



Appendix B

Metro 2050 Regional Context Statement

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

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

Metro 2050 Regional Targets		
<u>Goal 1 Create a Compact Urban Area Targets</u>		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary</p>	<p>N/A Belcarra is designated RURAL and has only residential, Civic Institutional and Conservation/Recreation land uses. See OCP Figure 9- OCP Land Use Designation Map.</p>	<p><i>Without securing additional land for residential development from the Crown or through resident initiatives to subdivide existing lots it is unlikely the Village will be able to meet its projected 1% per year growth rate of 86 net new dwelling units through to 2050.</i></p>
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p><i>See Tables 1 and 2 of OCP</i></p>	<p><i>Population targets may be met or exceeded as older population age out of community and larger household families move in.</i></p> <p><i>Any employment projection is based on expansion of home-based businesses, continuing work from home employment opportunities and the aspiration to have a neighbourhood café/corner convenience store</i></p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and</p>	<p>N/A</p>	

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

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

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	<p><i>Belcarra is 69% regional and provincial park and conservation lands. The tree canopy is 94%. Policy NE5 + 6 will protect and enhance these areas by buffering them from adjacent Rural uses (housing + civic uses)</i></p> <p>N/A</p>	
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas</p>	<p>Policy CC3 NE32+33 Promote non-vehicular uses and advocates for additional transit service. Policy NE</p>	

emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	34 will reduce municipal emissions. Policies CC1 to 12	
<u>Goal 4 Provide Diverse and Affordable Housing Choices Target</u>		
Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	N/A. Belcarra is in neither of these areas however it will review its Zoning Bylaw with the intention of making changes to allow more secondary suites, coach houses and low-density multi-unit development where septic and water provisions are available to meet rental, affordability and other community housing needs.	Zoning Bylaw reviewed in 2018 Housing Needs Report completed in 2021

Metro 2050 <u>Goal 1: Create a Compact Urban Area</u>		
<p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p>Village of Belcarra is designated “Rural” in Metro 2050 and has no commercial or multi-unit land to develop a village centre. It is almost exclusively developed as single-family homes on large lots and is surrounded by provincial and regional park land. Development is limited by absence of sewer service and limited volumes of fresh water. The OCP seeks to reduce residents’ need to travel by vehicles out of the community for all goods and services by proposing to allow home based retail sales and to provide a broader range of housing types by adjusting the Zoning and Subdivision requirements to provide more secondary suites, coach houses, duplex, triplex and fourplex where servicing requirements can be met. Future residential development will require resolution of entitlements with respect to identified Crown Lands and the establishment of legal road access to Farrer Cove. Some subdivision of larger lots in other parts of Belcarra may also occur in order to support meeting goals to increase affordable, rental and seniors housing opportunities while still maintaining the rural character of the Village.</p>		
Goal 1 Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>See response above</i>	<i>The figures provided for population, dwelling unit and employment are based on a projection of a 1% annual growth rate. Population may increase more rapidly as empty nesters age out of the community and families with children replace those 1 and 2 person households</i>

<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>N/A</p>	<p><i>Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural areas. Total population growth expected is 213 in next 30 years</i></p> <p><i>The HNA projected the need for 87 units over the next 30 years</i></p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p><i>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</i></p> <p><i>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</i></p>	<p>N/A</p>	<p><i>Population growth in Belcarra is not expected to be a significant portion of the 2% growth projected for the Rural</i></p>

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

Strategy 1.1: Contain urban development within the Urban Containment Boundary

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

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

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

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

	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	N/A
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	N/A
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	N/A
	iv)	encourage neighbourhood-serving commercial uses	N/A
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	N/A
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	N/A
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	N/A

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

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Policies M1-7 and NE12 speak to efforts to map, expand, maintain and improve local trails and to encourage others to improve end-of-trip facilities for park users. Policy HCLU 21 connect these local trails to the Regional Park Plan(2022) and the Regional Greenways 2050 network and. Policies M9, 10, 22 + 23 direct improvements to be made on local streets to improve pedestrian and rolling uses safety

