ISL Engineering and Land Services

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Village of Anmore

Road Network Plan
July 2017

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1.0 Introduction

ISL were retained by the Village of Anmore to develop a road network plan to guide growth and access to new development, determine existing inventory of road network infrastructure, advise on suitable cross sections for future road improvements or new streets and develop an implementation strategy to direct spending on transportation.

1.1 Location and Setting

The Village of Anmore is located on the north side of the Burrard Inlet, it is bound to the north east by Greater Vancouver Electoral Area A, to the east by the City of Coquitlam, to the south by the City of Port Moody, and to the west by Village of Belcarra and Indian Arm as shown in Figure 1-1.

The Village sits high above the surrounding communities on a plateau with neighbourhoods ranging from 150 to 250m above sea level. Its location is important in the context of a road network plan, the elevation difference limits cycling in and out of the community to the more committed of cyclists.

Furthermore, as amenities in the Village are limited, and the Village sits somewhat remotely up on the plateau, most trips for day to day needs are likely to be in the neighbouring communities or Buntzen Lake. These trip are typically made by driving, albeit transit is available.

Figure 1-1: Anmore and Nearby Municipalities (From OCP)

1.2 Community Profile

Based on the 2011 Census, The Village of Anmore comprised an area of 7.8 square kilometers, had a population of 2,092, up 17.2% from 2006, which was itself up 32.8% from 2001. The Village is growing rapidly in percentage terms but in the context of the Lower Mainland, growth is limited.

The Village had 706 private dwellings in 2011 (628 of which were usually occupied), this reflects an increase of 135 from the 571 dwellings in 2006.

As 2006 is the last census with mandatory long form component this provides the most recent reliable travel characteristics for the Village. Figure 1-2 shows the most common mode of travel to work for 915 employed residents in the Village of Anmore with a usual place of work in 2006 was the automobile which account for 87% of trips. Public transit accounted for a respectable 11%, while walking and cycling was just 2%.

Place of work (Figure 1-3) was also reported in the 2006 census, of the total employed labour force of 1,020, 95 worked from home, 10 worked outside of Canada, 10 worked in a different province, and 95 had no fixed place of work. Of those that had a usual place of work, 35 worked within the Village of Anmore, 775 worked outside of the Village.

The census data suggests that the Village is primarily a bedroom community with most residents that work, doing so outside of the Village and choosing to drive to work. The 2016 Census will be collated later this year and will include updates on the above statistics to document any change in population, place of work and mode of travel.

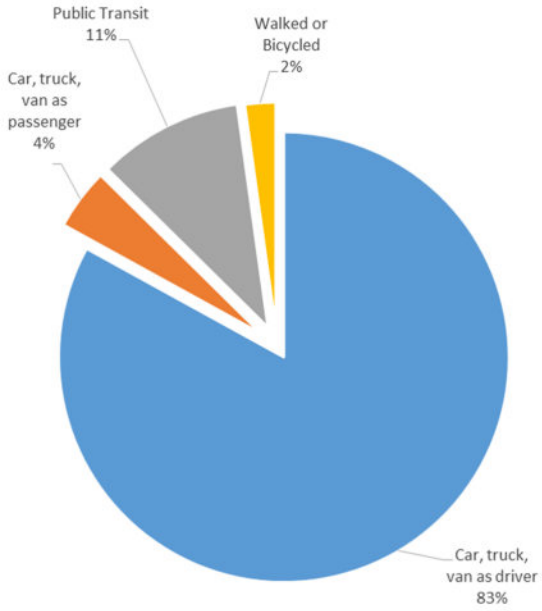


Figure 1-2: Mode of Travel to Work

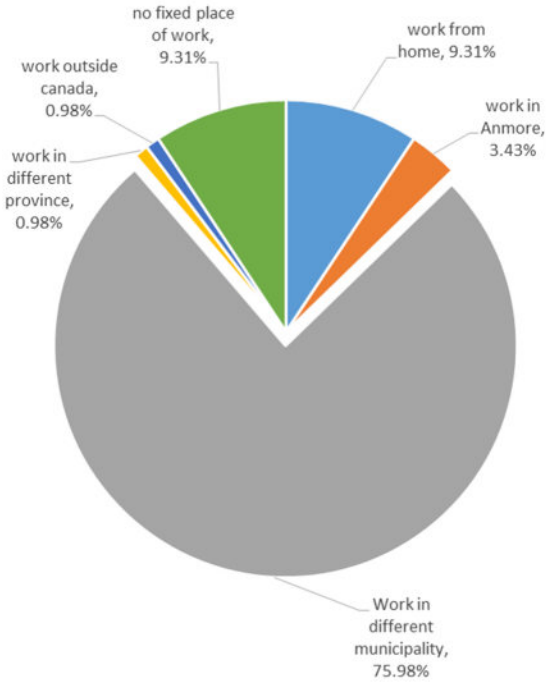


Figure 1-3: Location of Work

1.3 Community Vision, Goals and Objectives

The Village of Anmore Official Community Plan (OCP): Towards a Sustainable Future, Schedule A to Bylaw No. 532, 2014 is the overarching document guiding growth within the community. The Road Network Plan must complement that and support and contribute to the goals and vision of the community.

In addition, if there are outcomes from the Road Network Plan that may influence community growth it must feed back into the OCP update process. Below in italics are selected components of the OCP relevant to the road network plan.

1.3.1 Context

Anmore has one of the most spectacular settings in Metro Vancouver – perched on the North Shore mountains, it is a community surrounded by nature. Many who live here, whether new or long-time residents, cannot imagine living elsewhere. Lush forest, starlit nights and misty mornings help define the ambience of the community.

In reflection of its semi-rural character, the Village of Anmore ("the Village") aspires to slow growth, largely in step with the prevailing settlement pattern. Unlike its near neighbours – Port Moody and Coquitlam – the Village is not planning for significant change, but remains open to innovative proposals and forms of "small density" development.

1.3.2 Growth

In the next 30 years, Metro Vancouver is expected to grow by 1.2 million residents, reaching 3.4 million by 2041. To varying degrees, this increase will take place in all communities. As a small rural community, Anmore is not expected to absorb a significant portion of this regional growth – although by 2041, our current population of approximately 2,200 is expected to almost double to about 4,000 residents.

