:** Explore opportunities with federal and provincial agencies to formally reserve and protect the local watersheds used for drinking water along Howe Sound, taking into consideration treatment requirements.

■ **Indian Arm**

7. **Drinking water:** Work with BC Parks and other agencies to minimize impacts from recreation activities in the local watershed, to ensure safe and reliable drinking water for residents.
8. **Solid waste:** Work with residents and agencies to promote garbage pick-up and clean-up events to reduce garbage dumping on land and into the Arm.
9. **Cellular:** Encourage cellular service providers to provide increased and reliable coverage for remote areas.

■ **Pitt Lake**

10. **Solid waste:** Work with residents and agencies to promote garbage pick-up and clean-up events to reduce garbage dumping on land and into the Lake.
11. **Cellular:** Encourage cellular service providers to provide increased and reliable coverage for remote areas.

■ **Barnston Island**

12. **Sewage:** Ensure provision of adequate toilet facilities in accordance with the Provincial Sewerage System Regulation for visitors to the Island, and pursue toilet facilities on the Surrey side of the ferry.
13. **Internet:** Work with internet service providers to encourage better service to the Island.

5.4 ENSURE SAFETY FOR RESIDENTS AND PROPERTY

Ensuring safety for residents and property, within the jurisdictional and financial constraints of Metro Vancouver, is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Hazardous lands:** Schedules C1-C5 outline lands generally considered hazardous. Upon verification from a qualified professional, any activity, disturbance, and/or development in these areas should be avoided and/or mitigated.
2. **Geotechnical site assessments:** Require a geotechnical site assessment to be completed by a qualified professional as part of any rezoning or subdivision. Such assessments should follow the Association of Professional Engineers and Geoscientists' *Guidelines for Legislated Landslide Assessments for Residential Development in BC*⁸, as updated from time to time, and thresholds set out by the approving officer.
3. **Fire protection:** Support residents' efforts for self-improvement in fire protection through community-led efforts and property management in accordance with FireSmart principles⁹.
4. **Flooding:** Development and management of lands that are exposed to coastal flood hazards arising from their exposure to the sea and to expected sea level rise due to climate change should consider the Provincial *Guidelines for Management of Coastal Flood Hazard Land Use*¹⁰.
5. **Crime:** Reduce crime by encouraging a more visible RCMP presence and community monitoring.
6. **Water navigation safety:** Encourage residents of Indian Arm and Barnston Island to become familiar with safe navigation as described in the *Port Information Guide*¹¹ prepared by the Port of Vancouver.
7. **Sewage management:** In accordance with Provincial Guidelines¹², encourage routine maintenance of existing sewage disposal systems and provide information to residents related to proper sewage disposal.

■ Northern Wilderness

8. **Wildfires:** Liaise with federal and provincial authorities on wildfire management and fire breaks around communities.

■ Howe Sound

9. **Fire protection:** Liaise with the neighbouring municipalities to explore fire protection options for properties along Howe Sound.
10. **Railway safety:** Liaise with rail operators and land owners to ensure safety for residents along the railway line.

⁸ www.apeg.bc.ca/getmedia/5d8f3362-7ba7-4cf4-a5b6-e8252b2ed76c/A

⁹ www.firesmartcanada.ca/images/uploads/resources/Firesmart_Around_Your_Home_working.pdf

¹⁰ www.env.gov.bc.ca/wsd/public_safety/flood/pdfs_word/guidelines_for_mgr_coastal_flood_land_use-2012.pdf

¹¹ www.portvancouver.com/marine-operations/port-information-guide/

¹² <http://www2.gov.bc.ca/gov/content/environment/waste-management/sewage/onsite-sewage-systems/sewerage-system-standard-practice-manual>

11. **Highway safety:** Liaise with the Ministry of Transportation and Infrastructure to ensure safer highway passage in and out of existing residential areas. Any future development must consider impacts to highway access and safety.
12. **Transit safety:** Liaise with the Ministry of Transportation and Infrastructure and TransLink to review transit stops and safe pedestrian movement along and across the highway.
13. **Slopes:** Discourage development on slopes of 30% or more.

■ **Indian Arm**

14. **Emergency plan:** Coordinate with residents and various agencies to establish a clear emergency access plan and protocols, including assigning property addresses to aid efficient 911 dispatch service.
15. **Hazard management:** Work with appropriate agencies to enforce open fire bans on Indian Arm to reduce wildfire hazards.
16. **Marine safety:** Work with appropriate agencies to establish clear and consistent marine speed limits on Indian Arm.

■ **Pitt Lake**

17. **Emergency plan:** Coordinate with residents and various agencies to establish a clear emergency access plan and protocols, including assigning property addresses to aid efficient 911 dispatch service.
18. **Widgeon flooding:** Only park associated development is suitable around Widgeon Marsh and its tributaries, as the area is prone to flooding.

■ **Barnston Island**

19. **Emergency plan:** Coordinate with residents and various agencies to establish a clear emergency access plan and protocols, particularly for after ferry hour access.
20. **Dike:** Coordinate with the Diking Commission and the Province to maintain the dike and manage acceptable levels of risk to properties in the context of floods and sea level rise. In recognition of ongoing erosion along parts of the Island, investigate stockpiling riprap for emergency bank protection (subject to ALC and other agency approvals, as required) and encourage the Province to implement other recommendations from the *2012 Barnston Island Dike Assessment*.
21. **Firearm safety:** Work with the Province to ensure safe use of firearms on the Island for hunting or agricultural purposes.
22. **Ferry safety:** Work with the Ministry of Transportation and Infrastructure to improve safety on the island for loading and unloading the ferry, particularly through improving night-time visibility and implementing an “on-off ferry” that does not require vehicles to back on/off.
23. **Flooding:** Establish a flood construction level and adaptive construction approaches to flooding.

5.5 MANAGE ACCESS

■ Introduction

The management of access for residents and visitors, in the context of the remote and natural character of the area, is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Coordination:** Work with the various jurisdictions and agencies that manage access of residents and visitors in the area to limit conflicts between different users' objectives.

■ Northern Wilderness

2. **Public access:** Promote public access, as conditions permit, to permitted public recreation uses in accordance with provincial and regional park management objectives.

■ Howe Sound

3. **Rights-of-way:** Lands designated as 'Transportation / Utilities' on Schedule B-2 provide for utilities, and the movement of people and goods, both current and in future. Built and unbuilt public road allowances shall not be obstructed by structures, fences or other barriers that inhibit public access to these rights-of-way.
4. **Bridge:** Encourage effective asset management of the provincial Bailey bridge over Montizambert Creek.

■ Indian Arm

5. **Land-to-water access:** Work with appropriate agencies to identify options for secure, safe and reliable parking and boat-launching facilities for water access properties.
6. **Trails:** Explore ways to protect existing informal trails connecting various cabins along Indian Arm.

■ Pitt Lake

7. **Land-to-water access:** Work with appropriate agencies to identify options for secure, safe and reliable parking and boat-launching facilities and encourage maintenance and management of the road to Grant Narrows Park where many residents launch boats to access Pitt Lake.
8. **Marsh access:** Manage public access consistent with the Widgeon Marsh Regional Park Management Plan to minimize impacts from increased tourism and potential for property crime.

■ Barnston Island

9. **Rights-of-way:** Lands designated as 'Transportation / Utilities' on Schedule B-5 provide for utilities and the movement of people and goods, both current and in future. Built and unbuilt

public road allowances shall not be obstructed by structures, fences or other barriers that inhibit public access to these rights of ways.

10. **Dike maintenance access:** Encourage the provincial government to secure rights-of-way on private land for effective dike maintenance and asset management per the Dike Maintenance Act.
11. **Island access:** Work with the Ministry of Transportation and Infrastructure to improve access, including improving the roads and intersections leading to the Island. The intent is to allow access for residents, including the Katzie First Nation, convenient access for deliveries on and off Island to support both residents and agriculture, move required farm and construction equipment, secure access in case of medical and other emergencies, and increase safety. Work with CN Rail to minimize rail crossing wait times at the 104 Avenue and 176 Street intersection. Ensure that transportation-related policies are clearly communicated to residents and visitors.
12. **Parking:** Encourage the Ministry of Transportation and Infrastructure to enforce the ‘no-parking’ signs on the Island to keep Dyke Road clear for active agricultural uses, particularly around the two regional parks.
13. **Separated modes:** Explore opportunities and funding to widen roadways for separation of cyclists and motorized users (vehicles and farm equipment) to reduce conflicts.

5.6 MEET GOVERNANCE RESPONSIBILITIES

Liaison with the numerous agencies involved in the management of the area and representing the residents’ interests is a key priority for sub-areas within this OCP.

■ General Policies & Actions

1. **Context-sensitive regulation:** Consider the local, rural and remote context of properties in the OCP Area when formulating regulations
2. **Enforcement:** Communicate the process for individuals to report violators and enforce bylaws in an even-handed manner to ensure consistency and fairness.
3. **Communication:** Promote improved community relations by establishing better communication protocols such as enhancing the website for keeping in contact with residents. Notify residents of new regulations and policies that might affect them.
4. **Residents’ associations:** Encourage local residents to form community-based residents’ associations that collaborate with Metro Vancouver staff and the Electoral Area A Director.
5. **Multi-agency coordination:** Work closely with other governments and agencies on matters such as land use, servicing, and transportation for the betterment of the overall area. Maintain and improve existing relationships with other governments and agencies.
6. **First Nations:** Work collaboratively with First Nation partners on the broader management of the OCP Area lands and activities to ensure a coordinated vision for the area. The Indian River

Watershed Integrated Stewardship Plan, the Burrard Inlet Action Plan, and the Say Nuth Khaw Yum/Indian Arm Provincial Park Management Plan offer opportunities for collaboration with the Tsleil-Waututh Nation.

- **Northern Wilderness**

7. **Coordination:** Coordinate management of the northern ‘wilderness’ area with First Nations, provincial and federal agencies.

- **Howe Sound**

8. **Local governance:** Should restructuring of governance or services for the Howe Sound communities be considered in the future (such as amalgamating with neighbouring municipalities or sharing services), it should be accompanied by a review of access, sustainable service delivery, and impacts on *Metro 2040*.
9. **Community forum:** Continue participation in the Howe Sound Community Forum

- **Indian Arm**

10. **Local governance:** Restructuring of governance for Carraholly Point and Boulder Island (i.e. amalgamating with neighbouring municipalities), should be accompanied by a review of access, sustainable service delivery, and impacts on *Metro 2040*.
11. **Building bylaw:** Update the *Building Administration Bylaw* to include building inspection services for Carraholly Point and Boulder Island.

- **Pitt Lake**

12. **Widgeon Marsh:** Work with the Province, landowners, and other partner agencies to continue the protection, and long-term management of Widgeon Marsh.

- **Barnston Island**

13. **Event consultation:** Ensure adequate community consultation for tourism-related events that draw visitors to the Island.

6.0 IMPLEMENTATION

6.1 INTRODUCTION

An OCP should not be viewed as a static document. While the overall vision is expected to remain valid for the near future, Metro Vancouver will be faced occasionally with unanticipated changes and circumstances, and new ideas might emerge. However, when changes are contemplated they should be considered in a thoughtful manner that includes community consultation.

6.2 ACTIONS

The OCP sets out general guidance and several key action items. While not intended to be comprehensive, a set of key action items for Metro Vancouver are identified below:

1. Update the *Zoning Bylaw* to ensure consistency with the OCP. Some of the more significant changes include:
 - a) Aligning the zoning with the land use designations outlined in the OCP. This includes, but is not limited to adding a water zone (Section 4.0).
 - b) Reviewing the allowable uses to be consistent with the envisioned uses in the OCP. This includes, but is not limited to refining the Natural Resource uses to discourage forestry and mineral use in Howe Sound (Policy 5.2.12).
 - c) Identifying properties within the flight path on Barnston Island (Policy 5.2.46)
 - d) Stipulating allowances for secondary dwelling units / accessory sleeping quarters (Policies 5.2.13, 5.2.12, 5.2.23, 5.2.24, 5.2.33, 5.2.34 and 5.2.45)
 - e) Limiting building sizes / floor area ratio for Pitt Lake and Indian Arm to discourage large footprints not consistent with the cottage residential character (Policies 5.2.24 and 5.2.34)
2. Update the *Building Administration Bylaw* to include building inspection services for Carraholly Point and Boulder Island (Policy 5.6.11).
3. Review and update the *Emergency Management Plan*, including coordination, increasing awareness, and communication strategies, to address emergency response concerns for Indian Arm, Pitt Lake and Barnston Island (Policies 5.4.14, 5.4.17 and 5.4.19).
4. Establish a flood construction level for Barnston Island (Policy 5.4.23).
5. Work with the Agricultural Land Commission, the Ministry of Agriculture, and other agencies to complete a comprehensive study on how to improve the viability and potential of agriculture on Barnston Island (Policy 5.2.3).
6. Support residents' efforts for self-improvement in fire protection (Policy 5.4.3 and 5.4.9).
7. Explore, with the Province and other agencies, opportunities to acquire park land (Policies 5.1.7 and 5.2.2).
8. Improve the website as a key communication platform with residents and owners (Policy 5.6.3).

9. Encourage residents to form Residents' Associations (Policy 5.6.4).

6.3 MONITORING & AMENDMENT

While the core themes of this OCP are community-based and are expected to have enduring applicability to these areas of Electoral Area A, changes and unforeseen circumstances may necessitate modifications to either the policies or map schedules. This requires following not only the procedures of the *Local Government Act*, but also the spirit of Metro Vancouver's commitment to community consultation in planning. Metro Vancouver must consider a professional level analysis of the desirability and impact of any proposed amendment. This analysis should include a statement on the relationship to other OCP policies and consistency with the *Metro 2040*. Community impacts must be considered.

Metro Vancouver will monitor the OCP to ensure that its policies and designations stay relevant. The OCP should be subject to a comprehensive review every 5 years.

SUMMARY OF THE OCP PLANNING PROCESS

As part of the consultative process to develop this OCP, Metro Vancouver staff, with support from Stantec Consulting Ltd., engaged residents and stakeholders in the OCP Area through three rounds of community consultation meetings. At each round, separate meetings were held for each of the following areas to consider community-specific issues: Howe Sound communities (includes Ocean Point, Strachan Point and Montizambert Wynd); Indian Arm (includes Boulder Island and Carraholly Point) and Pitt Lake (west); and Barnston Island. Notification for these meetings was sent by mail and email to all residents and owners of these areas who are on Metro Vancouver's mailing lists.

The first round on consultation was completed in June 2016, with the objectives to introduce community members to the OCP process and to solicit resident feedback on the key issues facing each community. In total, 76 community members were reached through this round of meetings, with 8 additional members reached through phone and email dialogues initiated by residents who were unable to attend the meetings.












The second round of consultation was completed in July 2016, with the objectives to review the draft vision for each sub-area, to build on the community input provided through the first consultation round, and to steer the policy directions under the six identified core themes outlined in this OCP. In total, 59 community members were reached through this round of meetings, with 6 additional members reached through phone and email dialogues who wished to provide additional input.

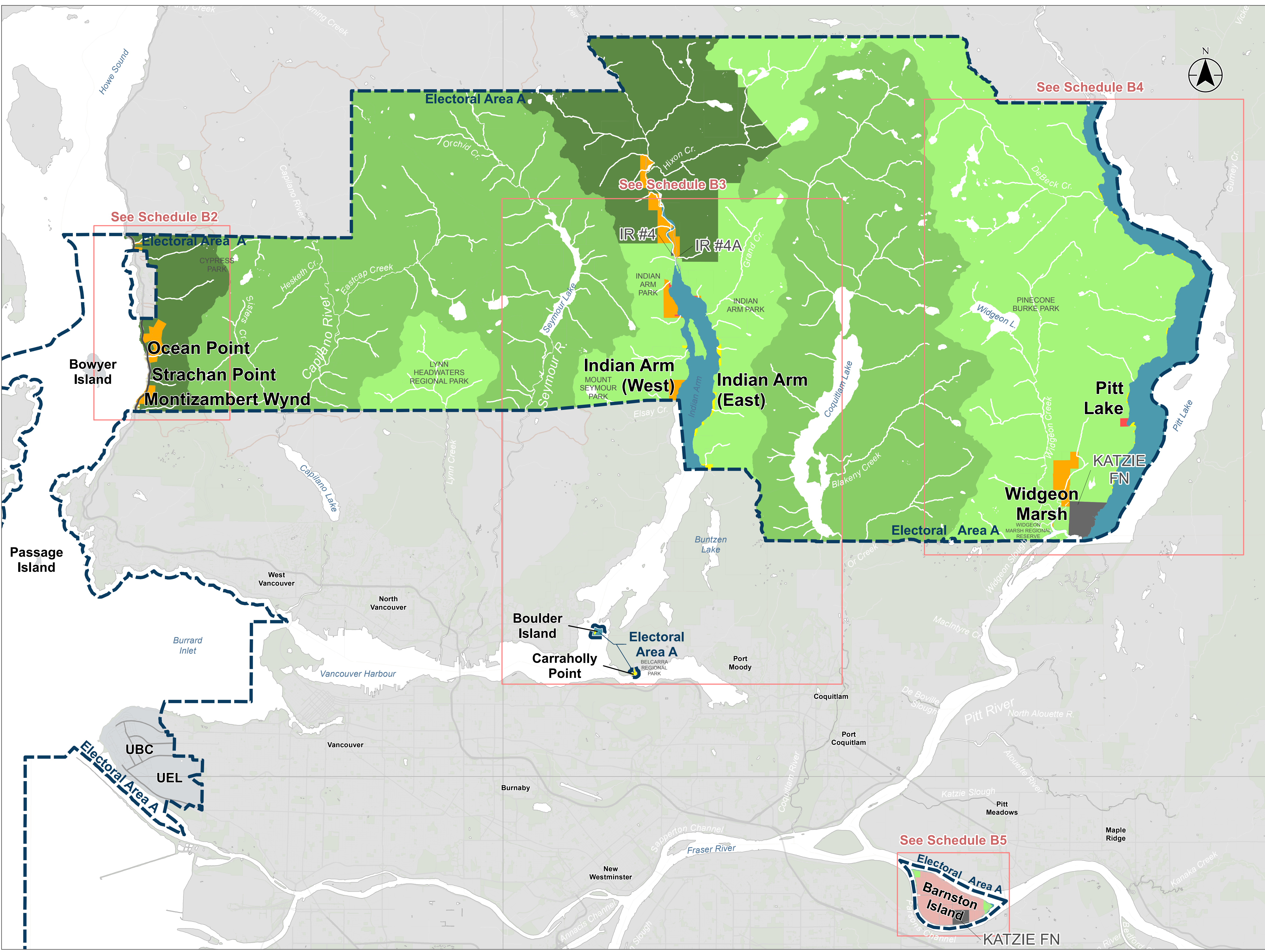
The third round of consultation was held in November 2016, with the objective to allow community members to provide comment on the draft OCP that was built upon previous community input. In total, 65 community members were reached through these meetings, with 6 additional members reached through phone and email dialogues.