	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Policies HCLU 16-20 support a study to identify viable retail opportunities to reduce local travel and better serve regional park visitors. They also recommend reviewing the Zoning Bylaw to consider allowing home-based retail businesses.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Policy HCLU 26 provides for the renovation of the existing sports court and Policy HCLU 11 +24 would provide for a new park area and equipment if a subdivision master plan for Farrer Cove is undertaken by local owners in the future.
	d)	respond to health and climate change-related risks by providing equitable access to:	Policy HCLU 26 see above
	i)	recreation facilities	Policy HCLU 26 Restores sports court in disrepair.
	ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	Policy NE7 direct actions to pursue net ecosystem gains (instead of no net loss) when developing infrastructure in regional conservation and recreation area, Polices NE19-22 direct the partnership and development of an Invasive Species Management Plan. Policies NE24+25 express support of programs and initiatives to become a “Bear Smart” community while Policies NE26-28 and NE29 express support for protecting the rough-skinned newt and improving water quality and shorelines of Bedwell Bay. Policies HCLU 8, 13, 14 and 23 provide Council the option to determine whether to accept land or payment-in-lieu as a means to obtain a new park space if a subdivision master plan is created to guide future development of Farrer Cove should legal road access be created by the residents.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Policies M 1- 7 speak to efforts to map, expand, maintain and improve local trails while

		<p>Policies M 9-10 incorporate universal access design and trail integration considerations in road works. Policies M 39 + 40 support others to improve activities and food options in the regional park. Policy HCLU 22 directs efforts to connect local pathways and trails to the regional network.</p>
e)	<p>support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers’ markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services</p>	<p>Policy HCLU 26 Refresh sports courts and consider adding seating, community gardening boxes and new sport activities such as a horseshoe pitch or bocce court.</p>
f)	<p>consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments</p>	<p>Policies HCLU 2-7 direct the review of zoning and subdivision requirements to provide additional rental stock in secondary suites and coach houses, smaller lot sizes and house sizes, to consider multi-units on larger serviced lots and to develop new low density multi-dwelling design guidelines that preserve the Village’s semi-rural character. Policies HCLU 13, 14 + 24 are designed to work together to provide a new park space in Farrer Cove if residents work together to develop a Subdivision Master Plan if legal road access is established.</p>
g)	<p>provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community</p>	<p>Policies HCLU 11 and HCLU 3 + M 9 provide opportunities to improve accessibility and social connections through subdivision master planning and incorporation of universal design principles in housing and mobility developments..</p>
h)	<p>consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA’s, and other local centres</p>	<p>Policies NE 3, 8, 15 + 28 and HCLU 29 identify opportunities to collaborate with or support Tsleil-Waututh stewardship initiatives. Policy HCLU 21 recognizes the Tsleil-Waututh rights to the Crown Lands that form the Village’s residential land bank. Policies CCR1-4</p>

			reflect Council’s commitment to strengthen relationships, develop protocols to improve communications (especially in relation to land use and the inclusion of way-finding projects and recognition of places of cultural and historical significance) and to refer OCP and major land use and development proposals for consultation and review by the Tsleil-Waututh.
--	--	--	---

Strategy 1.4: Protect Rural lands from urban development

Policy 1.4.3	Section	Policy	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	See Figure 6: Metro Vancouver 2050 Land Use Designations	
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Policies FS 16-19 recognizes that all development requires sewage disposal permits and approval of an adequate source of fresh water from the health authorities. Policies HCLU 1-7 set out housing policies that are in keeping with the semi-rural nature of the community while at the same time addressing current housing needs	
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Policies HCLU 4 to 7 make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses and some limited opportunities for multi-unit developments where community housing needs are met and the designs fit with the character of the community.	
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	N/A	
e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	The parts of Belcarra identified on this map of Environmentally Sensitive Areas are either regional or provincial parks. OCP Policies HCLU 21, and 29		

			to 37 propose to collaborate with the Tsleil-Waututh, Port Authority, regional and provincial park authorities in the management and development of these places.
--	--	--	--

Metro 2050 [Goal 2: Support a Sustainable Economy](#)

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

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

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

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

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

	Section	Policy Text	Applicable OCP Policies
Policy 2.2.9	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	N/A. There are no Industrial or Employment Lands designated in Belcarra.