1.3.3 Overall Vision

Anmore's vision for its future is that of a Village that will be fiscally, environmentally and socially responsible community balancing change, appropriate to the size and scale of the community, while maintaining the unique semi-rural character and quality of life.

1.3.4 Policy Objectives

The detailed policies applicable to transportation are reproduced in full in Appendix A. The general objectives are as follows:

- *To provide a safe and convenient transportation system for pedestrians, cyclists and vehicle drivers.*
- *To encourage active and alternative transportation choices.*
- *To advocate for transit services that meet the needs of Anmore residents.*
- *To ensure new roadways accommodate the transportation needs of residents and are designed to be consistent with Anmore's semi-rural character*

1.4 Road Network Vision and Guiding Principles

The Village of Anmore aspires to retain its rural setting that ultimately relies on a functional road network to provide access, and where possible enhance the road cross section to improve mobility by sustainable modes of travel. The guiding principles of this Road Network Plan are as follows:

- Align with the Official Community Plan
- Manage the portion of the communities limited funds allocated to transportation responsibly
- Enhance safety of all road users
- Enhances connectivity and provide alternative emergency access routes
- Improve access to sustainable modes of transportation.

2.0 Existing Infrastructure

An appropriate Road Network Plan must identify deficiencies in the existing network before we can determine what improvements are required. This section outlines the existing infrastructure and issues that should be addressed through the plan.

2.1 Road Network

The approximate kilometer lengths of roadway and sidewalk as well as number of intersection types are provided below:

- 25.1 km of roadway, all with a posted speed limit of 50 km/h
- 10.8 km of sidewalk, typically less than 1.5m wide
- 30 intersections where one approach is stop controlled
- Seven intersections where two approaches are stop controlled
- Two 3-way stop controlled intersections
- Zero 4-way (or higher) stop controlled intersections
- Zero signal controlled intersections
- Zero roundabouts

2.1.1 Road Network Classifications

Road networks are composed of various road types, each of which provide a particular level of service for the user, specific to their mode of travel, and varying levels of access to adjacent properties. Road networks are typically classified on the basis of the classifications set out in the TAC Geometric Design Guide for Canadian Roads. The purpose of classifying roadways is to:

- Outline its functionality
- Provide appropriate design for volume and speed of traffic
- Determine appropriate access control
- Set design standards for new construction or rehabilitation
- Define features such as sidewalks
- Identify on-street parking provision
- Set priorities for snow clearance

10 types of classification are outlined in the TAC guide as shown in Table 2-1, in addition many municipalities in BC often add “Minor” and “Major” to some classifications where they may serve dual purposes or the reality of the road’s purpose lies somewhere between two classifications. The size, location and population of the Village means that not all of the classifications shown are applicable to the Village. We feel three levels of road classification are appropriate for the village, those not applicable have been crossed through.

Table 2-1: TAC Road Classifications

Rural	Urban
	~~Lane~~
Local	~~Local~~
Collector	~~Collector~~
“Minor” Arterial	~~Arterial~~
	~~Expressway~~
~~Freeway~~	~~Freeway~~

Figure 2-1 outlines an appropriate classification system for the Village of Anmore, comprised of local, collector and minor arterial roadways. Figure 2-2 also shows the location of all the stop controlled intersections in the Village.

The following road characteristics are general only descriptions only, the Village has set out its road requirements via its Servicing Bylaws.

Minor Arterial Roads

Given the main routes to and from the Village are Sunnyside Road and East Road, these would typically be classified as Arterial Roads, however both also serve a function to provide access to adjacent properties, therefore a designation of Minor Arterial is most appropriate. Direct access is still permitted but not encouraged, particularly if an alternative is available. Some characteristics for a Minor Arterial Road in the context of the Village include:

- Service Function: Traffic movement is more important than land access, but land access still permitted where no suitable alternative exists.
- Design Speed: 50 km/h *(note: design speeds higher than posted speeds encourages higher travel speeds by making it safer to travel at higher speeds, current best practice design speed = posted speed)*
- Running speed: 50 km/h
- Vehicle Types: Suitable for all vehicle types
- Lane Widths: 3.3m to 3.5m
- Pedestrians: Sidewalk provided on one side, aspire to provide a 3m wide multi-use path
- Cyclists: Cyclists share the road, aspire to provide a 1.5m bike lane on each side.
- Transit: Transit permitted on these roads
- Parking: Parking is prohibited on these roads

Collector Roads

Some characteristics for a Collector Road in the context of the Village include:

- Service Function: Traffic movement and land access of equal importance.
- Design Speed: 50 km/h
- Running speed: 50 km/h
- Vehicle Types: Suitable for all vehicle types, but primarily passenger cars, light to medium trucks, occasional heavy trucks
- Lane Widths: 3.0m to 3.5m
- Pedestrians: Sidewalk provided on one side, ideally in the form of a 3m wide multi-use path
- Cyclists: Cyclists share the road
- Transit: Transit permitted on these roads
- Parking: Parking is prohibited on these roads

Local Roads

Some characteristics for a Local Road in the context of the Village include:

- Service Function: Traffic movement is more important than land access, but land access still permitted where no suitable alternative exists.
- Design Speed: 50 km/h
- Running speed: 50 km/h
- Vehicle Types: Mostly passenger cars, light to medium trucks, occasional heavy trucks
- Lane Widths: 3.0m to 3.3m
- Pedestrians: Sidewalk provided on one side, minimum width 1.5m
- Cyclists: Cyclists share the road
- Transit: Transit permitted on these roads
- Parking: Parking is prohibited on these roads

This plan is focused on the road network, but that road network provides service to more than just automobiles, it must provide access for goods movement, emergency vehicles, transit, walking and cycling also.

2.1.2 Issues

The road network, for the most part serves its purpose for the existing form of development but there are some issues which should be addressed when possible:

- Connect missing links to provide improved connectivity and alternative emergency access routes as well as access to new subdivisions.
- Cul-de-sacs are abundant and longer than desired and should be connected at the far end to provide alternative access.
- Road widths on East Road are narrow in some locations
- Based on anecdotal evidence, vehicle speeds on East Road are higher than desired.
- Driveways and some minor roads have insufficient visibility onto the major roadway.
- Illegal parking on roadways during summer months from people visiting Buntzen Lake

2.2 Pedestrian Network

The pedestrian network of sidewalks and marked crosswalks is relatively well built out in the context of the Village. Figure 2-3 shows the extent of the network. Sidewalks are provided on many roads of differing classifications allowing pedestrians to make local journeys within the Village often separated from motor vehicles. Where they do have to share the roadway with vehicles, roads typically carry lower traffic volumes. Some issues include:

- Remote sections of sidewalks not connected to the rest of the network
- Narrow sidewalk in places
- Poorly maintained sidewalks, i.e., need for more frequent sweeping.
- Grades of sidewalk on some section of Sunnyside Road

2.3 Cycling Network

There are no dedicated cycling facilities within the Village of Anmore, cyclists must share the roadway with other vehicles.