In early June 2016, residents of the OCP Area were sent postcards and emails through the Electoral Area email list to notify them that the draft containing highlighted revisions made following the November 2016 round of consultation was made available for review on the Metro Vancouver website. Comments were received from five residents.

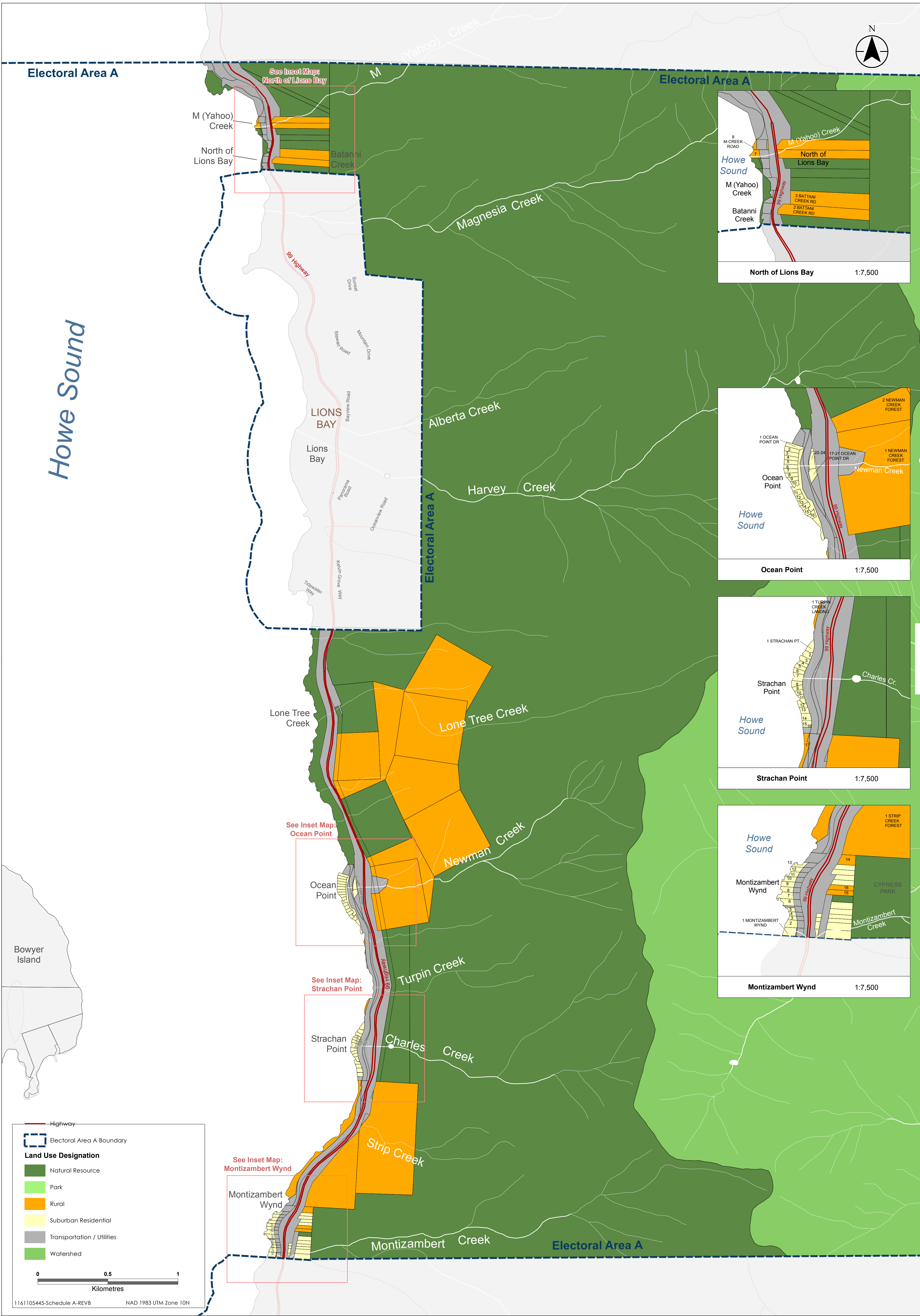
In late 2017, Indian Arm and Pitt Lake residents were asked to provide additional feedback on the subject of short-term rentals. 17 responses were received and were used to inform policies related to the rentals in these communities.

Schedule B1: Land Use Designations for Northern Wilderness

-  Electoral Area A
- Land Use Designation**
-  Agriculture
-  Commercial Recreation
-  Cottage Residential
-  Natural Resource
-  Park
-  Rural
-  Suburban Residential
-  Transportation / Utilities
-  Watershed
-  Water
-  Indian Reserve



ELECTORAL AREA A - OFFICIAL COMMUNITY PLAN
Sources: metrovancouver, CanVec, GeoBC



Electoral Area A

Electoral Area A

Electoral Area A

Electoral Area A

Howe Sound

Bowyer Island

Highway

Electoral Area A Boundary

Land Use Designation

- Natural Resource
- Park
- Rural
- Suburban Residential
- Transportation / Utilities
- Watershed