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

	d)	include policies for Employment lands that:	
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	N/A
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	N/A
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	N/A
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	N/A
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context. 	N/A
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	NA
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	N/A

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Polic	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		

PO	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	N/A. There are no Agricultural lands in Belcarra
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	N/A
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	N/A
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	N/A
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies 	N/A
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	N/A
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i>	N/A
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	N/A
PO	Section	Policy	Supplementary Information

		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	N/A
--	--	--	-----

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

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

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

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	<p><i>Policies NE 1-7 supports VFPA and Tsleil-Waututh Nation’s efforts to protect local eelgrass beds and riparian, marine and estuarine environments..</i></p> <p><i>Policies NE 10 + 11 supports other jurisdictions’ efforts to increase regional park land while Policies NE17 +18 outline Village policy on municipal and private property regarding tree retention.</i></p> <p><i>Policy HL 4 considers development of an Interface Wildfire DPA to protect the community from wildfires</i></p> <p><i>Policies HL 11 -17 outline protective measures to be taken or recommended to protect both residential and park areas from forest fires, slope stability, soil erosion and other natural hazards.</i></p>	

<p>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;</p>	<p>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 for additional public transit service to regional and provincial parks and to reduce vehicle emissions from municipal vehicles and equipment.</p> <p>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.</p> <p>Policies CC 14 directs work to connect Belcarra with the Regional Greenway 2050 Plan while Policies CC 17, 19 and 22 encourages bike parking and charging points in parks and at Village Hall, new development to include low impact alternative/renewable energy sources and adopts a “Green Procurement” policy for civic purchases.</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.</p> <p>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</p>	<p>By far the largest source of GHG emissions from transportation sources is from visitors to the regional and provincial parks.</p> <p>However, the 700 local residents are also major contributors as they must leave the community for almost all goods and services they require.</p> <p>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.</p>
---	---	--

	<p>visitors to outside the residential areas of the Village.</p> <p>Policies M41 -43 provides support for prioritizing rideshare, transit and bicycle access to the regional park.</p> <p>Policies HCLU 4, 5,6 make provisions for the review of the Zoning Bylaw and the consideration of additional secondary suites and coach houses, smaller lots and some limited opportunities for multi-unit developments where community housing needs are met and the designs fit with the character of the community.</p>	
--	---	--

Strategy 3.1: Protect and enhance Conservation and Recreation lands

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

		<p>while Policy HL 12 directs staff to continue exploring ways to increase water storage capacity for fire fighting. Policy HL 11 encourages MV and Port Moody to install fire hydrants along Tum-Tumay-Whueton Drive.</p> <p>Policies HL 22 to 25 advocates BC Wildfire Service develop a strategy to prioritize aerial fire response for MV parks and Crown lands, continue to support the FireSmart program and develop a Wildfire Assessment and update the Community Wildfire Resilience Plan every 5 years. Policy HL 28 advocates the development of a Fire and Fuel Management Plan for Crown and regional lands near Belcarra while HL4 supports the development of a Wildfire DPA permit requirement for new development..</p>
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Policies NE30 + 31 support local initiatives to clean up local beaches and shorelines. Policies HCLU 29-37 provide direction to collaborate with the Tsleil-Waututh to design and install signage around Bedwell Bay, maintain the invasive species control program, prioritize planting native species and support VFPA efforts to enhance habitat and establish no-go and no-anchoring zones in Bedwell Bay.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Policy NE3 direct collaboration with VFPA and TWN to monitor, protect and enhance riparian, marine and estuarine environments
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Policy NE2 supports protection of local eelgrass beds while Policy NE9 supports development of “Dark Sky” policies so wildlife can retain their normal life-cycles.
viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; 	Policy NE6 supports uses consistent with the intent of MV conservation and recreation designation while Policy NE7 directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas.