2.4 Transit Network

TransLink provides two community shuttle services to the Village of Anmore, the C25 and C26 service which are shown in Figure 2-4 along with stop locations. The C25 service for the Anmore portion is limited to two services one hour apart late in the evening. The C26 service provides transit service to Port Moody Station. Service is provided at approximately a 30 min frequency, to Port Moody station during the AM peak period and from Port Moody station in the afternoon. Transit Issues include:

- Most stops feature no weather protection
- Some stops have no paved waiting area or connection to the sidewalk
- Some stops are not served by a sidewalk
- Some stops are connected to sidewalk across drainage ditches by way of makeshift bridges

2.5 Collision History

Collision volumes are low; Table 2-2 provides a record of collisions over five years from 2009 to 2013. The two highest collision locations both experienced 7 collisions each over 5 years, while the entire Village experienced 77 collisions in total over five years. No fatalities were recorded, 12 collisions included a casualty, while the remaining 65 were property damage only collisions.

ISL has been provided additional information from the RCMP, which covers a date range of Sept 14th 2011 – September 14 2016. This information identifies 2 fatalities, one at Strong Rd and East Rd and 1200 East Rd.

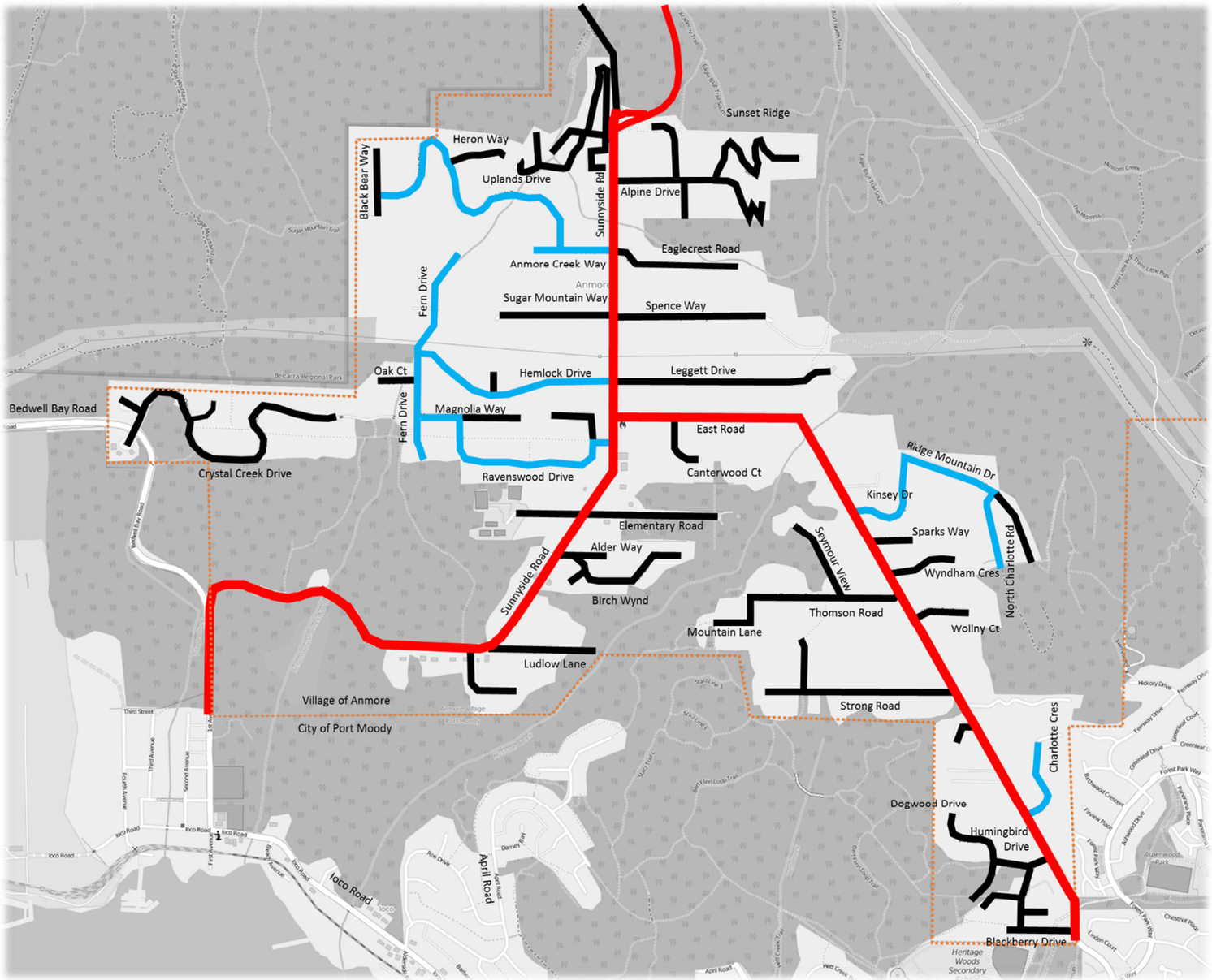
Table 2-2: ICBC Collision Records 2009-2013