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See Inset Map: North of Lions Bay

M (Yahoo) Creek

North of Lions Bay

Battani Creek

Magnesia Creek

North of Lions Bay 1:7,500

8 M-CREEK ROAD

7

Howe Sound

M (Yahoo) Creek

North of Lions Bay

3 BATTANI CREEK RD

2 BATTANI CREEK RD

Battani Creek

Ocean Point 1:7,500

1 OCEAN POINT DR

22-24

17-21 OCEAN POINT DR

Ocean Point

2 NEWMAN CREEK FOREST

1 NEWMAN CREEK FOREST

Newman Creek

Strachan Point 1:7,500

1 STRACHAN PT

1 TURPIN CREEK LANDINGS

Strachan Point

Charles Cr.

Howe Sound

Montizambert Wynd 1:7,500

1 STRIP CREEK FOREST

13

12

11

10

9

8

7

6

5

4

3

2

1 MONTIZAMBERT WYND

Montizambert Wynd

14

16

15

CYPRESS PARK

Montizambert Creek

Howe Sound

See Inset Map: Ocean Point

Ocean Point

Newman Creek

See Inset Map: Strachan Point

Strachan Point

Charles Creek

Turpin Creek

See Inset Map: Montizambert Wynd

Montizambert Wynd

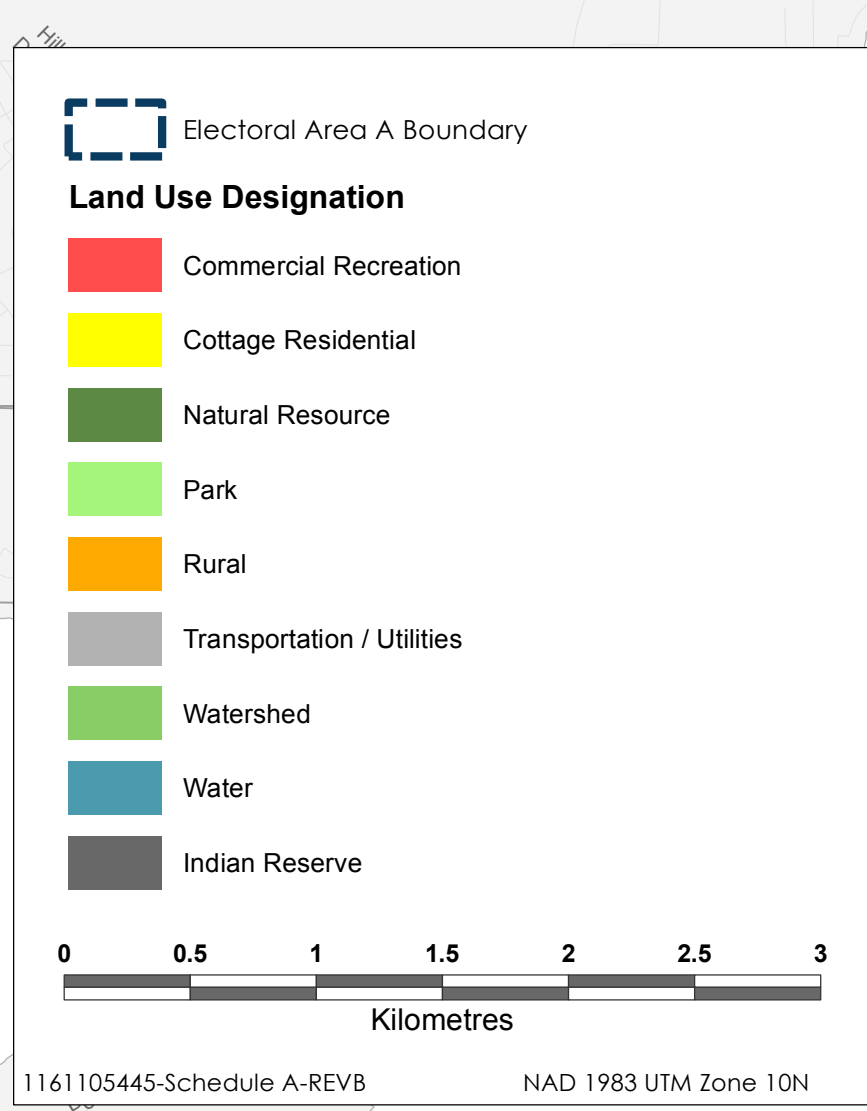
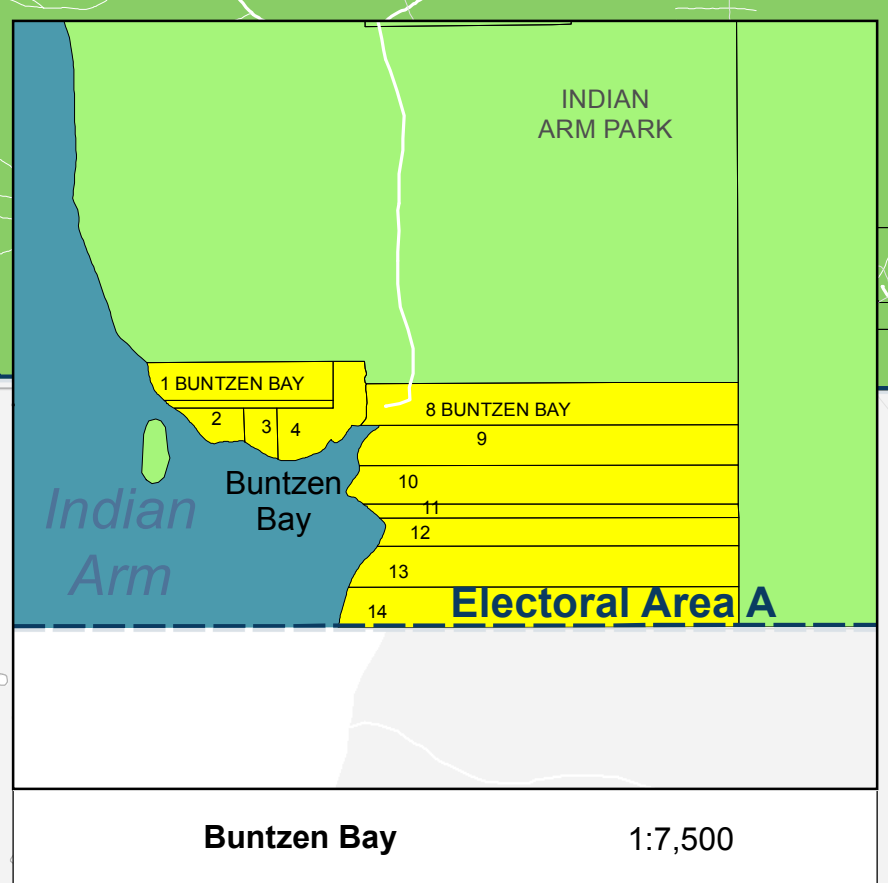
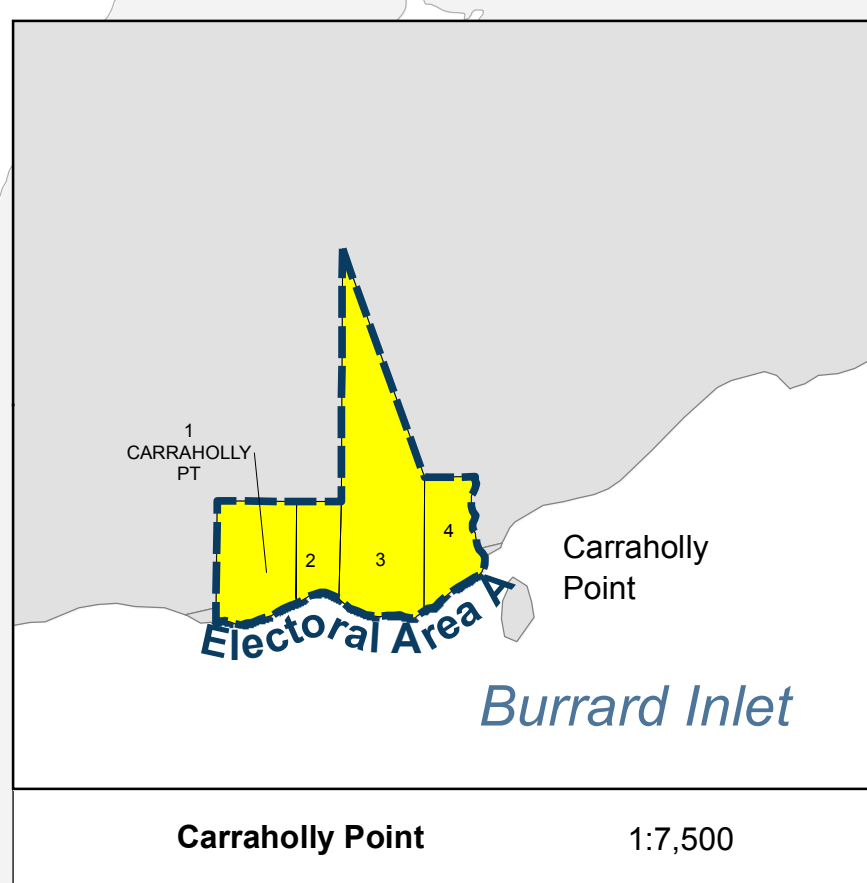
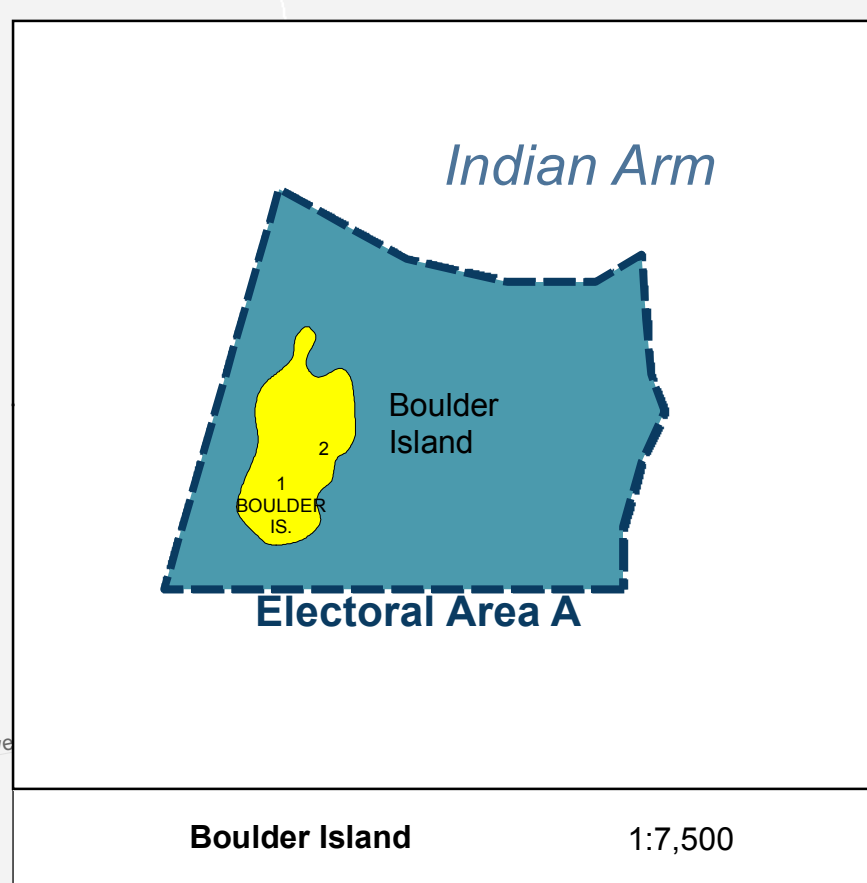
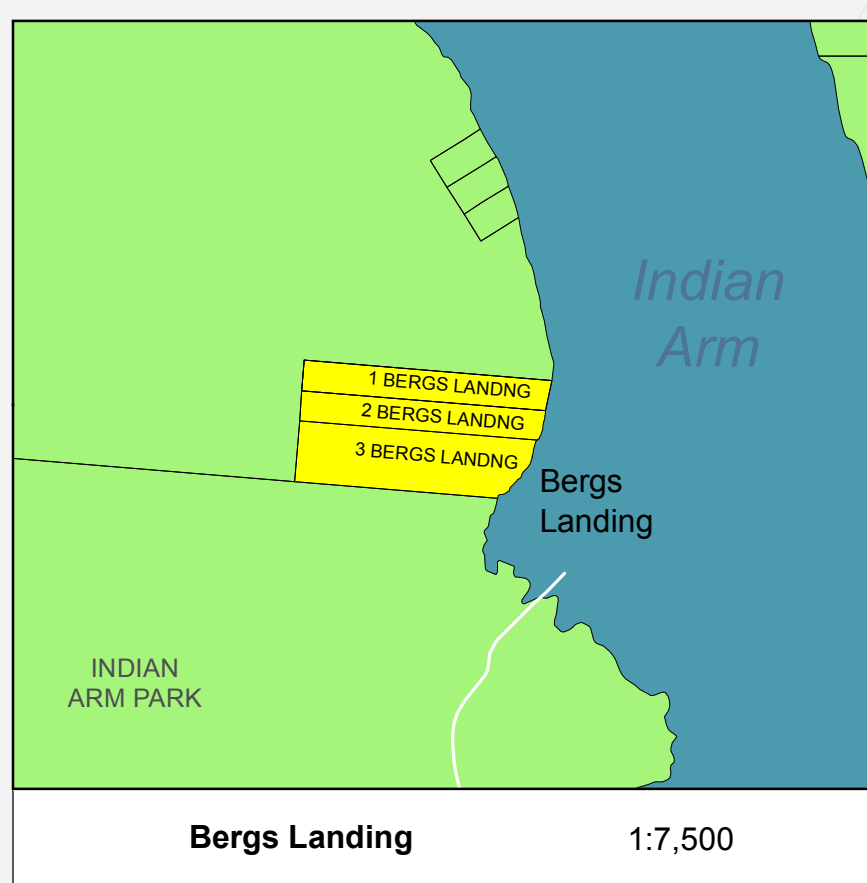
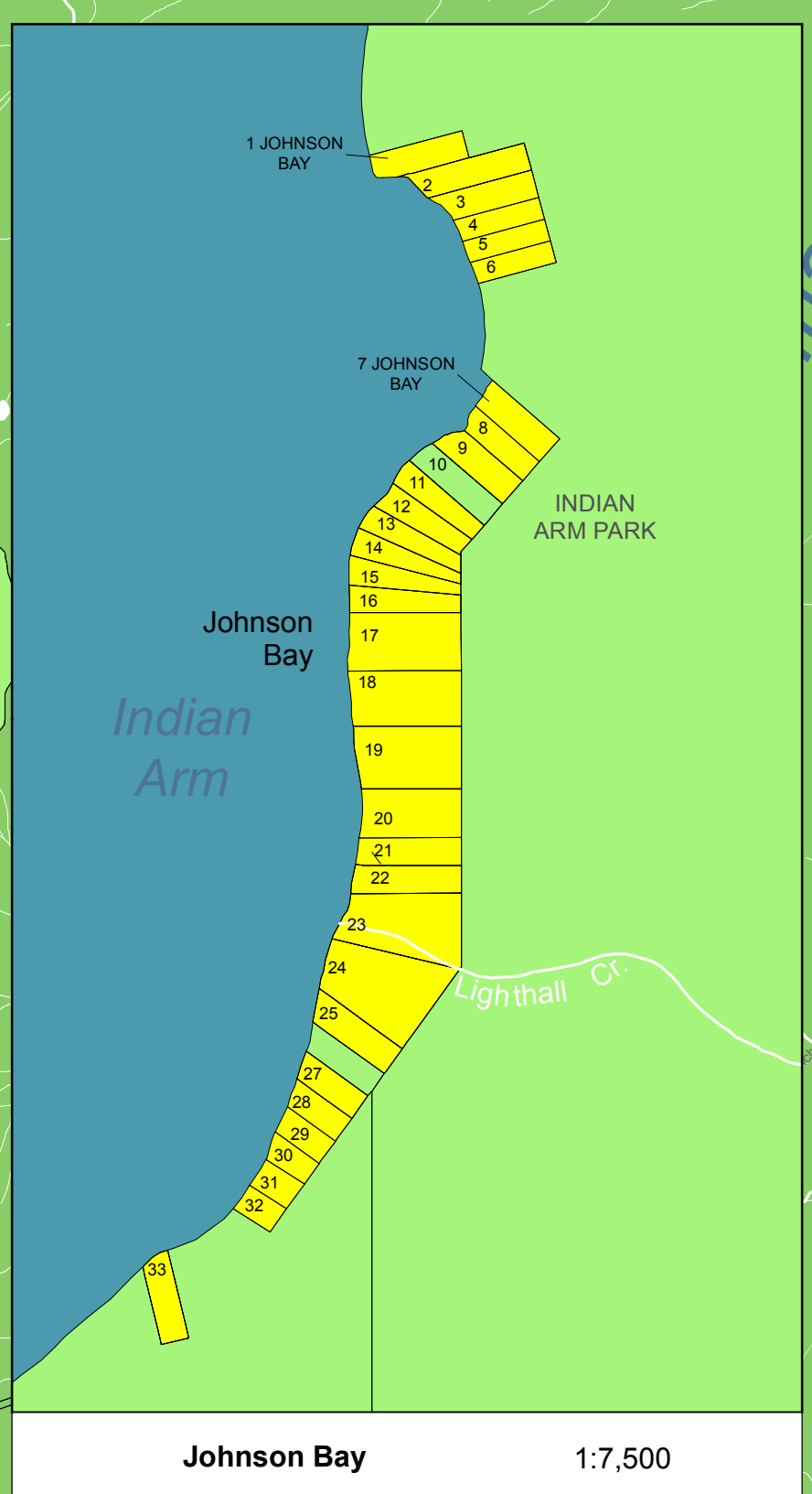
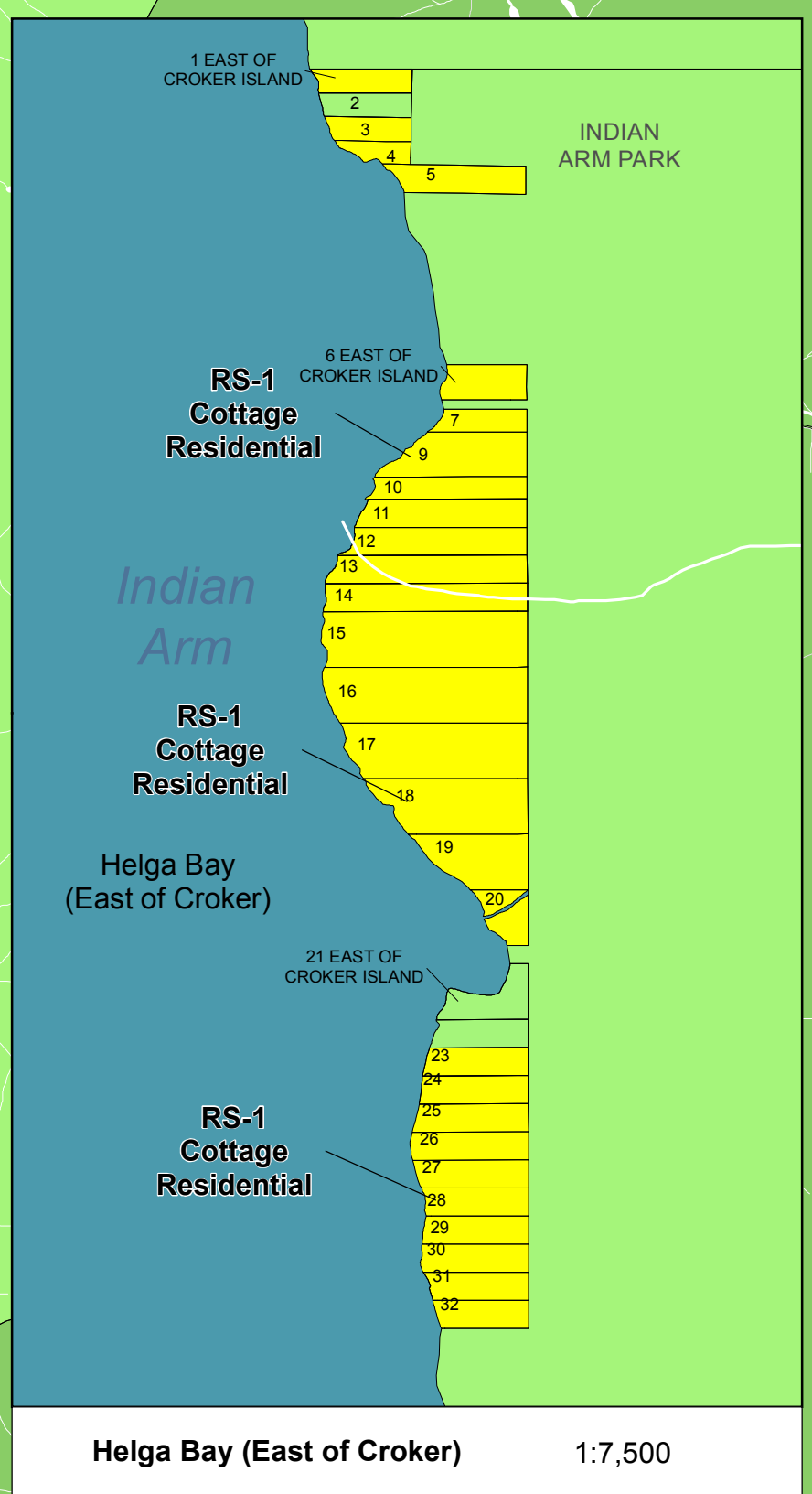
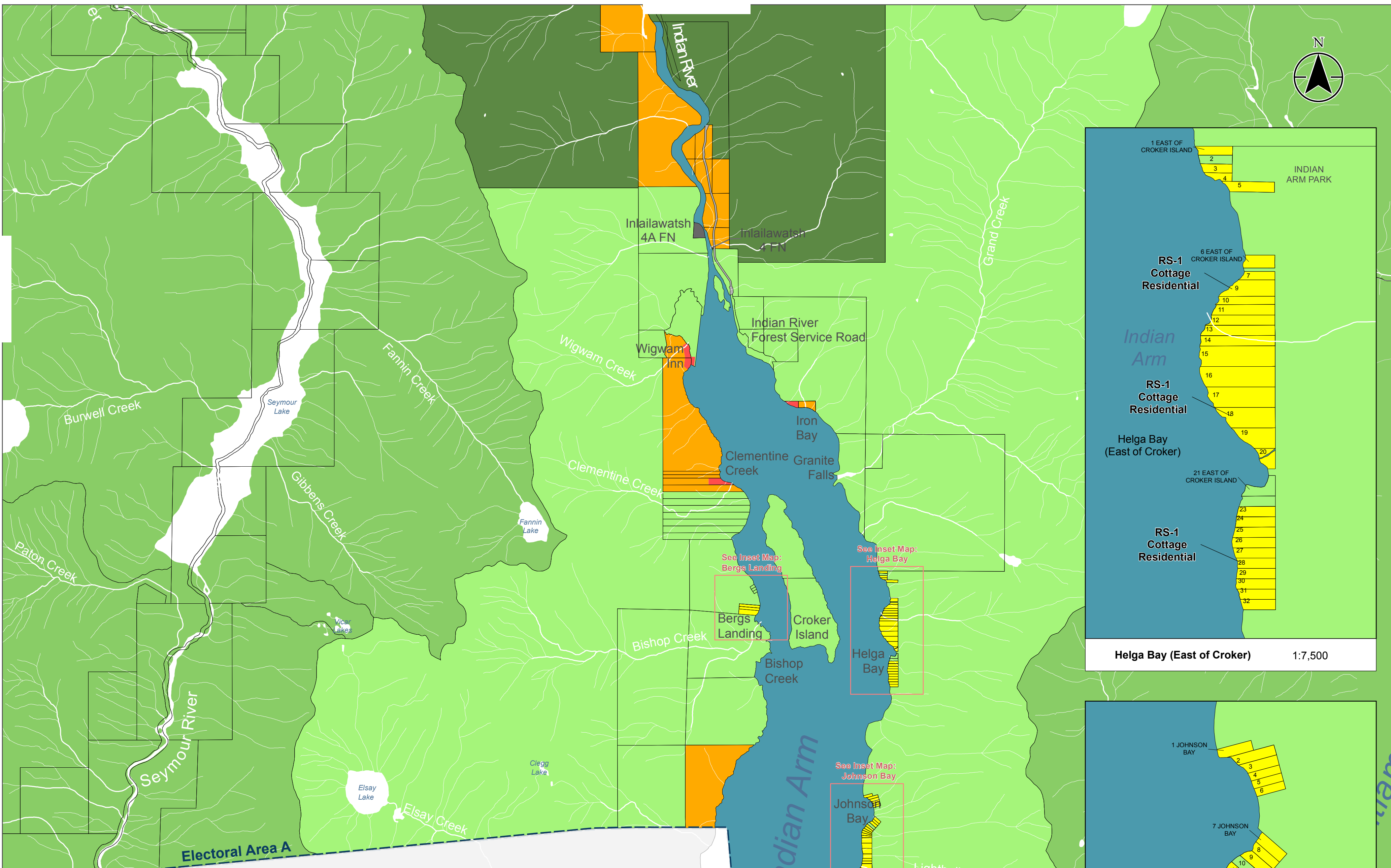
Strip Creek