		<ul style="list-style-type: none"> ○ limited agricultural use, primarily soil-based; and ● land management activities needed to minimize vulnerability / risk to climate change impacts 	
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Policy NE5 protects conservation and recreation areas by buffering them from adjacent uses while Policy NE7 directs efforts to achieve net ecosystem gains when developing in regional conservation and recreation areas. Also see Policy NE 13 & 14 .
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	N/A
Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>See response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	<p>Policy NE 13&14 requires ecosystem restoration and improvement where possible as DP condition.</p> <p>Policies NE19,20, 21,22 outline partnership and actions to manage invasive species.</p> <p>Policies HCLU 12 & 15 incentivizes development of SD master plan for Farrer Cove while Policy HCLU 24 requires the inclusion of a new neighbourhood park space in the SD master plan.</p> <p>Policy HCLU 23 advocates preservation of lands designated Conservation and Recreation within the regional park subject to the resolution of uses permitted in Parcel 48 as noted in the Village-GVRD Agreement (1983)</p>

ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	<i>Policies NE15 + 16 support research and work of MV and others to identify, protect and enhance ESA's and to update local ESA maps.</i>
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	N/A
iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	<p>Policies NE23-26 outline efforts to become a “Bear Smart” community and to protect the Rough-skinned Newt.</p> <p>Policy HL 1-10 outline efforts to support the FireSmart initiative, bolster local fire fighting abilities and develop a coordinated Emergency Response Plan with neighbouring municipalities.</p> <p>Policy HL 11 encourages MV and Pt. Moody to install fire hydrants on Tum-Tumay-Whueton Drive</p> <p>Policies HL13-21 outline requirements for development on steep slopes</p> <p>Policies HL22-28 outline efforts to support development of an aerial fire response strategy and a Fire and Ruel Management Plan for MV parks and Provincial lands , undertake a Wildfire Hazard Assessment and update the Community Wildfire Resilience Plan</p> <p>Policy FS 15 directs adoption of an Integrated Stormwater Management Plan</p>
c)	Include policies that:	
i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Policy NE 17 - Support the management of trees on municipal property through the Managing Trees, Views, and Landscapes Bylaw.
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and	Policy HL 17 requires new construction to be sited to maximize retention of existing trees and groundcover

		reforestation or restoration policies, with consideration of resilience	Policies NE 13 + 14 strive for net ecosystem gains when development occurs and Policy NE 17 supports tree management on public land by local bylaw.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policies NE19,20, 21,22 outline partnership and actions to manage invasive species.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	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 22 also directs local trails to connect to the MV Regional Parks Plan (2022) and Regional Greenways 2050.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Policy FS 15 directs adoption of an Integrated Stormwater Management Plan Policies FS 9-13 outline Belcarra’s efforts to conserve water by monitoring consumption with the SCADA system, restricting watering and installing water meters on new construction, updating the Fees and Charges Bylaw and publishing water conservation information on the Village website.

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

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>See response in Targets section</i>
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	Policies NE 32- 35 outline efforts to improve air quality by promoting active transportation measures, advocating for additional transit to reduce regional trips, to convert the municipal fleet vehicles and equipment to low emission and

			<p>publishing local and regional air quality information.</p> <p>Policies CC1- 12 outline efforts to develop a Climate Action Plan, to support the BC Energy Step Code, to require GHG reductions for buildings undergoing significant renovations and require demolition waste be diverted away from the landfill and to encourage recycling and salvage where possible.</p> <p>Policies HCLU 4 + 16 to 20 provide direction to consider amending the Zoning Bylaw to allow more smaller scale single family and multi-family development and supporting a local serving commercial zone and change to the definition of home-based business to allow retail sales in order to mitigate the requirement of residents having to drive out of the community to obtain all goods and services</p> <p>Policy CC 21 also supports amending the Zoning Bylaw to create a commercial zoning to serve the local community and reduce travel for shopping and services.</p>
	i)	<p>existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and zero emission vehicle charging infrastructure</p>	<p>Policies CC 19-29 outline steps to be taken to encourage use of low impact alternative/renewable energy sources in new construction or significant renovations, adopt a Green Procurement policy</p> <p>Policies CC 4,5,6,7- see box above</p> <p>Policy CC 12-continue to increase energy efficiency in municipal facilities ,reducing waste and compost going to the landfill</p> <p>Policies CC17 + 18 encourage installation of secure bike parking and electronic charging stations at regional park and Village Hall</p>