Collision Location	Number of Collisions
Bedwell Bay Rd & First Ave & Sunnyside Rd	7
East Rd & Sunnyside Rd	7
East Rd & Strong Rd	5
East Rd & Hummingbird Dr	3
1000 Blk Ravenswood Dr	3
1000 Blk Sugar Mountain Way	3
Elementary Rd & Sunnyside Rd	3
1400 Blk East Rd	3
1700 Blk East Rd	3
2100 Blk East Rd	3
Bedwell Bay Rd & Crystal Creek Dr & Forestview Lane	2
3200 Blk Sunnyside Rd	2
East Rd & Thomson Rd	2
100 Blk Deerview Lane	2
Anmore Creek Way & Uplands Dr	2
200 Blk Alpine Dr	2
200 Blk Strong Rd	2
00 Blk Strong Rd	2
100 Blk Strong Rd	1
2000 Blk Sunnyside Rd	1
Alder Way & Sunnyside Rd	1
00 Blk Alder Way	1
Charlotte Cres & East Rd	1
2300 Blk East Rd	1
Sunnyside Rd & Park Access Rd	1
2800 Blk Fern Dr	1
1100 Blk Mountain Ayre Lane	1
100 Blk Dogwood Dr	1
100 Blk Seymour View Rd	1
Spence Way & Sugar Mountain Way & Sunnyside Rd	1
100 Blk Sparks Way	1
1400 Blk Crystal Creek Dr	1

Collision Location	Number of Collisions
00 Blk Elementary Rd	1
800 Blk Spence Way	1
900 Blk Canterwood Crt	1
2900 Blk Fern Dr	1
1000 Blk Uplands Dr	1
2900 Blk Sunnyside Rd	1
2200 Blk East Rd	1
Grand Total	**77**

Table 2-3: RCMP Records 2011-2016

Date Range: September 14, 2011 - September 14, 2016		
Report Date	**Location**	**Municipality**
Fatal Collisions		
2012-Oct-17	Strong Road/East Road	ANMORE
2013-Jan-17	1200 East Road	ANMORE
Injury Collisions		
2012-Mar-15	Sunnyside Road/First Ave	ANMORE
2012-May-26	798 Spence Way	ANMORE
2012-Jul-19	30 Elementary Road	ANMORE
2014-Apr-17	1900 East Road	ANMORE
2014-Apr-28	2242 East Road	ANMORE
2015-Feb-23	Buntzen Lake	ANMORE
2015-Oct-26	Sunnyside Road/Park Access Road	ANMORE
2016-Jan-05	2046 Sunnyside Road	ANMORE
Damage over $1000		
2011-Sep-23	2700 BLOCK SUNNYSIDE RD	ANMORE
2012-Mar-04	2580 SUNNYSIDE RD	ANMORE
2012-Mar-21	EAST RD / SUNNYSIDE RD	ANMORE
2012-Jul-29	3230 SUNNYSIDE RD	ANMORE
2013-Mar-03	1053 UPLANDS DR	ANMORE
2013-Jul-01	0 BUNTZEN LAKE	ANMORE
2014-Feb-22	EAST RD / KINSEY RD	ANMORE
2014-Mar-20	98 STRONG RD	ANMORE
2015-Sep-13	EAST RD / BLACKBERRY DR	ANMORE
2015-Oct-31	2380 EAST RD	ANMORE
2015-Dec-14	SUNNYSIDE RD / BEDWELL BAY RD	ANMORE
2016-Mar-28	2855 SUNNYSIDE RD	ANMORE
2016-Sep-07	2100 BLOCK SUNNYSIDE RD	ANMORE
Damage under $1000		
2011-Nov-10	SUNNYSIDE RD / ELEMENTARY RD	ANMORE
2012-Jan-28	SUNNYSIDE RD / SUMMERWOOD LANE	ANMORE
2012-Jul-21	EAST RD / SUNNYSIDE RD	ANMORE
2012-Oct-29	1085 THOMSON RD	ANMORE
2013-May-11	100 BLOCK DOGWOOD DR	ANMORE
2013-Dec-28	128 EVERGREEN CRES	ANMORE
2014-May-18	SUNNYSIDE RD / EAST RD	ANMORE
2014-Dec-20	3060 ANMORE CREEK WAY	ANMORE
2015-Apr-16	EAST RD / STRONG RD	ANMORE
2015-Jun-15	34-3295 SUNNYSIDE RD	ANMORE