Montizambert Creek

**Schedule B2:
Land Use Designations for Howe Sound**

**Electoral Area A
Official Community Plan**



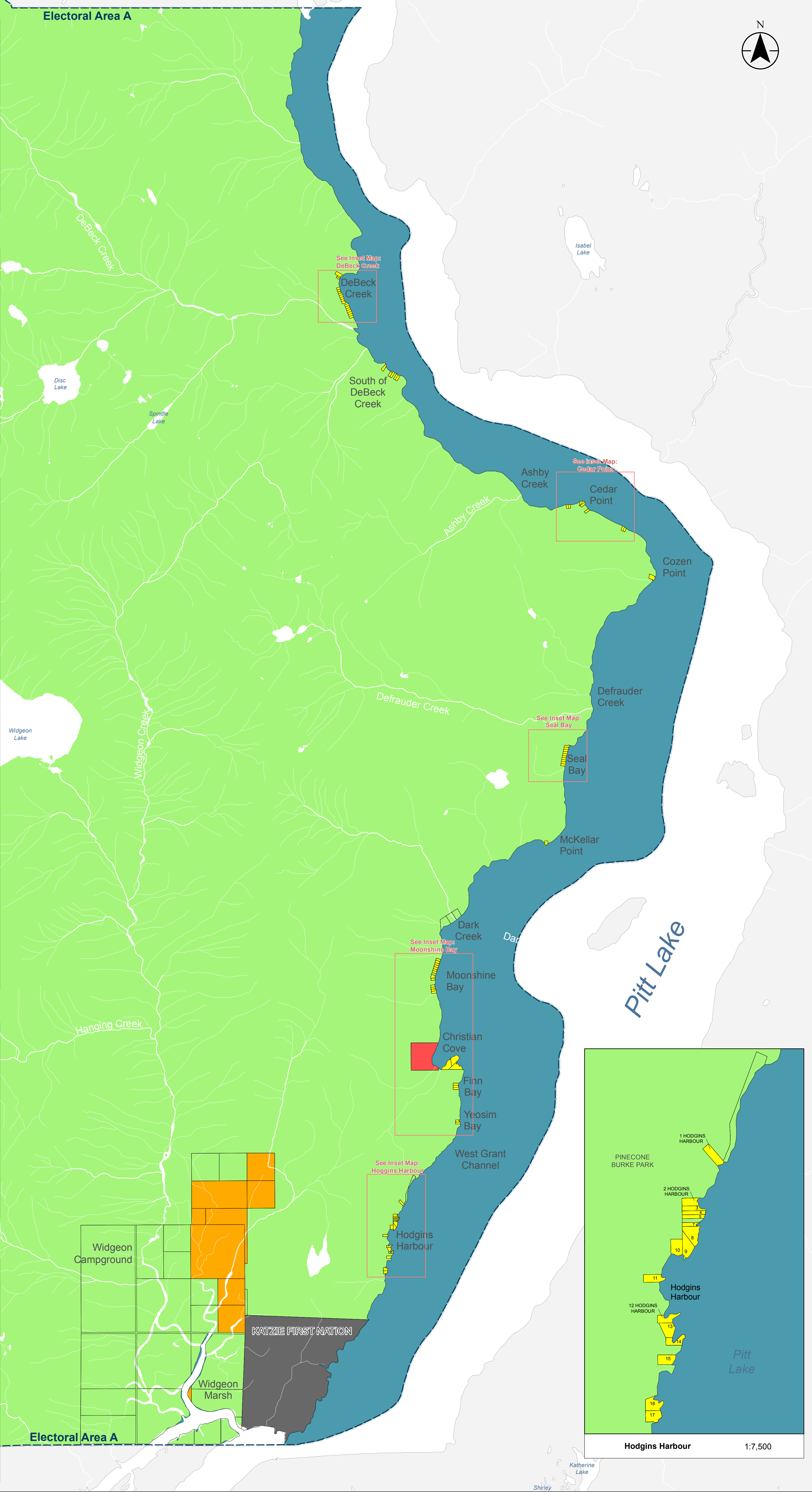
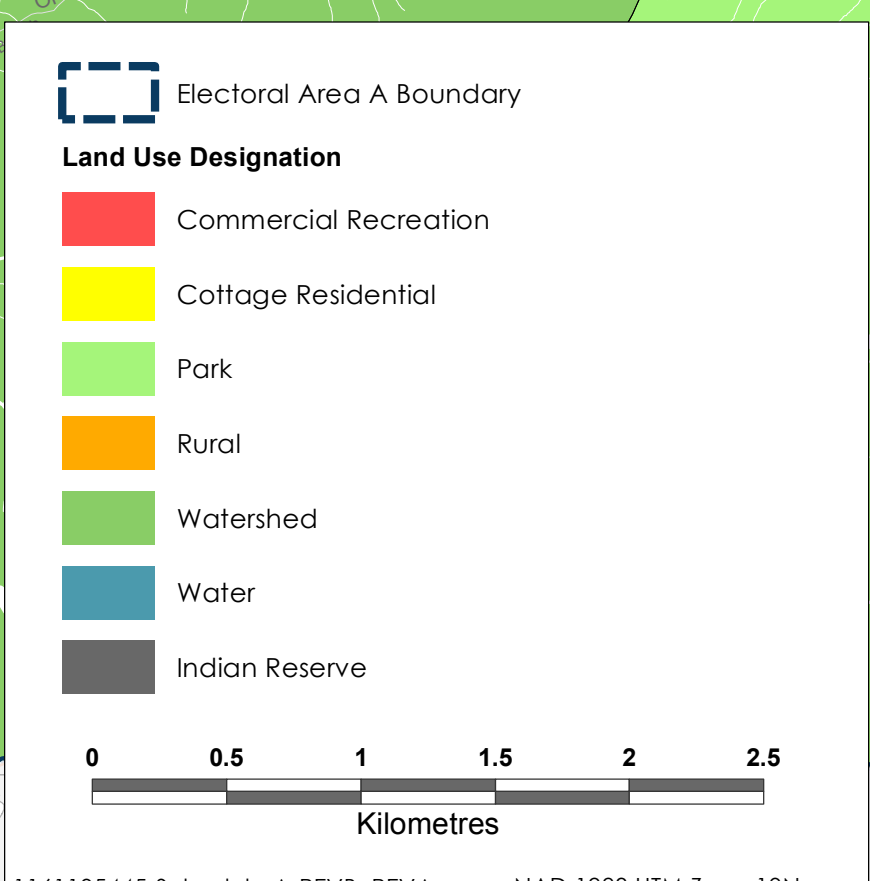
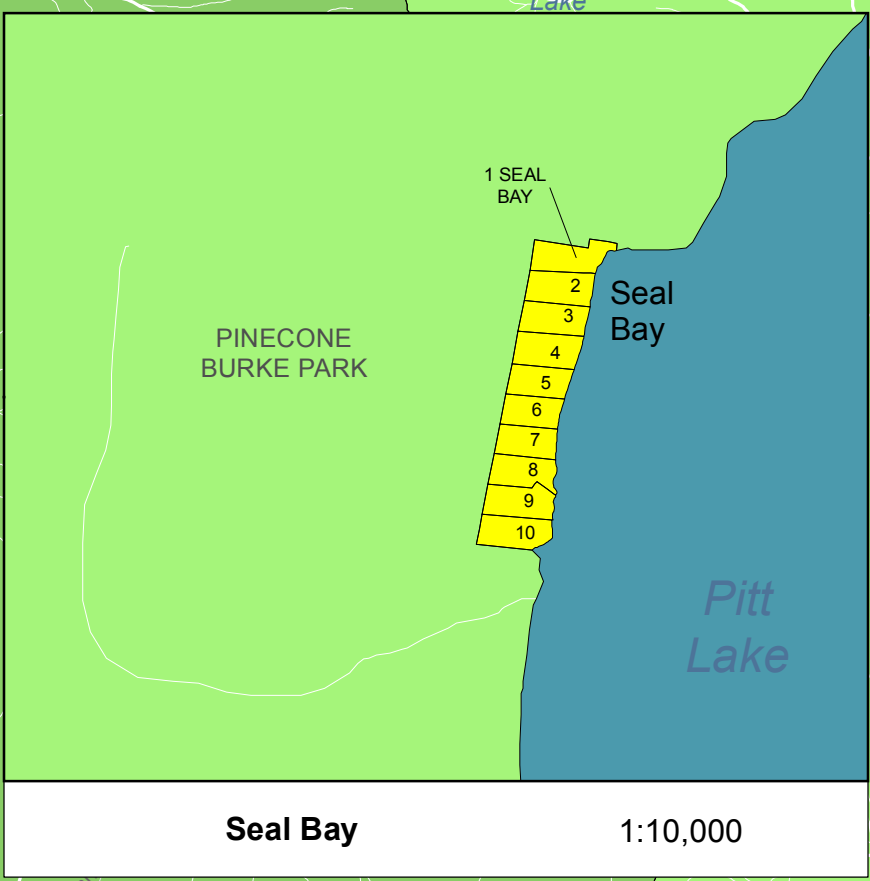
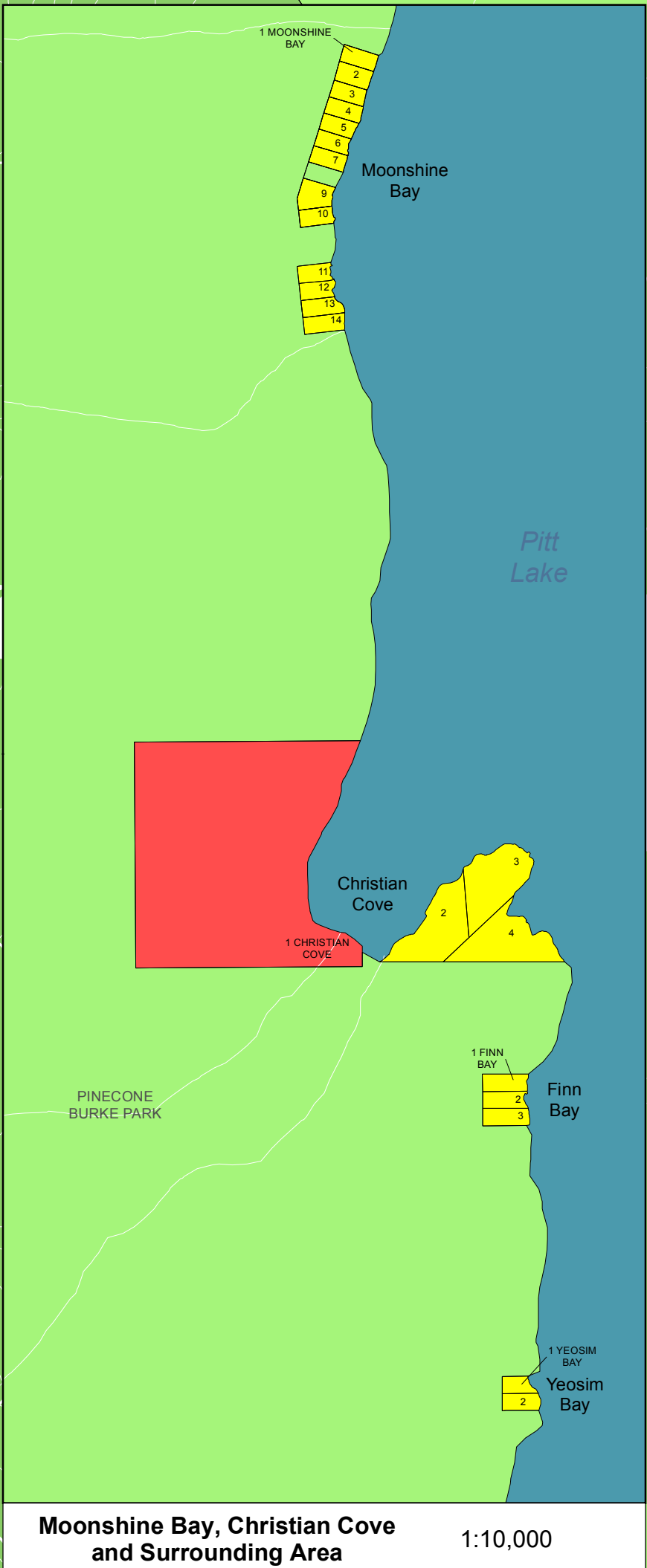
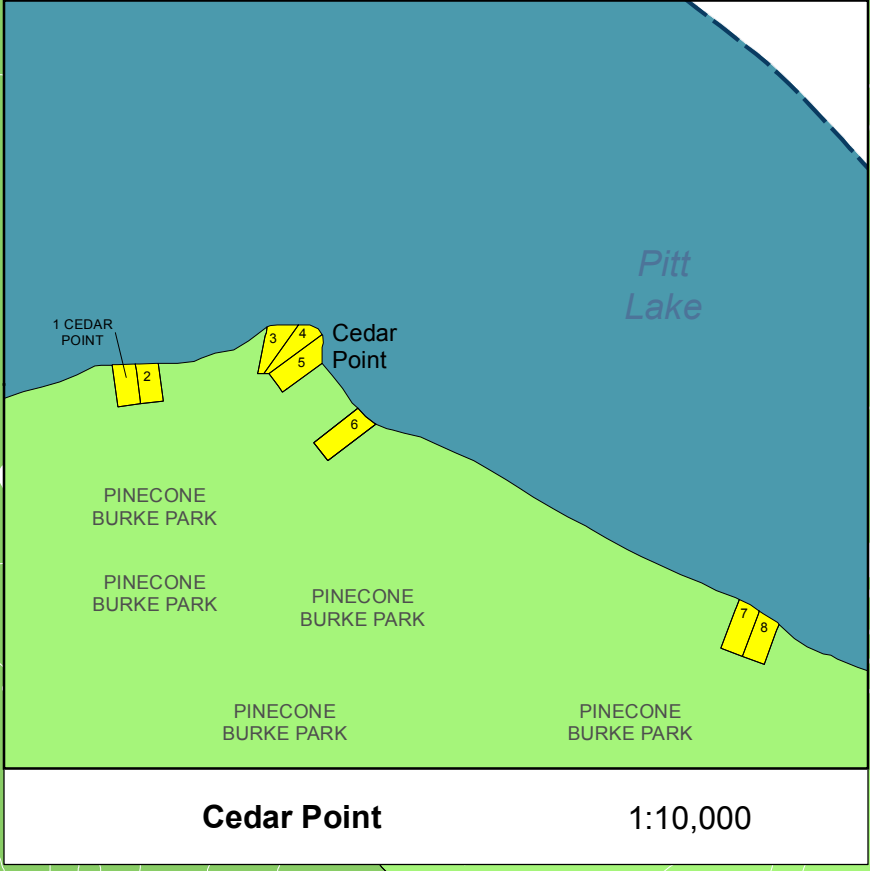
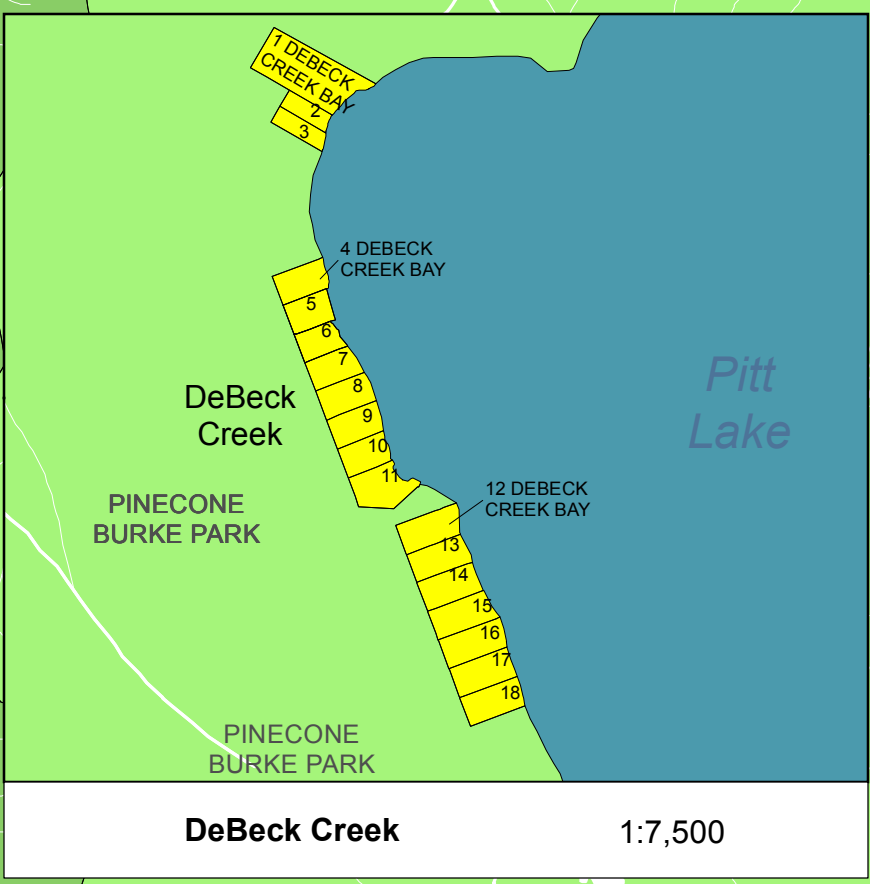


Schedule B3: Land Use Designations for Indian Arm

Electoral Area A Official Community Plan



Electoral Area A



Electoral Area A Boundary

Land Use Designation

- Commercial Recreation
- Cottage Residential
- Park
- Rural
- Watershed
- Water
- Indian Reserve

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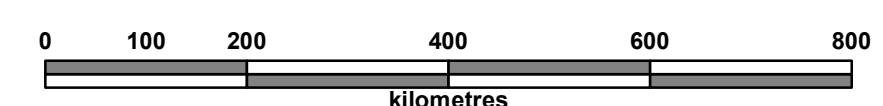
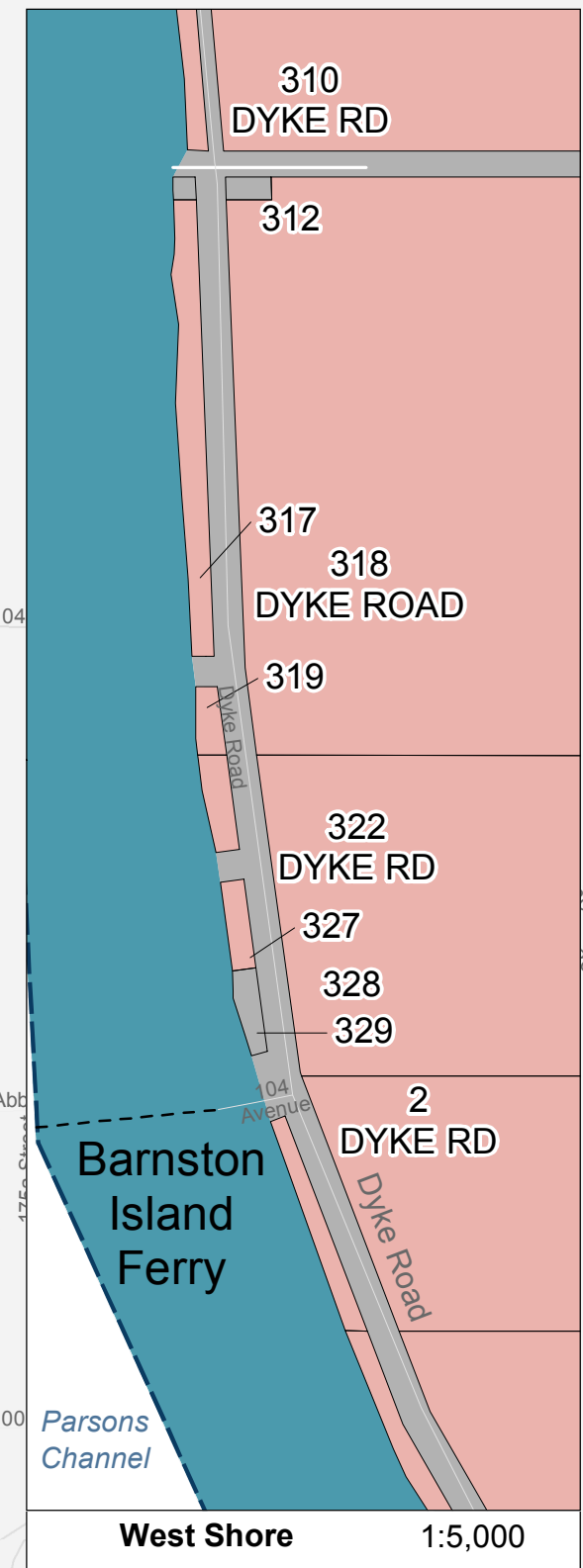
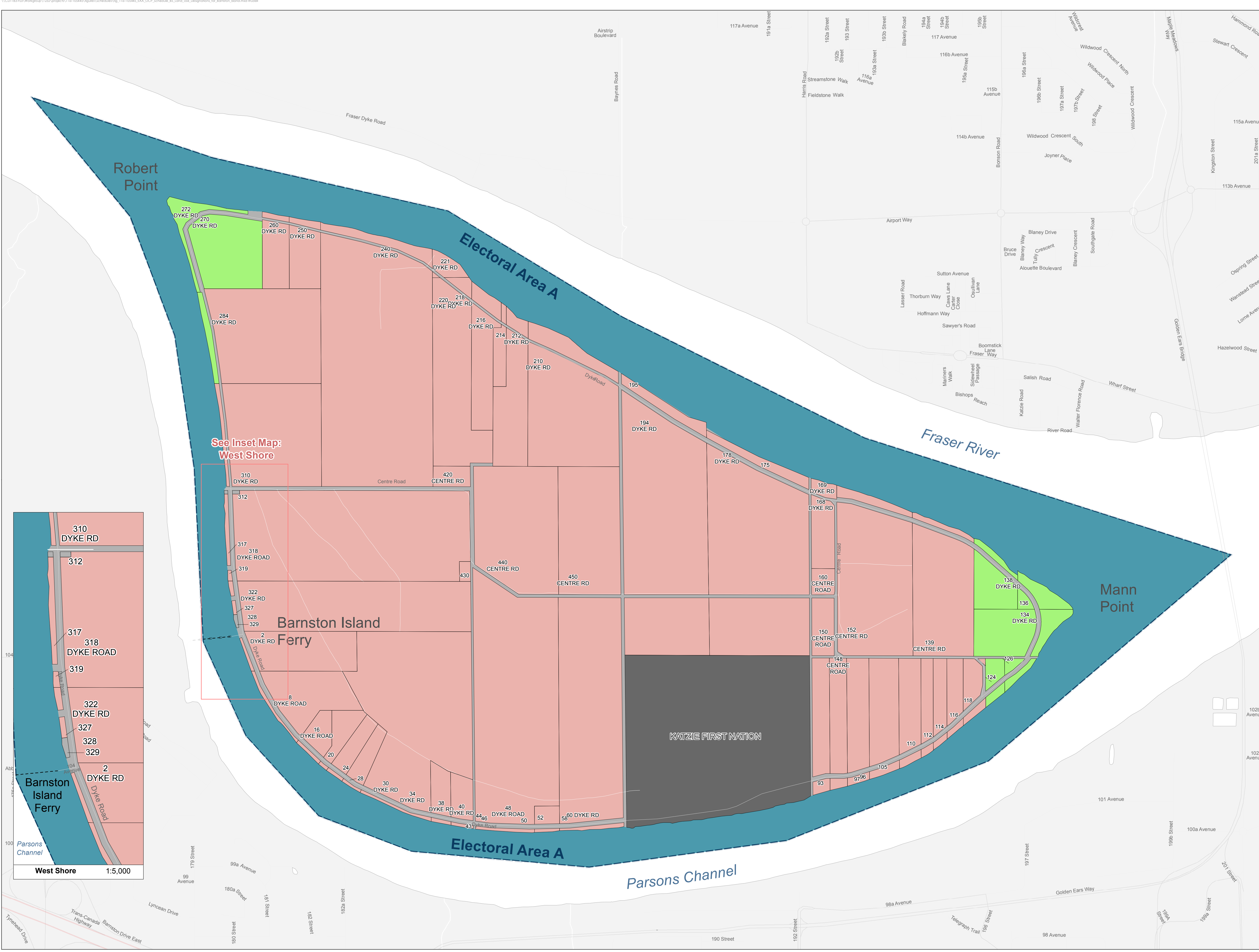
Schedule B4: Land Use Designations for Pitt Lake

Electoral Area A
Official Community Plan



Schedule B5: Land Use Designations for Barnston Island

-  Highway
-  Electoral Area A Boundary
- Land Use Designation**
-  Agriculture
-  Park
-  Transportation / Utilities
-  Water
-  Indian Reserve







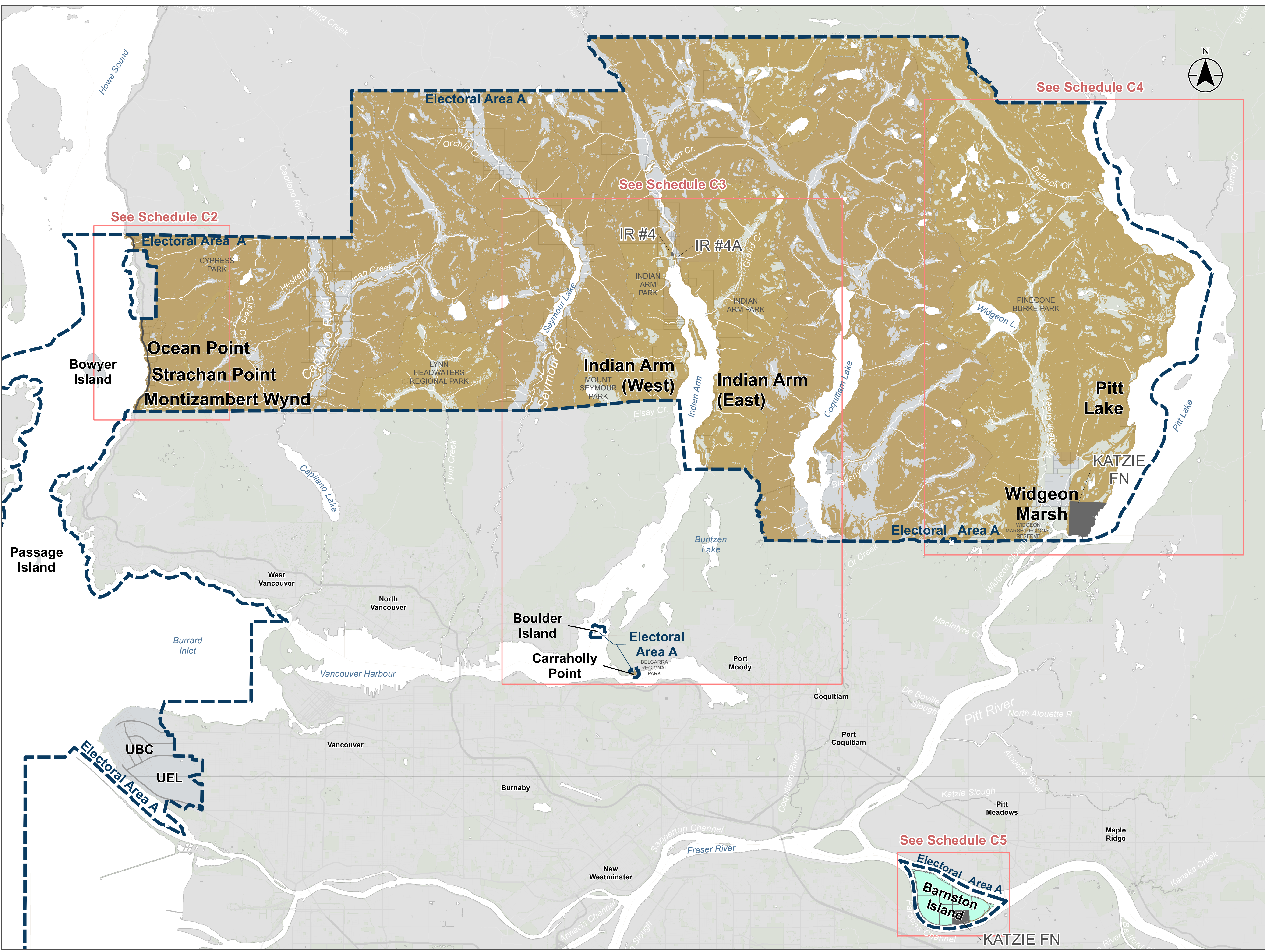
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ELECTORAL AREA A - OFFICIAL COMMUNITY PLAN
Sources: metrovancouver, CanVec, GeoBC