	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	<p>Policies M1-10, 22 + 23 provide direction to map existing municipal trails, add end-of -trip facilities at the Village Hall, sports court and regional park, apply for funding for a Belcarra Active Transportation Plan, direction for transit/safety improvements and to connect to the 2050 Greenway Vision Sasamat Greenway and include universal access design in future road and trail projects.</p> <p>Policies M 31, 33 + 34 encourage MV and others to develop a Visitor Use Management Strategy to address traffic, congestion and parking problems to regional and provincial parks and to increase transit service to Belcarra and the parks.</p>
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	There are no Urban Centres or commercial development in the Village. A rural community.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	<p>Policy FS 15 adopt an Integrated Stormwater Management Plan</p> <p>Policy HL 2 promotes development of a Emergency Response Plan and HL 12 provides direction in ways to increase water storage capacity for fire fighting, Policies HL 13-20 provide direction for prevention of damage to the natural environment when developing on steep slopes.</p> <p>Policies HL 22,23, 24 & 25 set out steps to protect regional and provincial parks from wildfires, to continue with local FireSmart initiatives and to undertake a Community Wildfire Resilience Plan.</p> <p>Policy CC 2 directs development of a Climate Action Plan</p>
	b)	include policies that discourage new development in current and future hazardous	Policies HL 19-21 discourage new development within the 200 year

		areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	floodplain of creeks draining into Indian Arm. Policies HL 2, 4 +5 direct collaboration with the Fire Department to develop a Belcarra Emergency Response Plan, to coordinate this work with other stakeholders and to publish the Plan on the Village website.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Current facilities, assets and community services will meet future needs in the OCP time frame.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	See above
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Policy NE 7 & 13 introduces the concept of net ecosystem gains when development occurs. Policy HL 19 discourages new development within the 200year floodplain of local creeks and Policy HL 20 protects new waterfront development from rising sea level. See also Policy HL 23&24 . Policies CC1 + 2 upholds municipal commitment to the BC Climate Action Charter and to develop a Climate Action Plan for Belcarra. Policy CC 4 supports the BC Energy Step Code goal of reaching net zero for new construction by 2032 while Policies CC 9 and FS 18 encourage use of best practices for both septic and innovative sewage disposal systems.

			Policy HCLU 8 directs the use of the Parkland Acquisition Best Practices Guide in the possible development of a future park in the vicinity of Farrer Cove.
--	--	--	--

Metro 2050 <u>Goal 4: Provide Diverse and Affordable Housing Choices</u>			
<i>Describe how the OCP and other supporting plans and policies contribute to this Goal</i>			
<i>Without resolution of the residential/subdivision potential of the lands in Special Study Areas 1 and 2 the Village can only meet additional housing demand by subdivision of existing developed lots. All development is limited by the ability to provide septic and water services. The community has developed on very large lots for the most part and the current Zoning Bylaw allows very large houses to be built on these lots. The Housing Needs Assessment identified the need for some smaller houses, additional rental units and some form of cluster or multi-unit housing to allow aging residents an opportunity to remain housed in the community. The OCP addresses these issues by proposing to allow additional secondary suites and additional coach houses on larger lots, some duplex, triplex or fourplex development and some consolidation of smaller lots and higher density if a seniors independent living type of multi-unit development could be achieved.</i>			
Goal 4 Targets			
Policy with Target	Applicable OCP Policies	Supplementary Information	
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	N/A		
Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting	Policy HCLU 2 directs a review of the Zoning Bylaw and subdivision

	estimated future housing needs and demand, as determined in their housing needs report or assessment	requirements to identify opportunities to create more small lots, smaller houses and more flexibility in the number of accessory units allowed per lot.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	See above
c)	identify policies and actions that contribute to the following outcomes	
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	See below
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<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>
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	<p>Policy HCLU 4 would allow consideration of additional accessory units on a single-family lot if parking and sewage requirements can be met. This would increase the rental stock available and may make home ownership more affordable.</p> <p>Policy HCLU 6 above could be developed as co-housing or cluster housing or an Abbeyfield type of seniors development</p>
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Policy HCLU 5 allows consideration of duplex, triplex or fourplex housing forms in the RS 1 zone under conditions. Current zoning allows multiple single-family homes, duplex, triplex on large lots zoned RM 1 or RM 2 but having only boat access. The RS 1 zone has road access, water service and is close to transit.
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	<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</p>