Legend

Minor Arterial Road

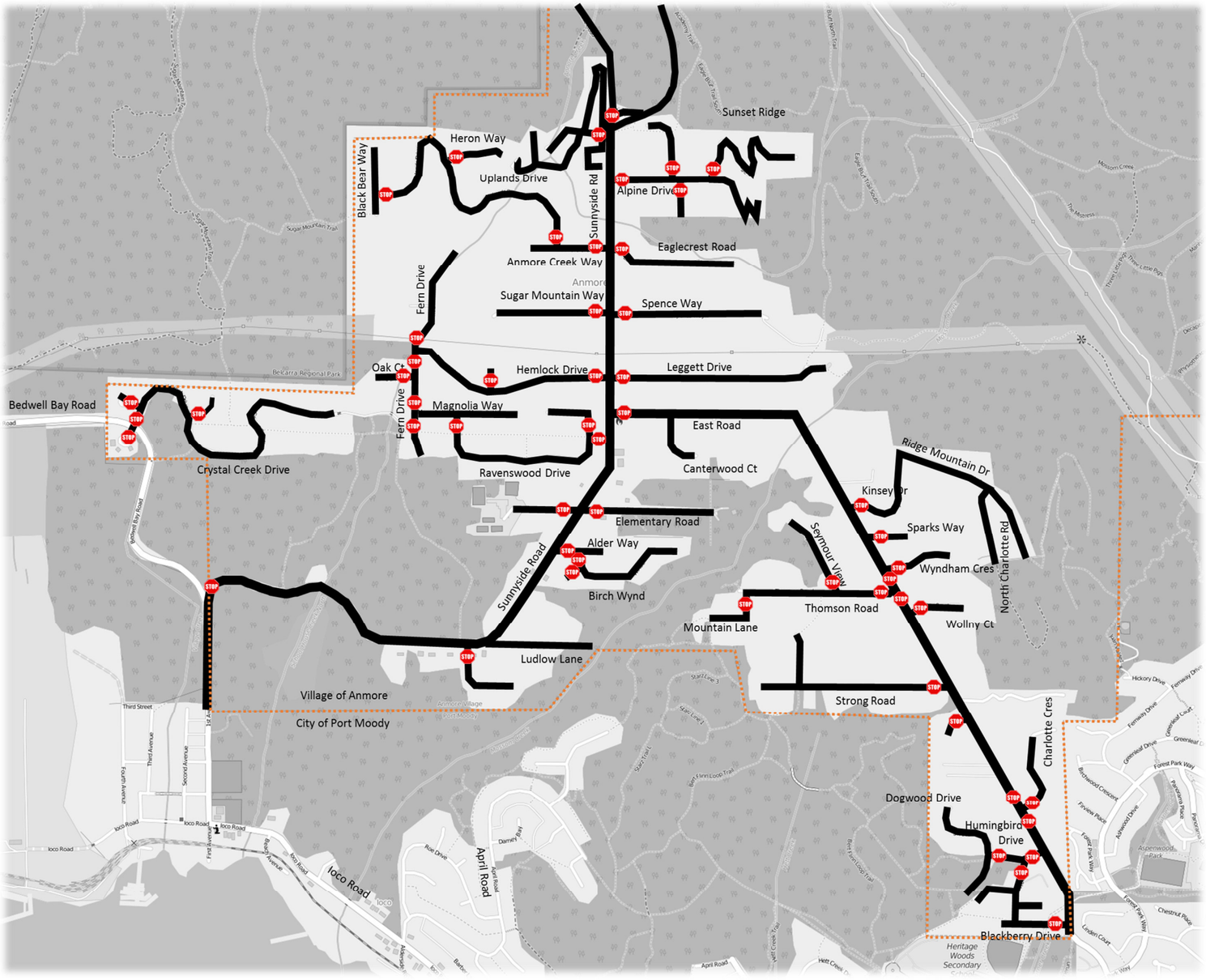
Collector Road

Local Road

Anmore Boundary

NOT TO SCALE

Figure 2-1: Existing Road Network Classifications



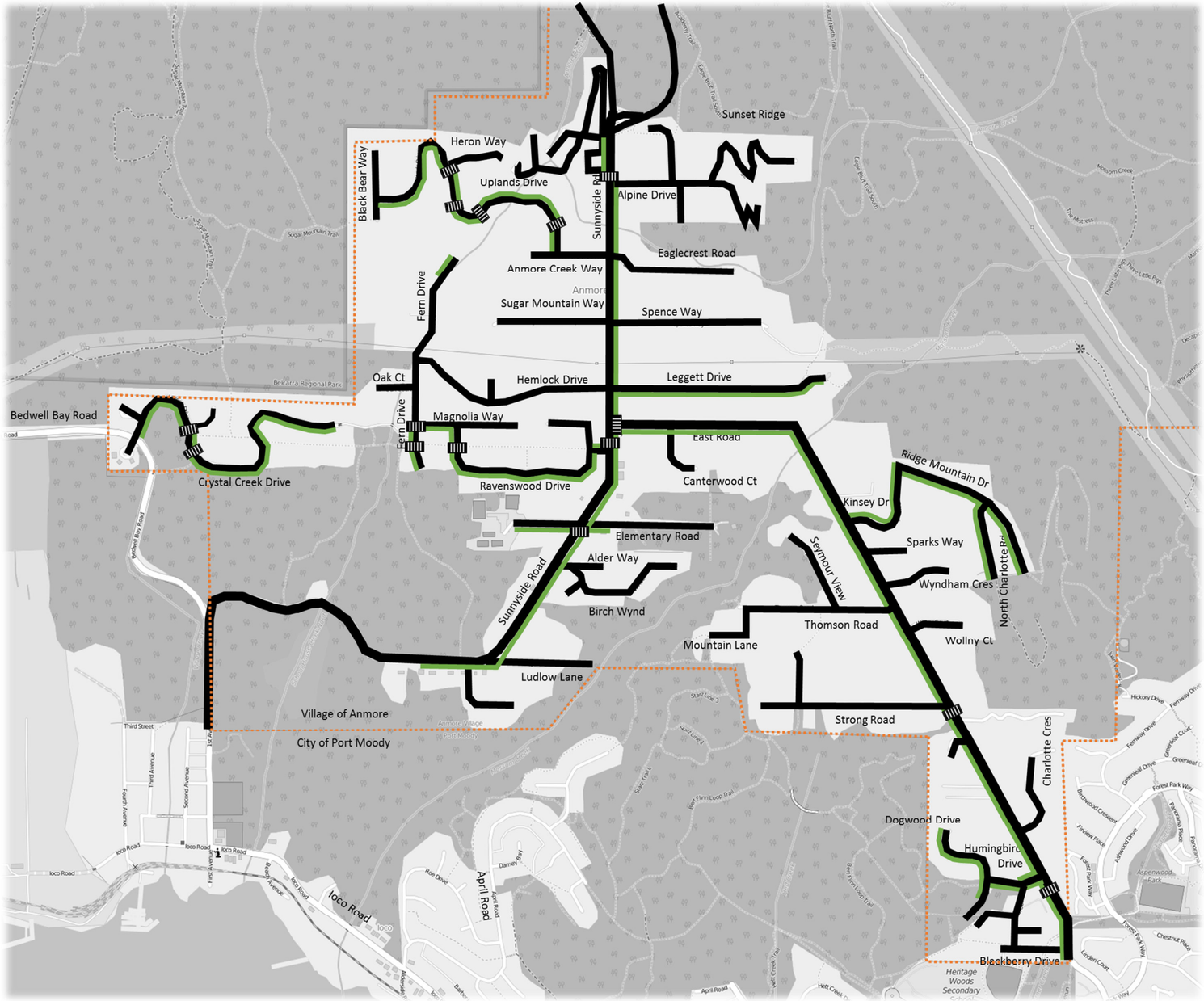
Legend

Stop Controlled Approach

Anmore Boundary

NOT TO SCALE

Figure 2-2: Existing Intersection Controls



Legend

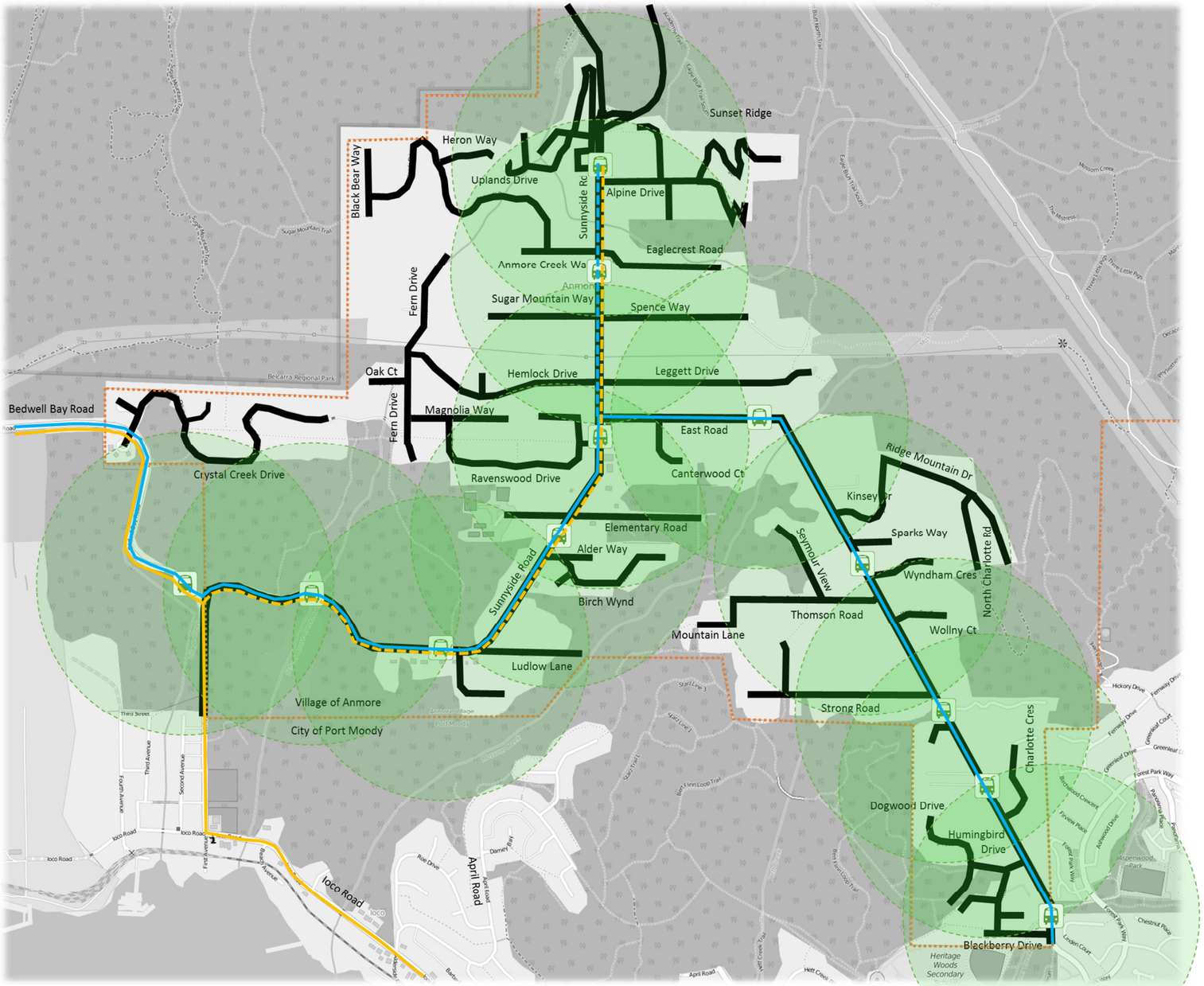
Sidewalk

Crosswalk

Anmore Boundary

NOT TO SCALE

Figure 2-3: Existing Pedestrian Network



Legend

Anmore Boundary

C26 Bus Route

C26 Summer Service

C25 Bus Route

C25 Summer Service

Bus Stop both sides/450m radius

NOT TO SCALE

Figure 2-4: Existing Transit Routes and Stops

3.0 Road Network Plan

This section sets out recommendations to address the issues raised in the previous chapter.

3.1 Connectivity

The road network features many cul-de-sacs accessed from two primary routes. This road network layout limits connectivity options within the Village, and reduces options for emergency access in the event of a collision or disaster.

For example, a collision at Sunnyside Road/Leggett Drive would render the entire northern section of the Village inaccessible. Furthermore in the event of a forest fire the potential evacuation routes are limited. Better connectivity of the other streets would allow for detour options and alternate points of access in the event of an emergency.

The following connections are recommended:

- Fern Drive to Anmore Creek Way (as per OCP) – Approximately 300m funded through adjacent development.
- Fern Drive to Black Bear Way – Approximately 260m (straight line) funded through adjacent development.
- Fern Drive to Sunnyside Road (as per OCP) – Approximately 600m funded through adjacent development.
- Crystal Creek Drive to Fern Drive – Approximately 260m funded through Village funds.
- Ravenswood Drive to Sunnyside Road – Approximately 80m funded through Village funds. The realignment would maximize available space for the civic centre.
- Charlotte Crescent to North Charlotte Road – Approximately 600m funded through adjacent development.