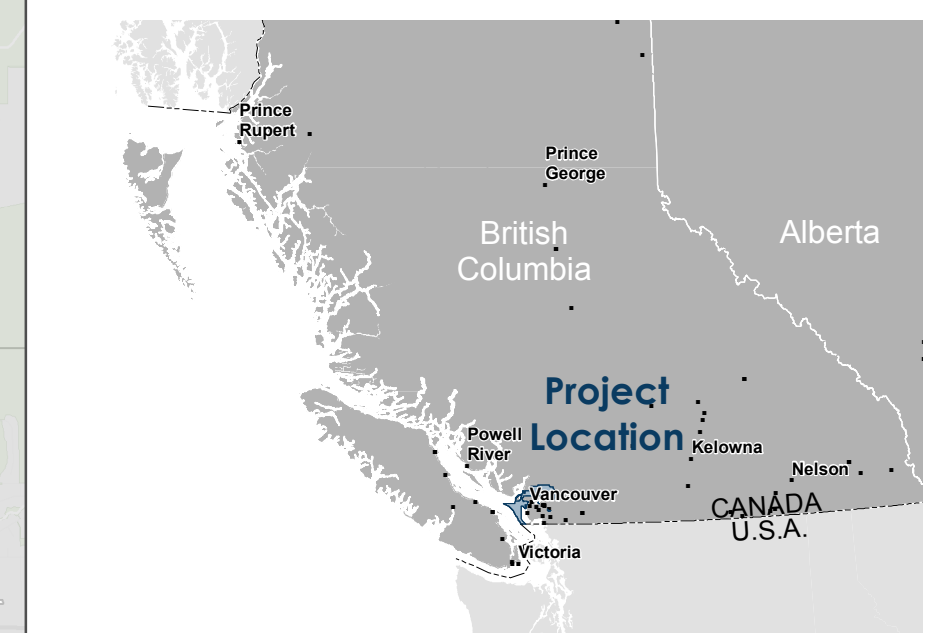


Schedule C1: Hazardous Lands within Northern Wilderness

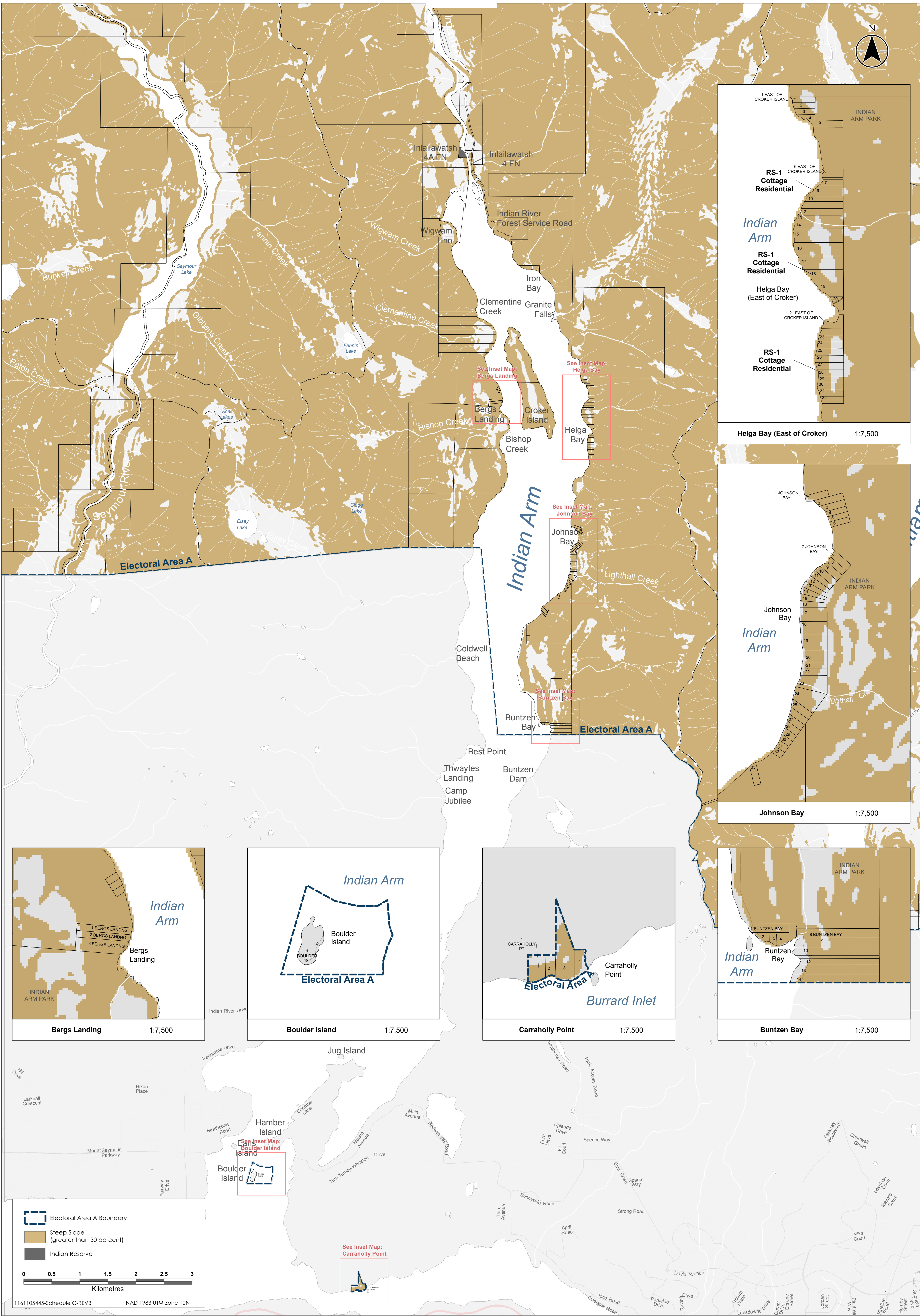
-  Electoral Area A
-  Steep Slope (greater than 30 percent)
-  Flooding
-  Indian Reserve



Note: Steep slopes derived from Slope Analysis using TRIM dataset.



ELECTORAL AREA A - OFFICIAL COMMUNITY PLAN
Sources: metrovancover, CanVec, GeoBC



Note: Steep slopes derived from Slope Analysis using TRIM dataset.

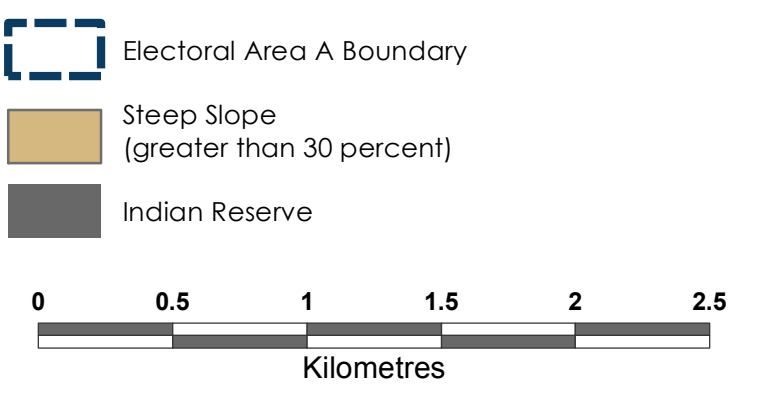
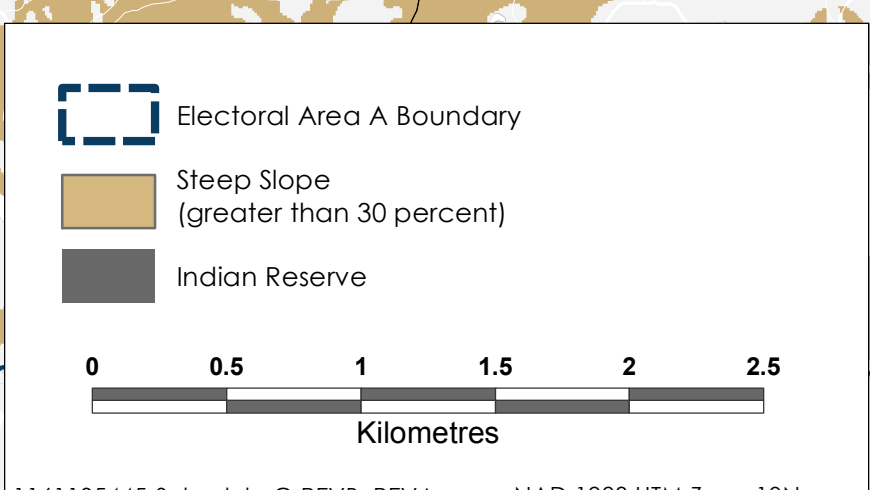
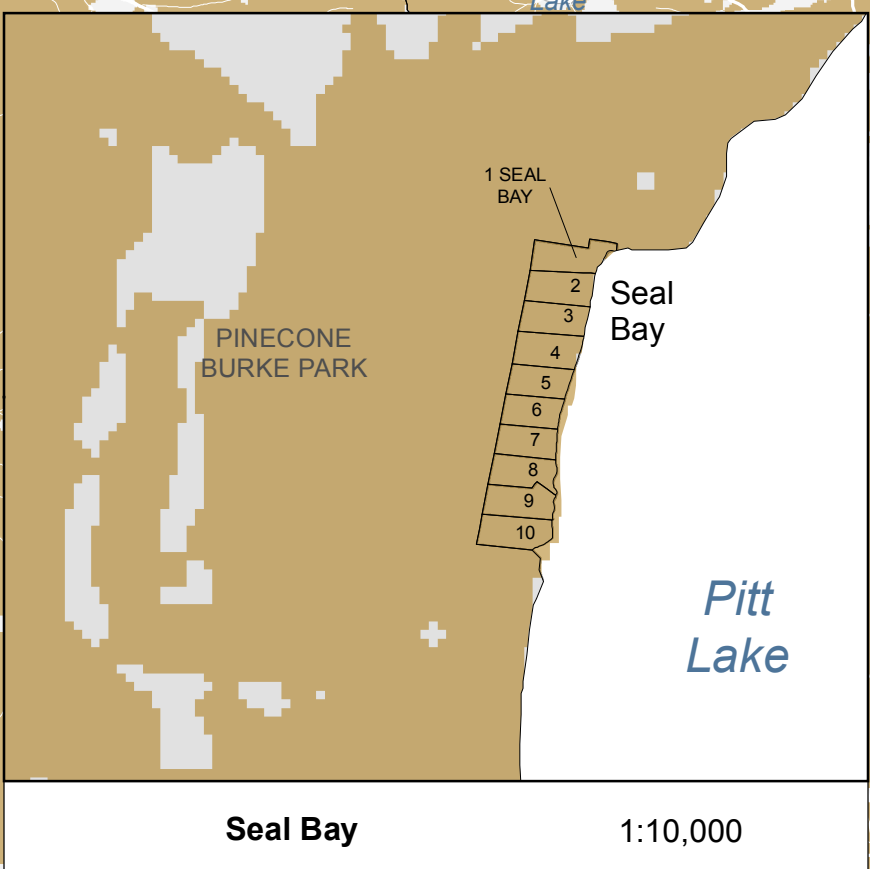
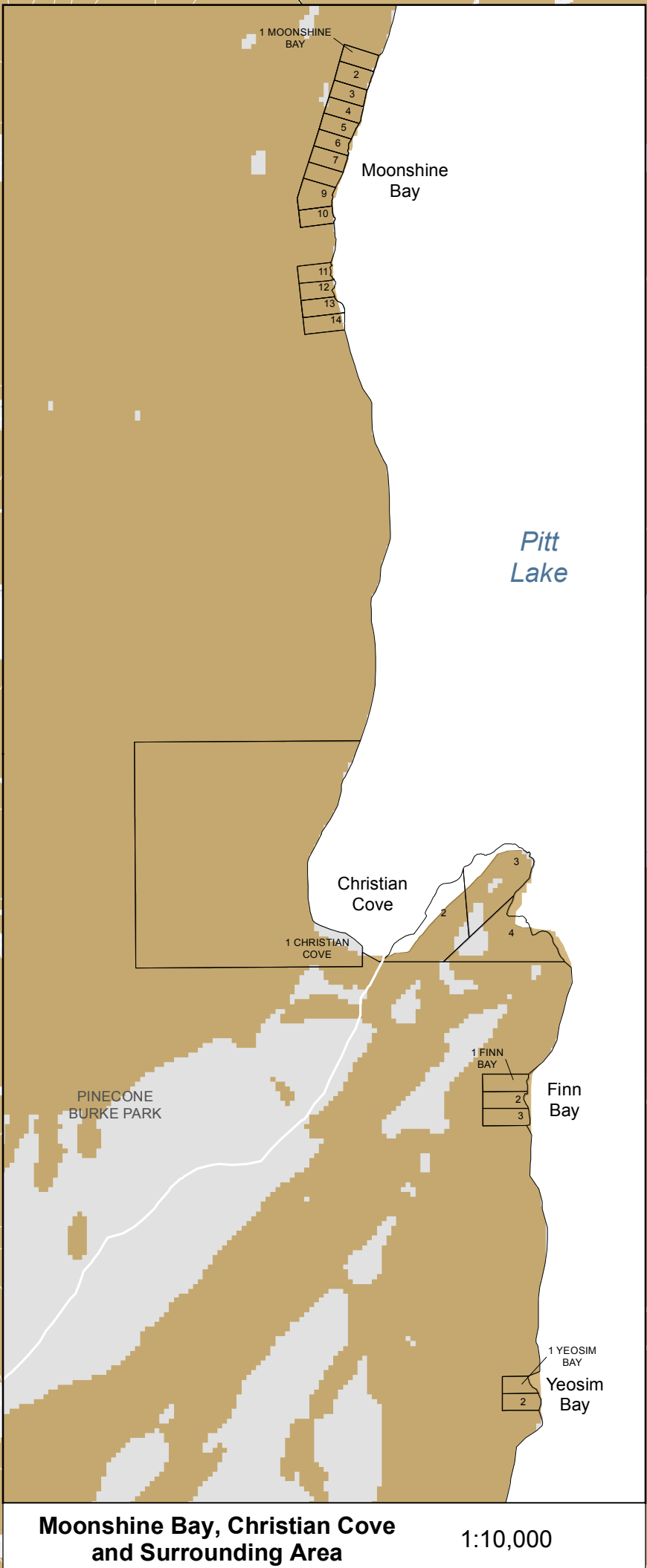
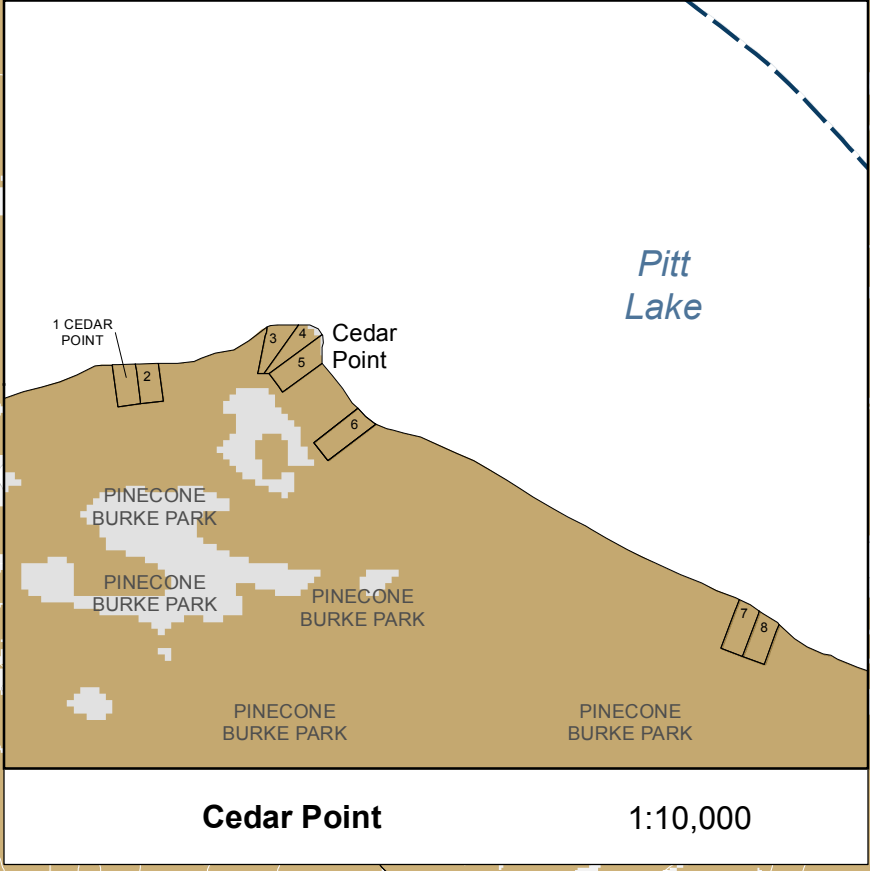
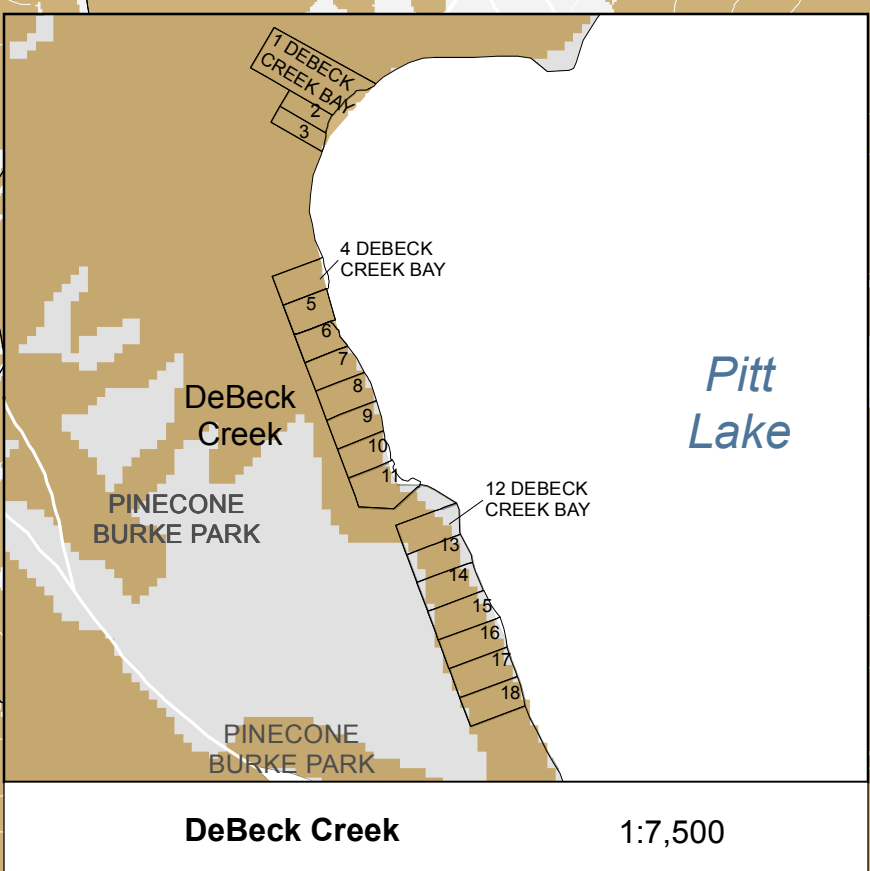
Schedule C3: Hazardous Lands for Indian Arm

Electoral Area A Official Community Plan





Electoral Area A







Note: Steep slopes derived from Slope Analysis using TRIM dataset.