			<p>others to optimize transit service to Belcarra and the major parks.</p> <p>Policies HCLU 2 to 6 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 19 seek ways to provide for the development of small scale, local serving retail business so residents do not have to drive out of the community for every good or service.</p>
	vi)	increased social connectedness in multi-unit housing	See Policy HCLU 6 above
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Policy HCLU 7 directs the development of Design Guidelines for low density multi-unit dwellings that new development fits into the neighbourhood and enhances the semi-rural character of the community.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	<p>Policy CC 19 encourages inclusion of low impact alternative/renewable energy sources in new construction.</p> <p>Policy CC 4 supports BC Energy Step Code goal of reaching net zero energy for new construction by 2032</p>
Policy 4.1.9	Section	Policy	
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	OCP housing policies are based on the community’s housing needs as expressed in the Belcarra Housing Needs Assessment Report (2021) and Metro 2050

	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	SEE ABOVE
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	SEE ABOVE
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	See Above

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>See response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	N/A
	c)	identify the use of regulatory tools that protect and preserve rental housing	Residential Tenancy Act
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policies HCLU 2, 4, 5, 6, and 11 are described above and could provide increased rental stock. The RS 1 zone is served by transit (See Figure 7 OCP Transportation Map)
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	There is only single-family homes, some with secondary suites or a coach house, in Belcarra Policy HCLU 6 provides opportunity for co-housing Policy HCLU11 could create municipal lots for future residential development if land negotiations with MV, Province and Tsleil-Waututh were successful
	iii)	protection and renewal of existing non-market rental housing	There is no non-market housing in Belcarra

	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	N/A
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	N/A
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	See Policies HCLU 2 and HCLU 4 above
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	N/A. There is no purpose built rental in Belcarra except for any existing secondary suites or coach houses.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	If the negotiations under Policy HCLU 10 were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in partnership with MVHC or other non-profit housing provider.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	If the negotiations under Policy HCLU 10 were successful a multi-unit site could be created for local seniors and low-income residents, subject to septic sewer approval, in partnership with MVHC or other non-profit housing provider.
b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	N/A	
Policy	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	See Policy HCLU 10 above	

	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	N/A
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	N/A

Metro 2050 Goal 5: Support Sustainable Transportation Choices

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

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<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 (to address transit, traffic, congestion and parking problems caused by Metro and Provincial parks. Details are provided above.</p> <p>Policies HCLU 17 to 19 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</p>

		<p>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)	<p>manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling</p>	<p>Policies M 22 identifies potential locations where road improvements would provide for pedestrian and cyclist safety while Policy M 9 directs universal design be included in road and trail work. Policy M 13 designates Bedwell Bay Road as the MRN route to the Village. Policy M 21 expresses support for the development of a community ride share program.</p> <p>Policy CC 17 (and others) advocates installation of secure bike parking and electric charging stations at Village Hall and sports court</p>
d)	<p>support the transition to zero-emission vehicles</p>	<p>Policies CC 17 & 18 and CC 29 supports the transition of municipal vehicle and equipment to zero emission models by 2040. Policy M 37 encourages MV to provide charging stations for both park visitors and park employees</p>
e)	<p>support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10</p>	<p>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.</p>
f)	<p>support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway</p>	<p>Policy M 8 identifies a funding source to undertake an Active Transportation Plan and Policy M 22 outlines some possible road</p>

	Network, Major Bikeway Network, transit services, and everyday destinations	safety improvements to encourage more pedestrian and micro-mobility use. Policy CC 13 direct Council to promote low carbon forms of transportation while Policy CC 16 would expand the active transportation network to make it the most convenient option for short trips.
--	---	--

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

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