The above connections are shown in Figure 3-1. The alignments shown are indicative of the connectivity required and actual alignments could vary to accommodate terrain and development needs.

If all of the above road connections were to be implemented, there would continue to be a weak link north of Anmore Creek Way/Eaglecrest Road/Alpine Drive, as roads north of here would continue to be serviced by just one road. This would include access to and from Buntzen Lake, thus any incident along this roadway could close access until it can be cleared. Likewise, in an evacuation scenario all people would be reliant on this one roadway, potentially slowing egress.

3.2 Traffic Capacity

No capacity analysis has been undertaken as a part of this Road Network Plan. The Village should continue to monitor traffic volumes and queue lengths at key locations and if necessary undertake a study to determine solutions to capacity issues when/if they occur.

3.3 Road Safety

The following road safety issues should be addressed:

- A primary concern for safety is the lack of alternative routes and limited evacuation options, where possible new roads should be connected to multiple existing roads to provide alternative route options as highlighted in Section 3.1.
- Vehicle speeds on Sunnyside Road and East Road should be collected at multiple locations via tube counters, and if necessary enforcement should be considered via physical traffic calming techniques and/or increased police enforcement.

- Driveway accesses on Sunnyside Road and East Road should be checked for compliance with visibility requirements.
- Lane widths on East Road should be increased where necessary to safely accommodate passing truck movements. Lane widths should not be so wide that it encourages higher travel speeds.
- The crest in the roadway south of Kinsey Drive should be reviewed and removed when possible.
- Speed humps while undoubtedly helping to reduce vehicle speeds on East Road are not consistent with the road's intended purpose. Their presence in this location should continue to be monitored and addressed if necessary.