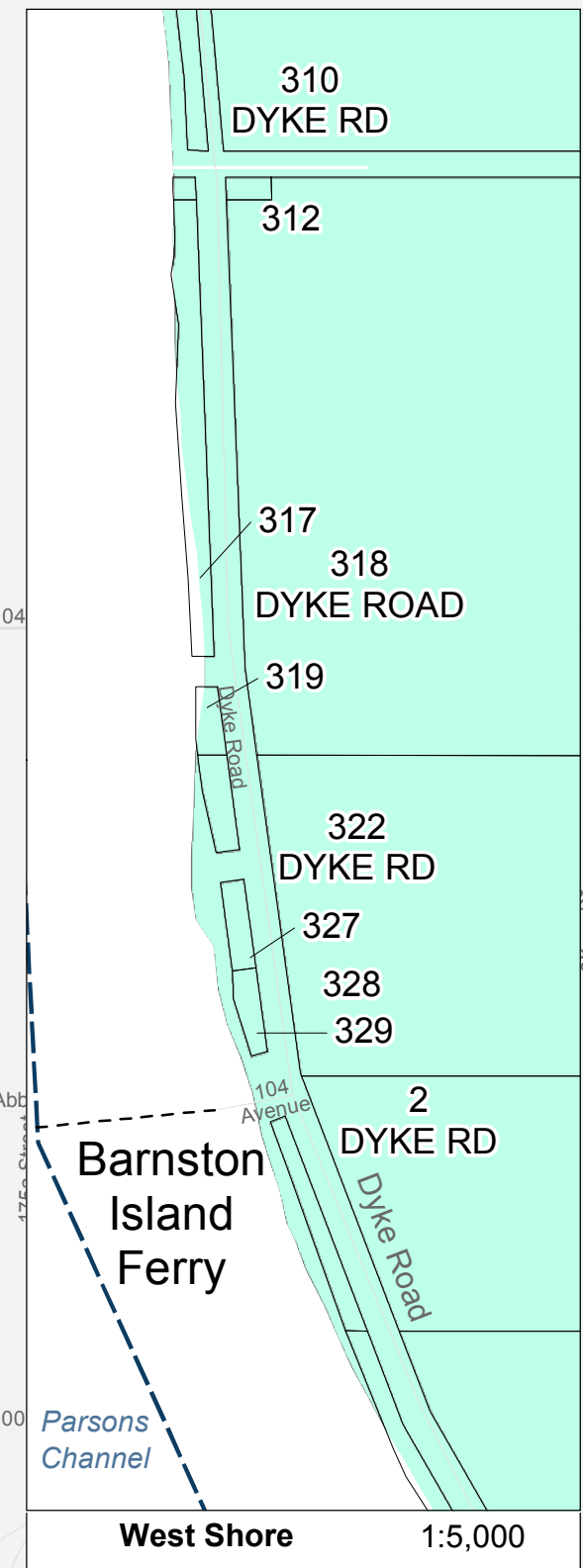
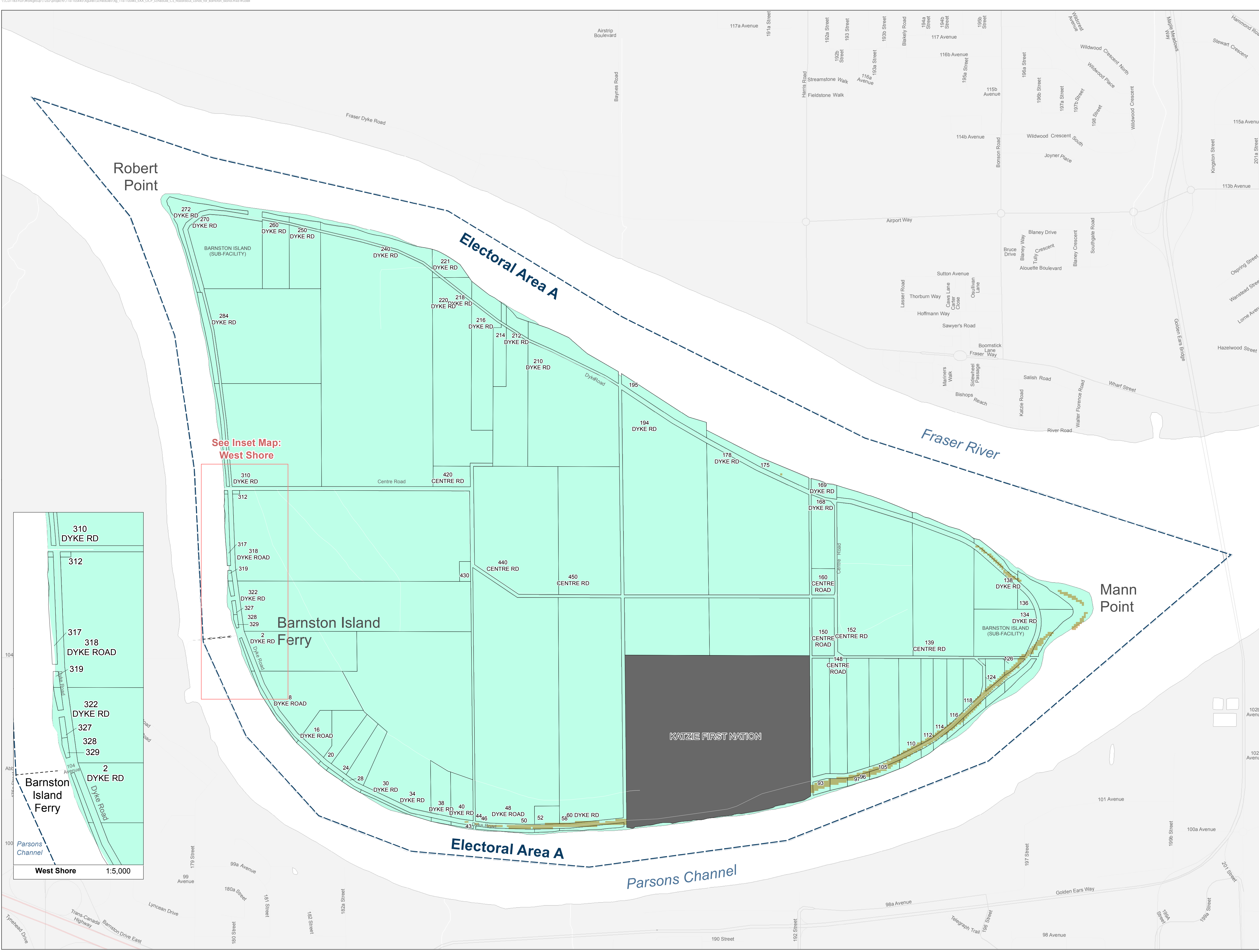
Schedule C4: Hazardous Lands for Pitt Lake

**Electoral Area A
Official Community Plan**

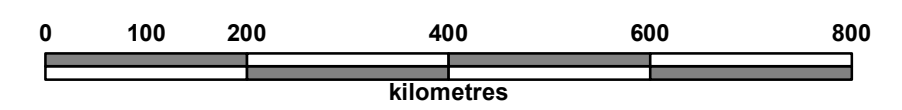


Schedule C5: Hazardous Lands for Barnston Island

-  Highway
-  Electoral Area A Boundary
-  Steep Slope
(greater than 30 percent)
-  Flooding



Note: Steep slopes derived from Slope Analysis using TRIM dataset.

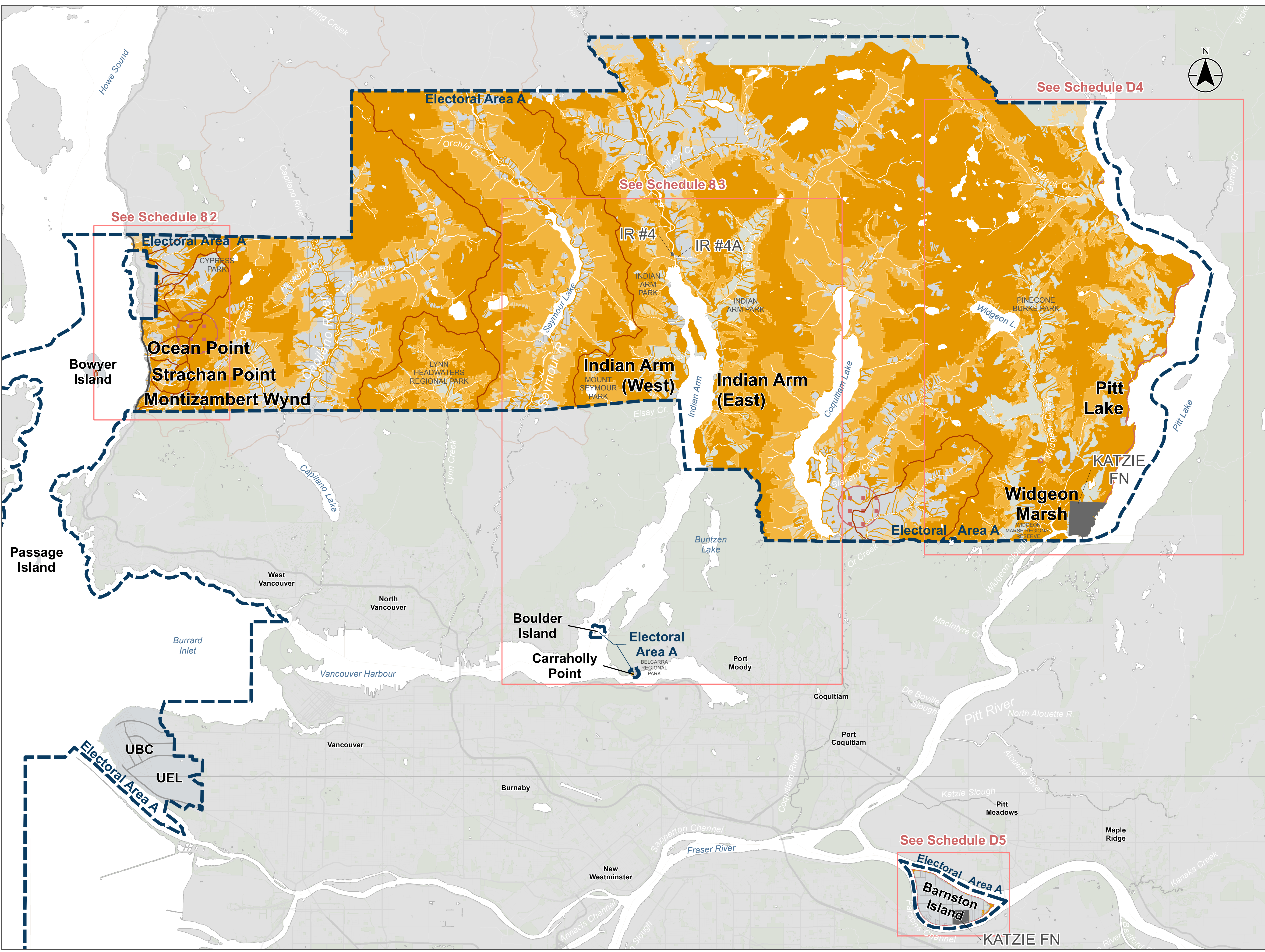


ELECTORAL AREA A - OFFICIAL COMMUNITY PLAN
Sources: metrovancouver, CanVec, GeoBC



Schedule D1: Sensitive Ecosystems for Northern Wilderness

-  Electoral Area A
-  Blue-Listed Species at Risk
-  Red-Listed Species at Risk
-  Marbled Murrelet Habitat
-  Sensitive Ecosystem
-  Community Watershed
-  Indian Reserve



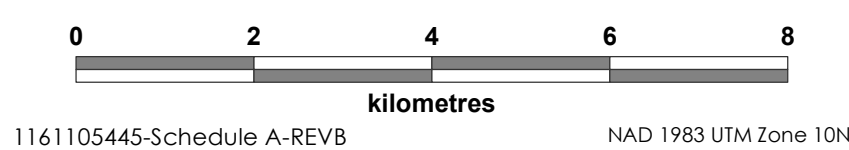
See Schedule D4

See Schedule 83

See Schedule 82

See Schedule D5

Note: Data sources include SEI mapping, Species at Risk, and Marbled Murrelet habitat mapping (Env. Canada).

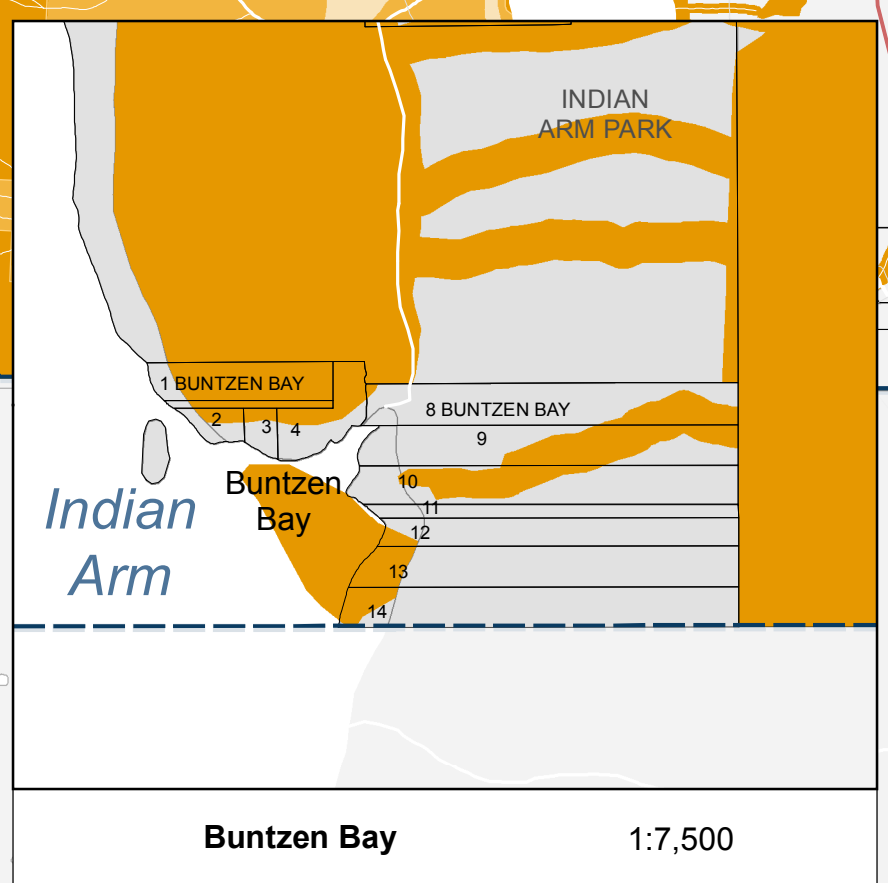
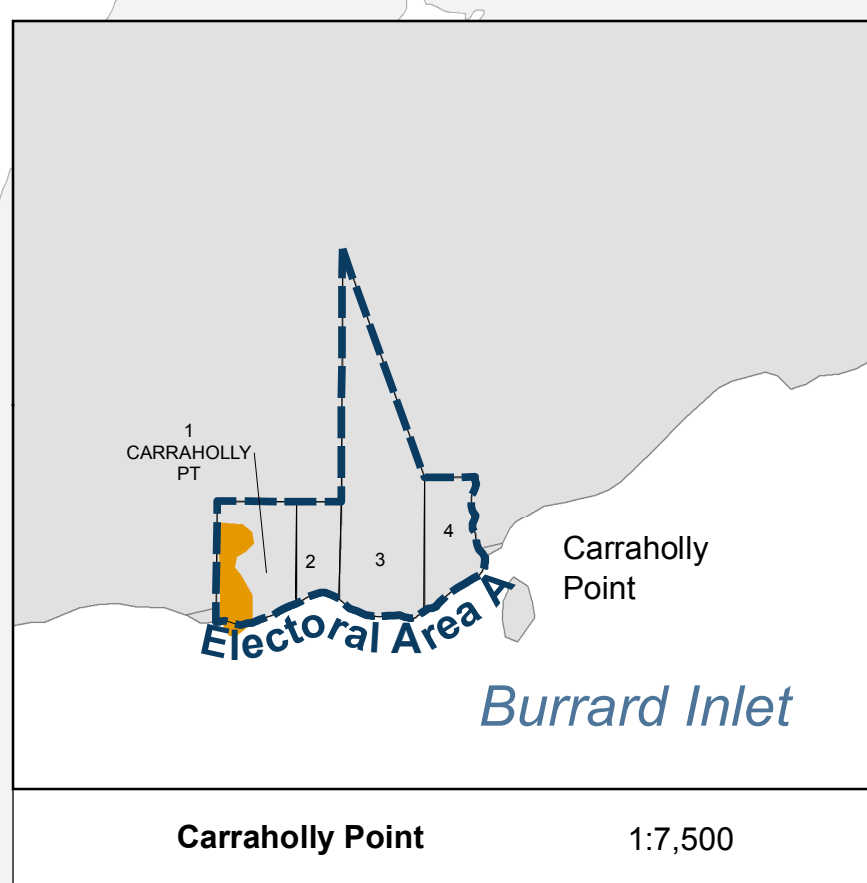
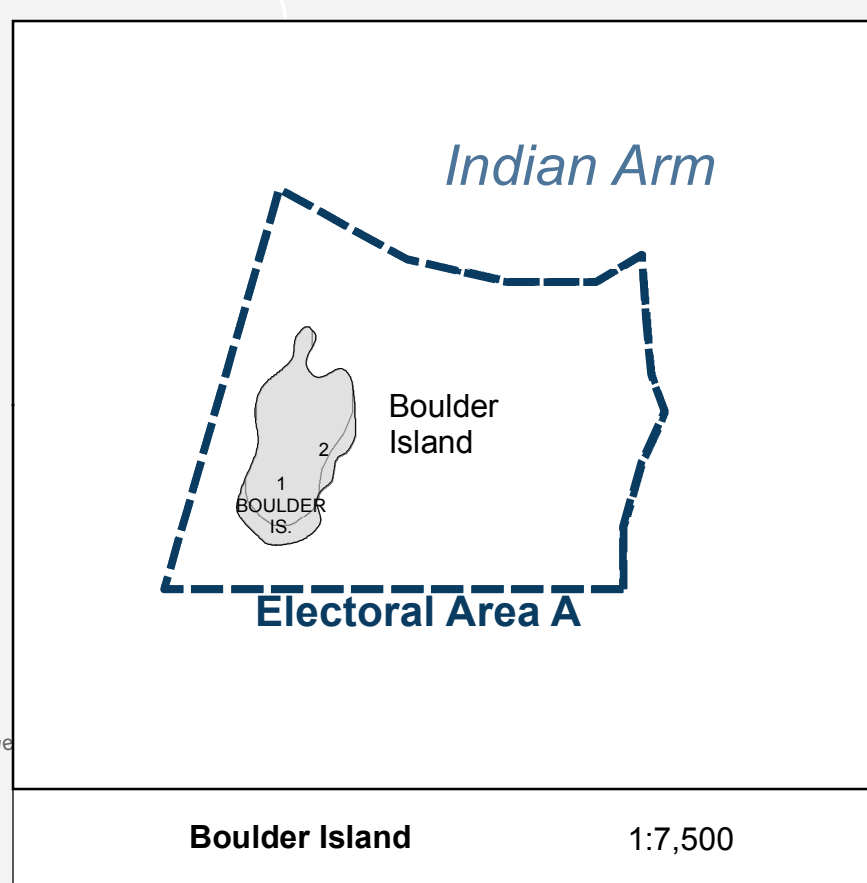
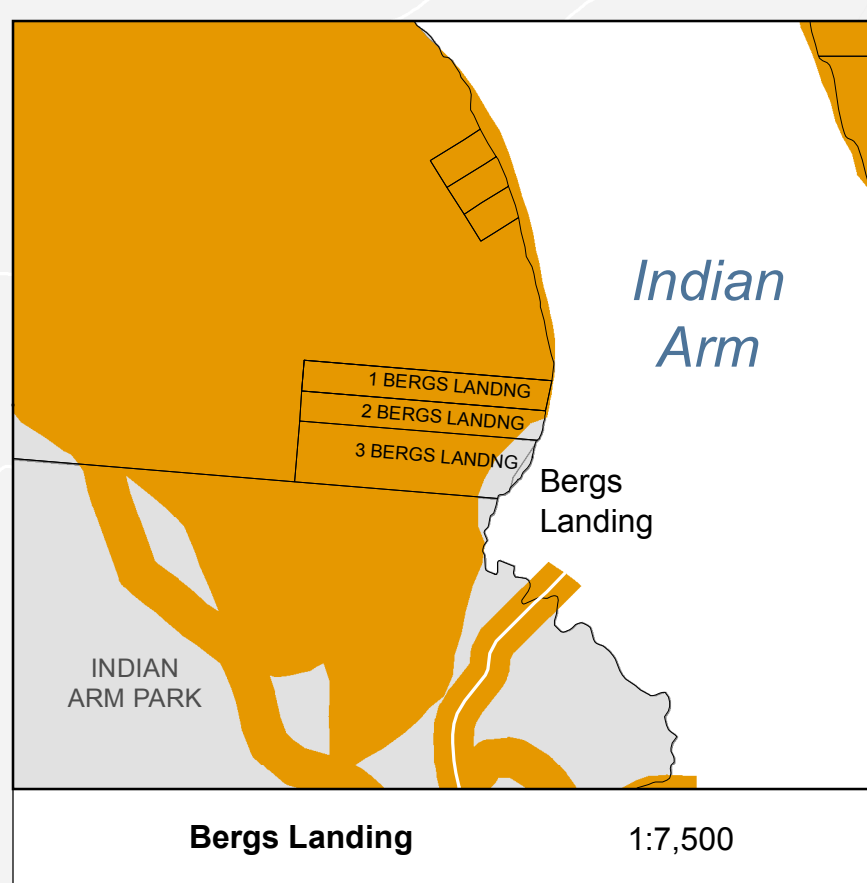
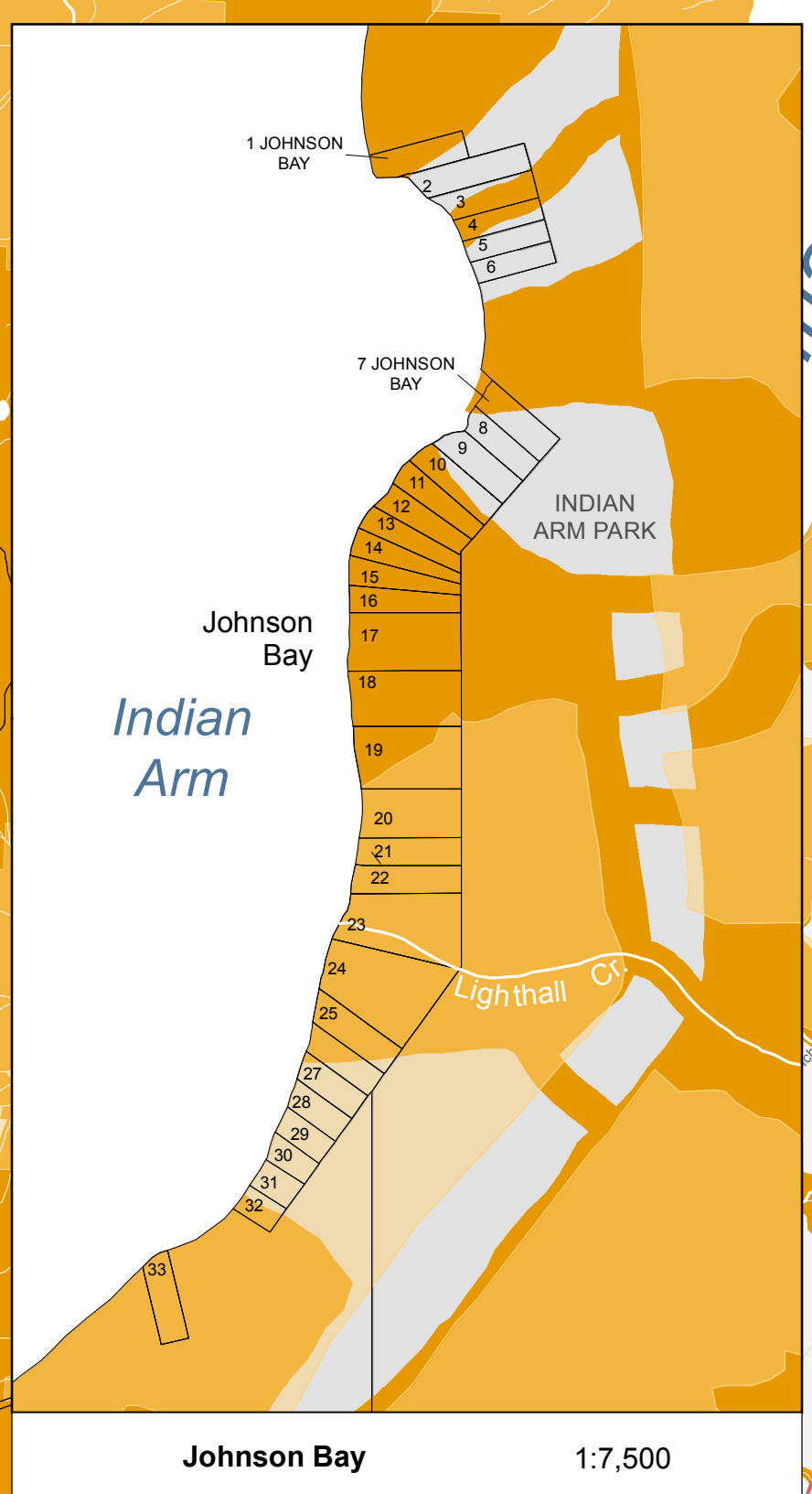
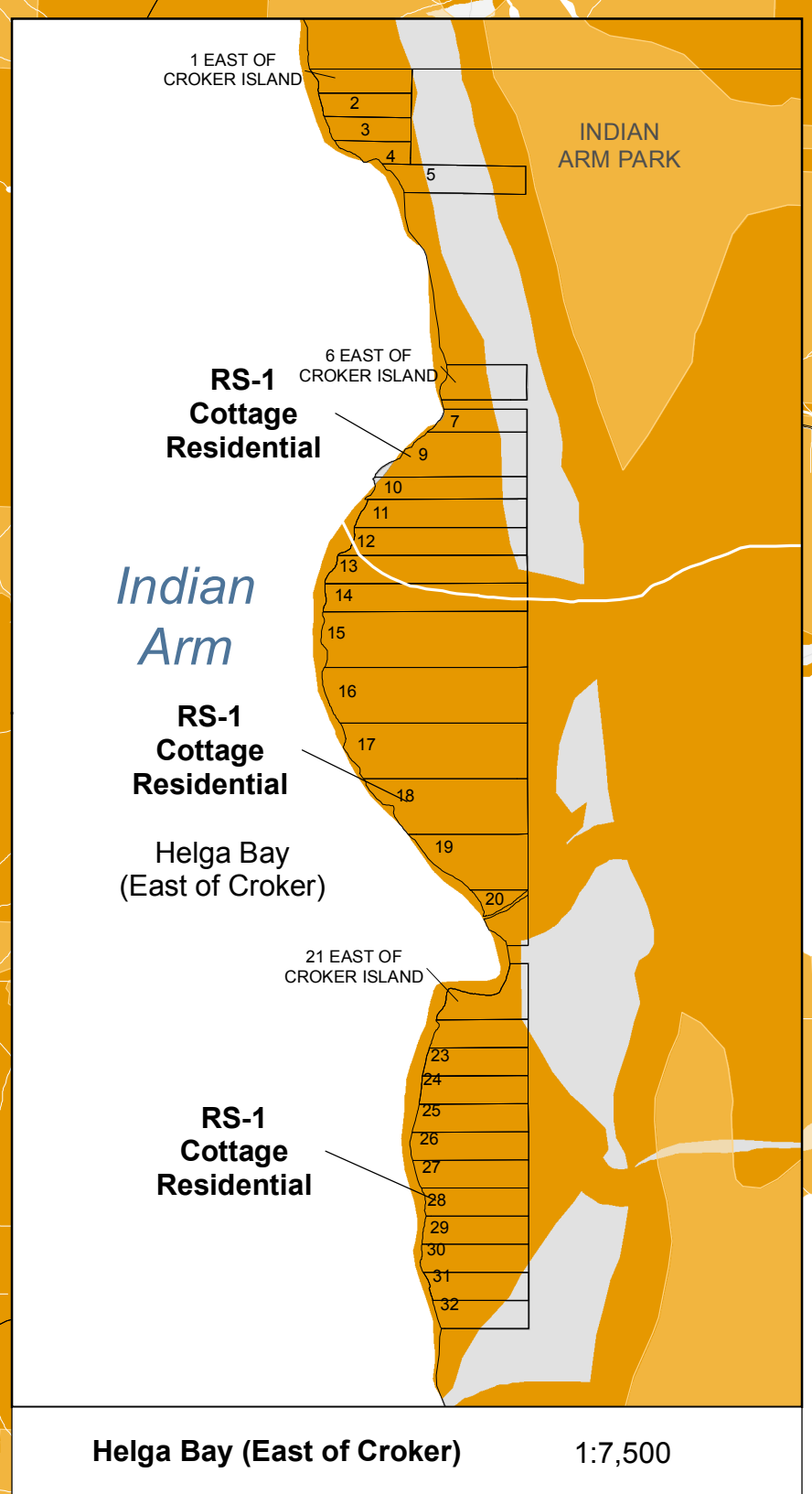
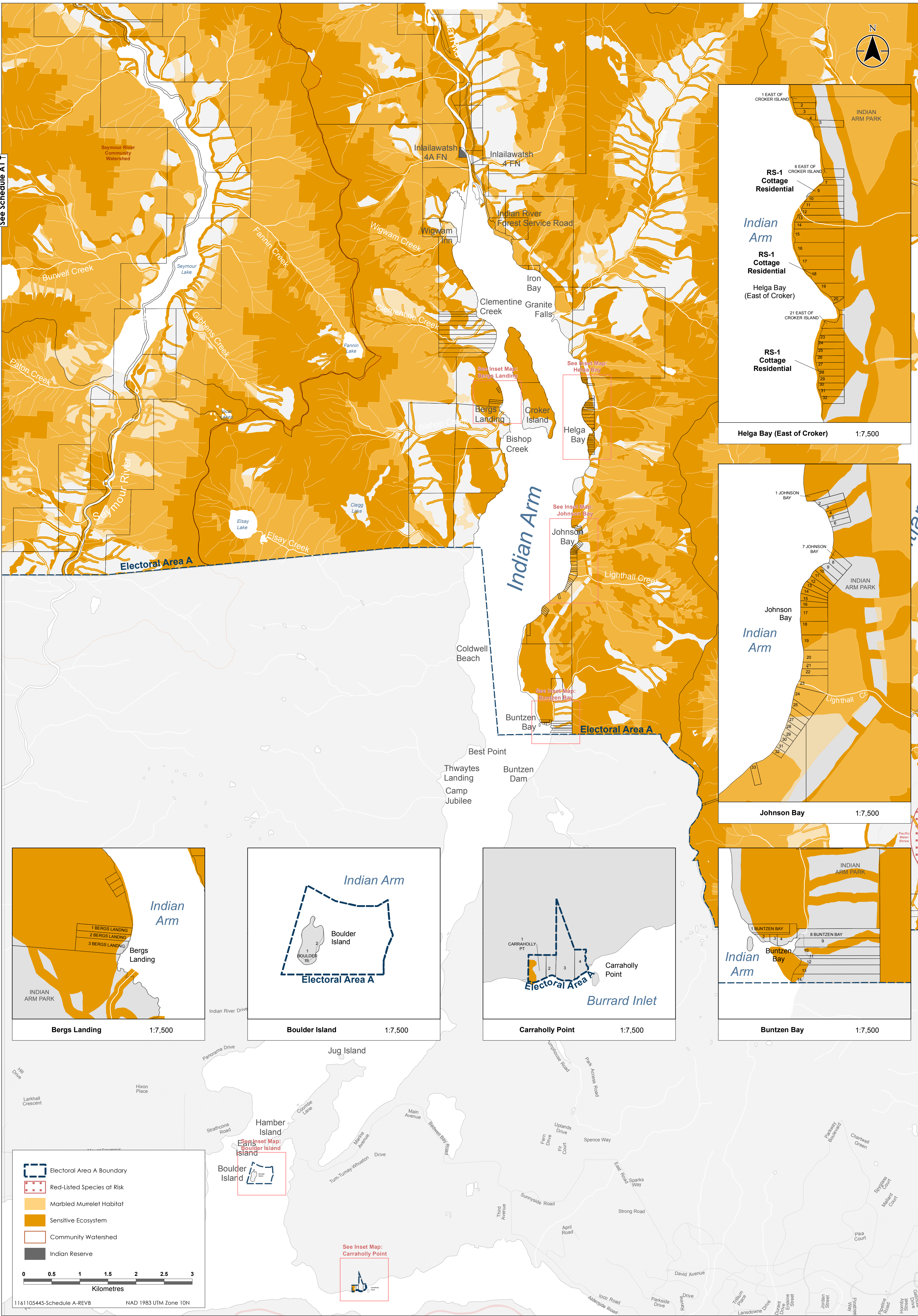


ELECTORAL AREA A - OFFICIAL COMMUNITY PLAN
Sources: metrovancover, CanVec, GeoBC





See Schedule A1 ↑



Legend

- Electoral Area A Boundary
- Red-Listed Species at Risk
- Marbled Murrelet Habitat
- Sensitive Ecosystem
- Community Watershed
- Indian Reserve

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Note: Data sources include SEI mapping, Species at Risk, and Marbled Murrelet habitat mapping (Env. Canada).