3.4 Walking and Cycling

Sidewalk provision is generally good throughout the Village, particularly given its semi-rural character. There is little immediate need for new sidewalk, but consideration should be given to the following:

- Fund missing links in the sidewalk network.
    - Connection from Uplands Drive to Sunnyside Road
    - Connection on north part of Fern Drive
- All new roads to include sidewalk on at least one side.

3.5 Transit

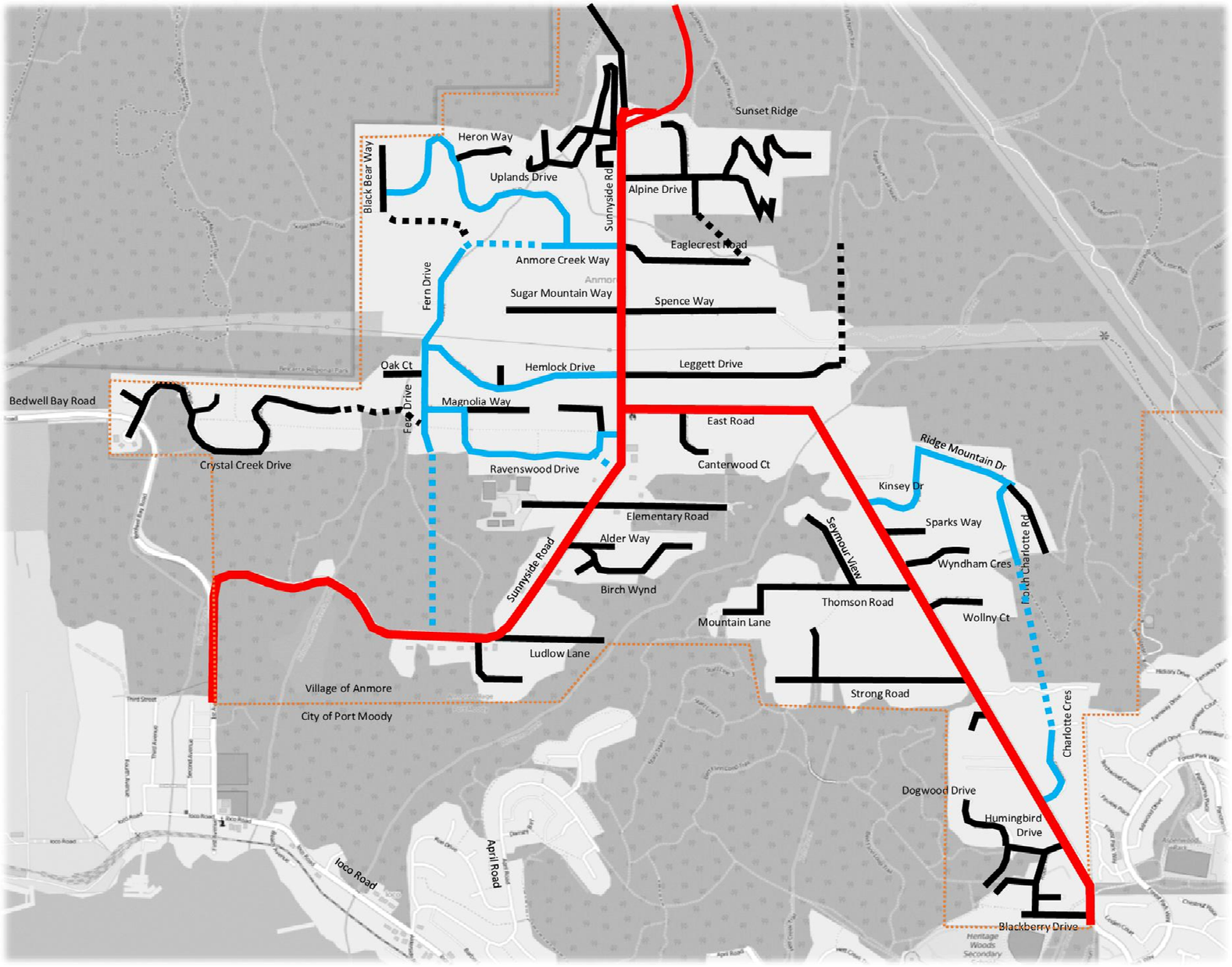
All transit stops should feature the following:

- Paved waiting areas
- Connections to sidewalks
- Shelters at most popular stops to provide weather protection

3.6 Funding

Given that the Village is anticipated to double in population by 2041, the Village must ensure that new development properly contributes appropriate transportation infrastructure to directly serve the development plus contributes additional general funds through a Development Cost Charge towards the community infrastructure as whole that is now required to accommodate increased demand.

The Development Cost Charge could include funds for sidewalk expansion, new road connections not attributable to new development, road safety improvements, transit stop connectivity, and ongoing road maintenance.



Legend

- Minor Arterial Road
- Collector Road
- New Collector Road
- Local Road
- New Local Road
- Anmore Boundary

NOT TO SCALE

Figure 3-1: Proposed New Road Connections

4.0 Recommendations

4.1 Charlotte Crescent to North Charlotte Road

The Pinnacle ridge development currently exceeds the allowable Cul-de-Sac length prescribed in the Works and Services Bylaw. Due to the nature of the Hillside development in this area, this connection is essentially the only way to reduce the current Cul-de-Sac length for the entire hillside, therefore this connection should be constructed prior to any further development on the hillside. The connection should intersect Charlotte Crescent and reduce the Cul-de-Sac length to a minimum of 600m.

The existing topography is challenging, as it is steep slope development. It is likely significant rock removal and retaining structures will be required along the corridor, so the proposed connection meets the Village's existing Works and Service Bylaw requirements.

At the time of writing this report, a number of companies/individuals owned the proposed development area. Therefore, the Village should request the proposed roadway/network be completed as an integrated plan and not on a piece by piece, per Developer process. This will help to create a consistent roadway design and minimize retaining structures along the Road Right of Way

4.2 Crystal Creek Drive to Fern Drive

Crystal Creek sub division is cut off from the Village of Anmore's road network. Residents (vehicle travel) currently have to enter leave the Village, enter Port Moody via Bedwell Bay Rd/1st Ave and re-enter the Village via Sunnyside road in order to enter the greater Village road network. A connection between the Crystal Creek and Fern Drive would provide a direct access to the Village. This connection would serve a dual purpose.