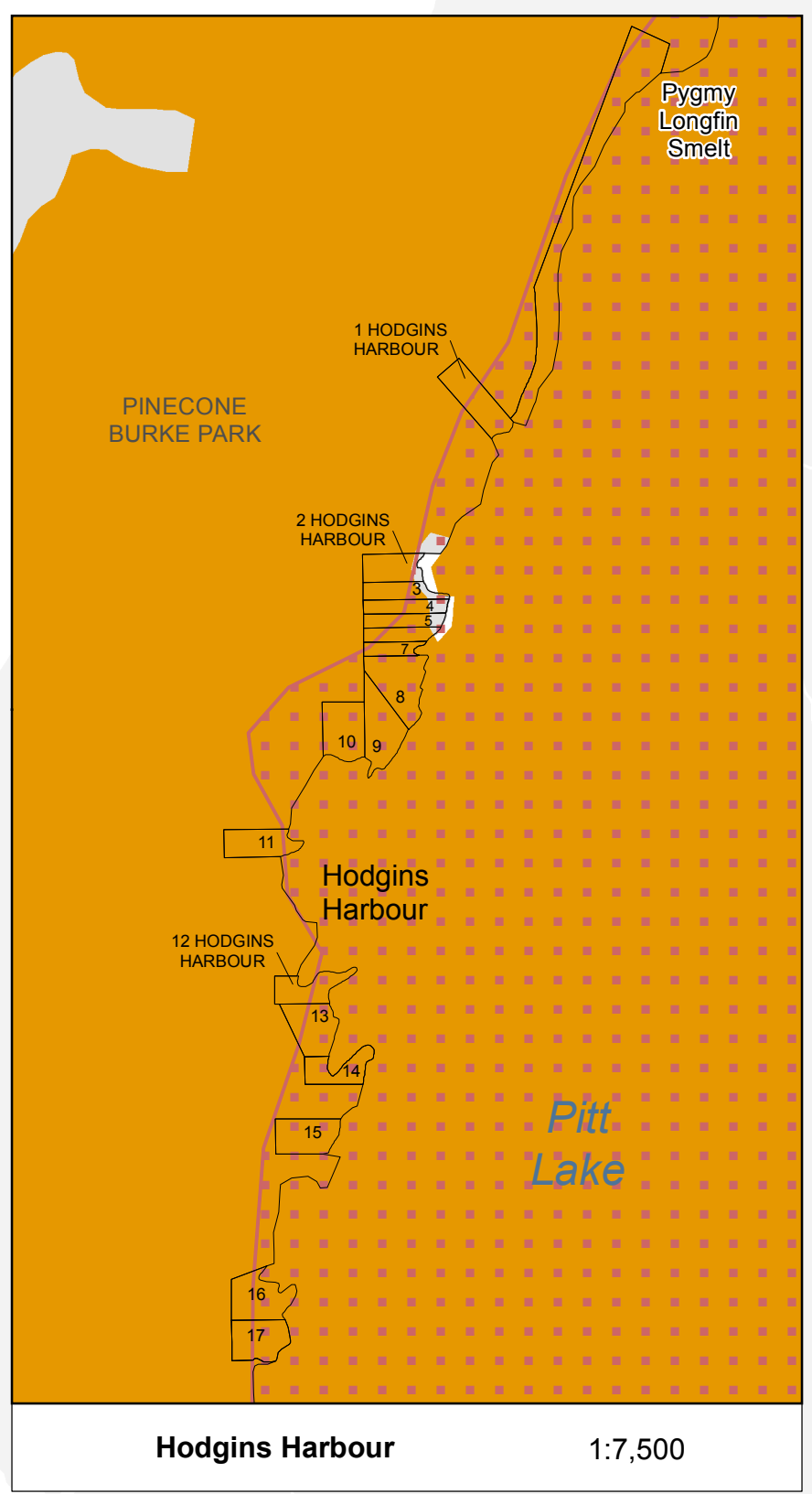
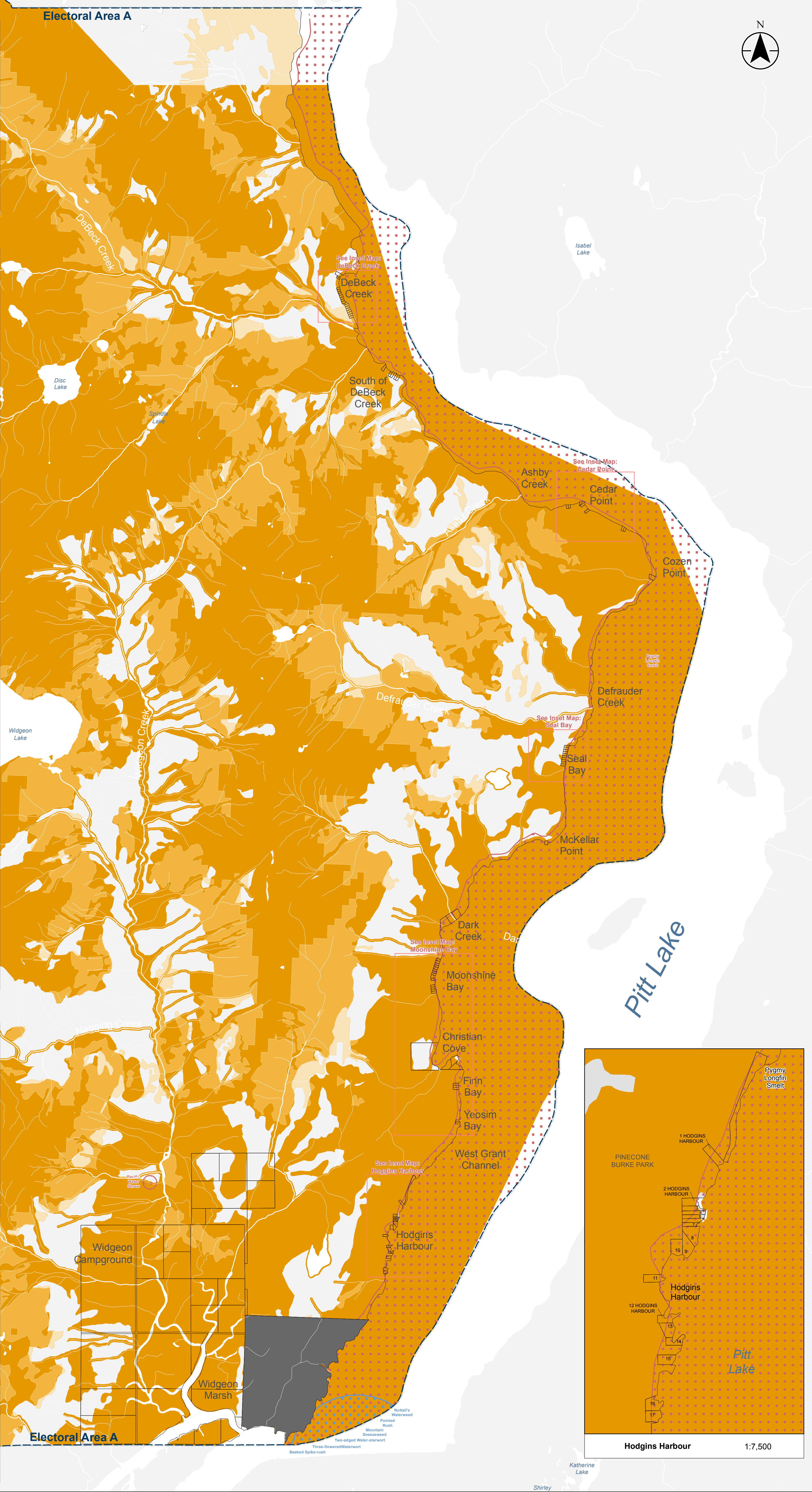
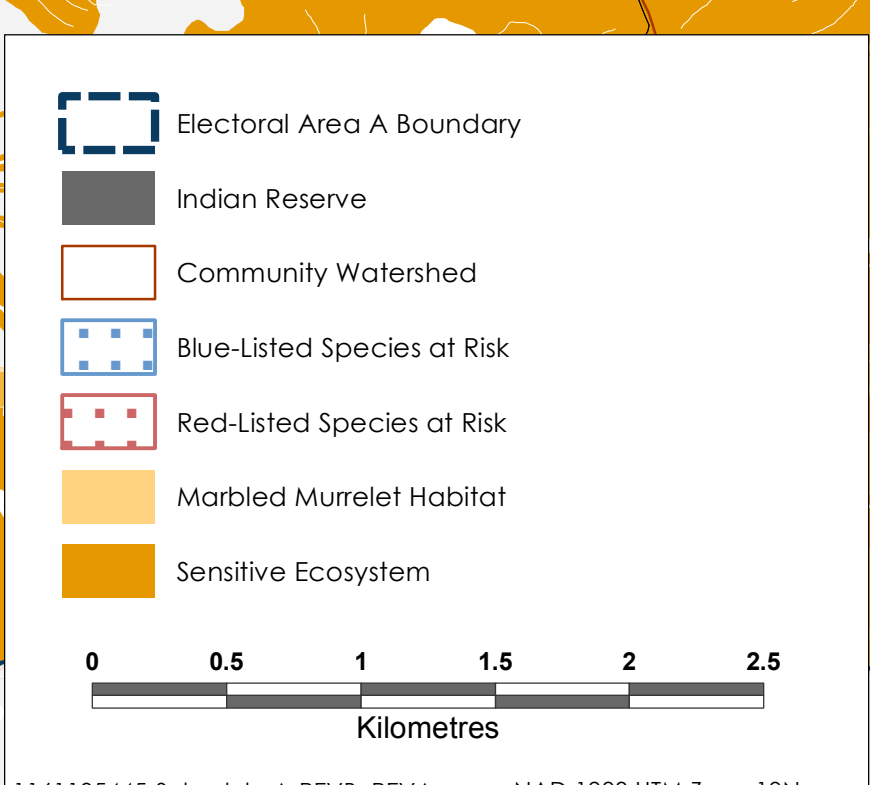
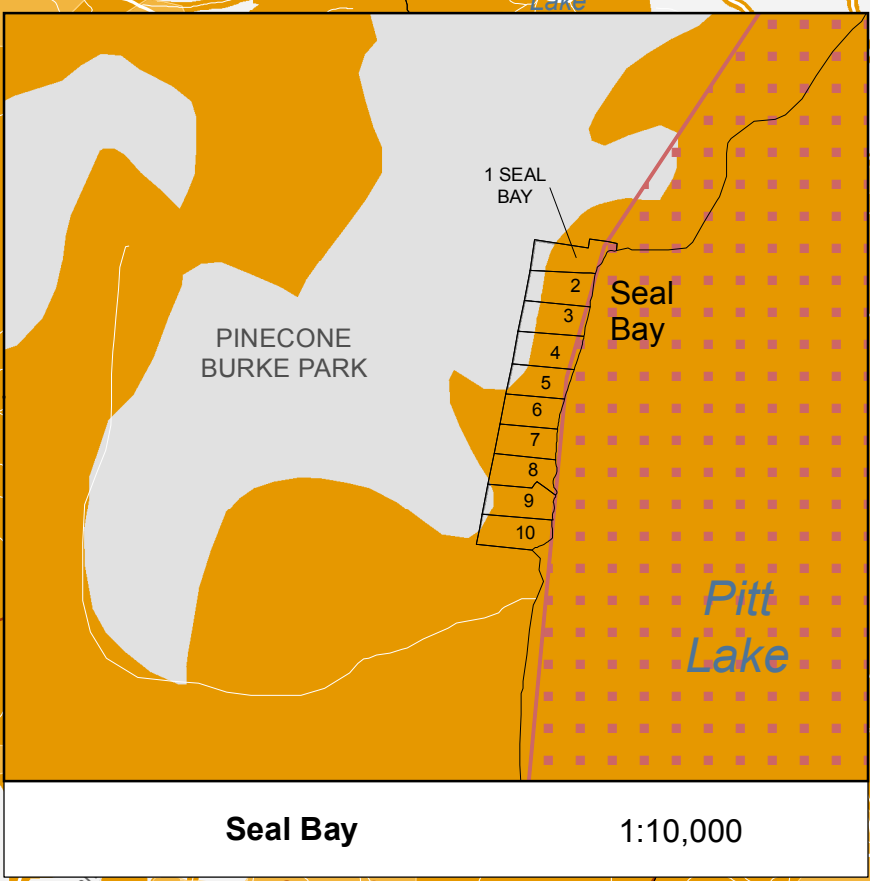
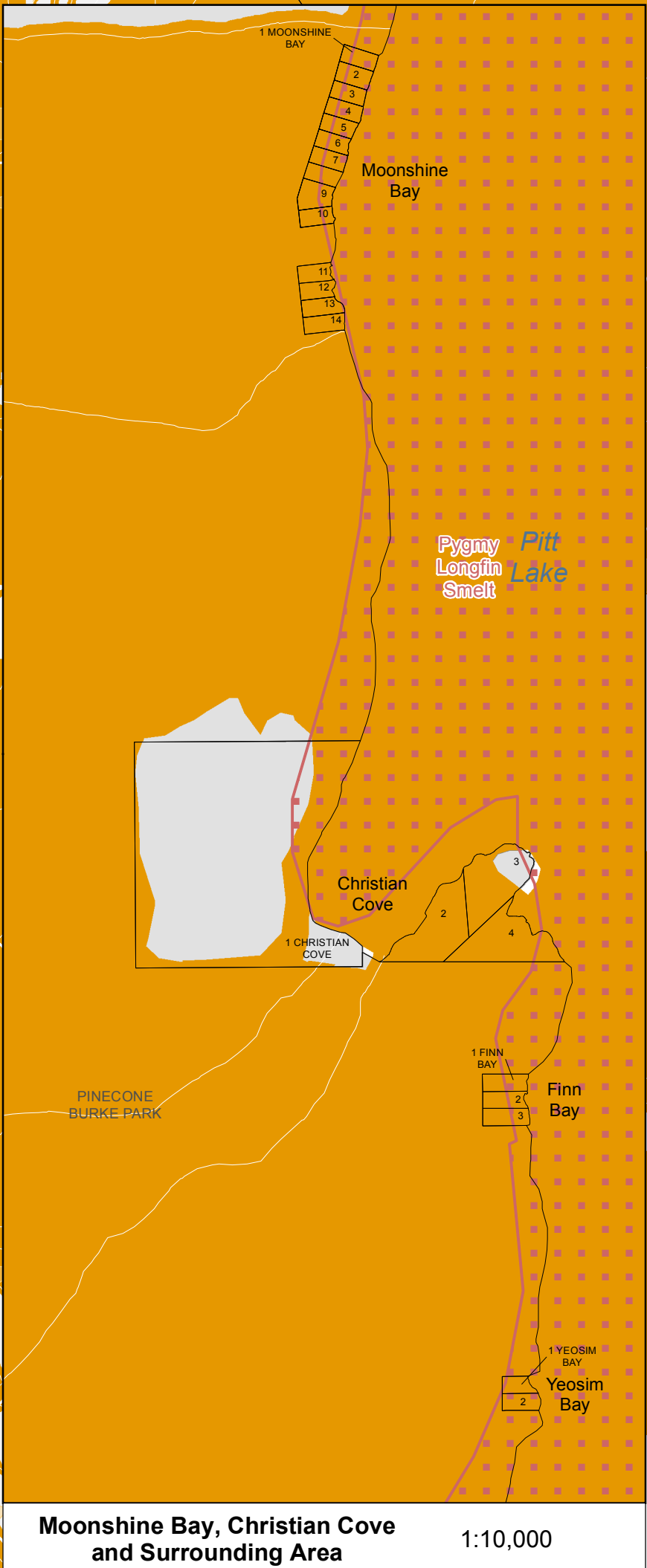
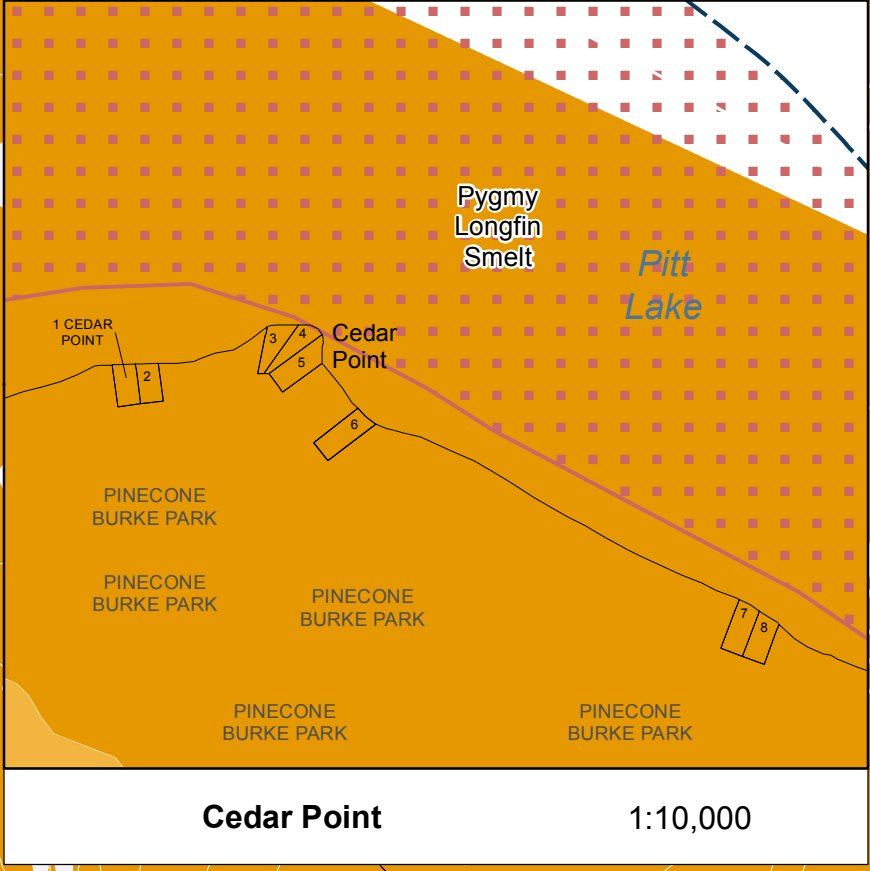
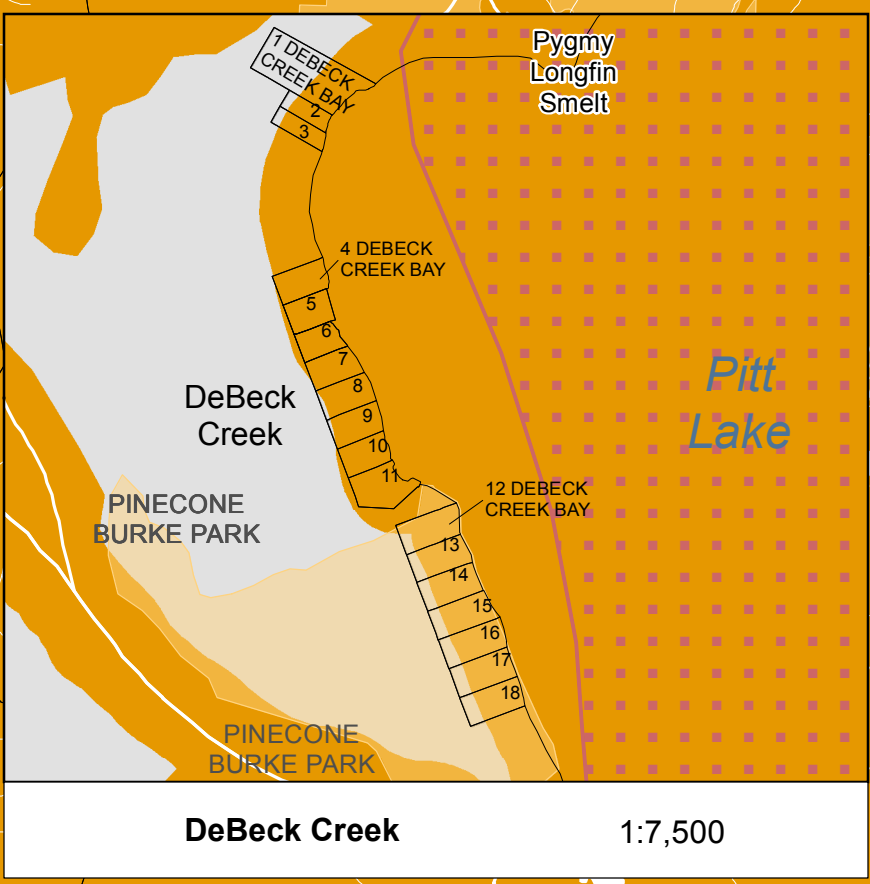
Schedule D3: Sensitive Ecosystems for Indian Arm

Electoral Area A Official Community Plan





Electoral Area A



Note: Data sources include SEI mapping, Species at Risk, and Marbled Murrelet habitat mapping (Env. Canada).

Schedule D4: Sensitive Ecosystems for Pitt Lake

Electoral Area A Official Community Plan