Firstly, a connection to Fern Drive would serve as a significant safety boost for the network. It would provide an alternative to enter or leave the Village . This is important to the Village's global network, as it currently only has two points of access to the greater road network. The connection would provide alternate routes for residents entering and leaving the Village and most importantly an alternative egress point is there was an emergency such as a wildfire in the Village.

Secondly, the residents of the Crystal creek are essentially cut off from the Village community; a connection would serve as an access to the Village Hall and the school district, without having to leave the community in which they serve.

4.3 Fern Drive Connections

The proposed connections (see figure 3.1) to Fern Dr are important connection points to the Village's road network, as the majority of the current developments on the North West of Anmore, exceed Cul-de-Sac length allowances as specified in the Works and Services Bylaw. The proposed connections would eliminate the existing Cul-de-Sacs and bring the developments up to existing Works and Services Bylaw standards.

We recommend that existing Cul-de-Sac not be extended on the Hillside due to safety concerns. Prior to any further development in the North West of Anmore, connections should occur to eliminate the existing Cul-de-Sacs and ensure any existing/proposed lengths are below 600m in length. These connections will improve safety for the residents in this area during an emergency.

4.4 Road Right of Ways

We recommend the Village review their current Road Right of Way width requirement. The current 15.25m width makes maintenance and future upgrades challenging. A new standard Right of Way width of 20m should be implemented for future sub divisions. The additional width will help to minimize future upgrades costs and potential land purchases.

Appendix A

OCP Transportation Policies

5. TRANSPORTATION

Anmore's secluded location and dispersed residential settlement pattern results in residents depending on a private vehicle for much of their commuting, daily needs and other trips. The Municipality supports alternative modes of transportation, including public transit, walking, biking, car-pooling and rideshare programs to give residents other options than the car for trips within and outside Anmore.

Translink is in the process of updating the Northeast Sector Area Transit Plan, which includes Anmore, Belcarra and the Tri-Cities. The community shuttle currently serves Anmore residents and is an important link for commuters, students, seniors and, during the summer months when the route extends into Buntzen Lake Recreation Area, providing an alternative access option that can relieve some parking pressures during busy times.

As part of the Major Road Network, Sunnyside Road and East Road will function as the major traffic routes servicing the community and providing access to Buntzen Lake. While roads and vehicle movement largely define the transportation system, the Village will strive to ensure all modes of transportation are viable and safe options for residents and visitors. Transportation policies also contribute to Anmore's efforts to reduce Greenhouse Gas Emissions and support healthy lifestyle choices for residents.

OBJECTIVES – TRANSPORTATION

- To provide a safe and convenient transportation system for pedestrians, cyclists and vehicle drivers.
- To encourage active and alternative transportation choices.
- To advocate for transit services that meet the needs of Anmore residents.
- To ensure new roadways accommodate the transportation needs of residents and are designed to be consistent with Anmore's semi-rural character.

ACTIVE TRANSPORTATION POLICIES

Policy T–1
The Village encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system.

Policy T–2
The Village recognizes that the roads within the Municipality are community assets, available to all users, not just drivers, and supports the provision of well-connected pedestrian and bicycle routes to key destinations in the community such as local schools, the new Village Hall, the Anmore Grocery Store and Buntzen Lake Recreation Area.

Policy T–3
In future planning and development projects, the Village will consider the potential to enhance Sunnyside Road as an active transportation corridor.

Policy T–4
The Village will explore opportunities to improve the walkability of East Road, considering increased buffers or other measures to enhance pedestrian safety.

Policy T–5
The Village will improve safety for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming measures, where appropriate.

Policy T–6
The Village will promote the use of the carpooling and participation in rideshare programs such as the Jack Bell Rideshare program.

Policy T–7
The Village will explore potential partnerships with the schools to establish educational programs to promote walking and cycling, and will encourage schools to provide high-quality and well-monitored bicycle parking.

Policy T–8
The Village will seek opportunities to work with the City of Port Moody and Translink to explore the potential to provide a safe and well-connected pedestrian and bicycle route from the Evergreen Line station at Ioco to Anmore.

Policy T–9
The Village will advocate for continued improvements to the Translink community shuttle service in Anmore and provide input into the Northeast Sector Area Transit Plan.

Policy T–10
The Village will ensure access to transit stops reflect accessible and barrier-free design standards, wherever possible.

Sunnyside Road

East Road

Policy T–11
In the design of transit stops, the Village will seek to enhance transit stop comfort and safety through the use of appropriate materials, lighting and weather protection.

Policy T–12
In the development of new subdivisions, the Village will encourage Translink to provide a transit stop located within 400 metres (approximately a five-minute walk) of every housing unit.

MAJOR ROAD POLICIES

The Village supports the ongoing designation of both Sunnyside Road and East Road as part of the regional Major Road Network (MRN), recognizing these two major traffic routes service the needs of residents and provide access to Buntzen Lake Recreation Area (see Schedule C - Road Network Map).

Policy T–13
The Village continues to support, in accordance with Section 933 of the *Local Government Act*, the ongoing practice of Development Cost Charges being collected to assist in the financing of road upgrading.

Policy T–14
At the time when the IOCO Lands are developed, the Village will secure a road allowance that will provide a link between the western and central portions of the Village.

Policy T–15
Where possible, the Village will limit direct driveway access onto Sunnyside Road and East Roads by requiring the use of alternative roads and shared driveways.

MINOR COLLECTOR ROAD POLICIES

Policy T–16
An alignment for the future extension of Charlotte Crescent, generally along the old skid road, will function as a collector road as new subdivisions are developed on the east side of East Road (see Schedule C - Road Network Map).

Policy T–17
An alignment connecting Charlotte Crescent to East Road is identified on Schedule C - Road Network Map. This alignment is intended to establish a looped connection to accommodate municipal services, resident access and emergency response vehicles. Given these priorities, should an extended Charlotte Crescent be required along this alignment, it need not be designed solely as a motor vehicle throughway. Rather, road design options that enhance pedestrian connectivity may be considered. Area-specific Development Cost Charges may be used to finance the construction of a road along this alignment.

Policy T–18

An alignment extending Fern Drive is identified on Schedule C – Road Network Map. As new subdivisions are developed, this alignment may be developed to serve as the north/south minor collector on the west side of Sunnyside Road, providing connection between Fern Drive and Sunnyside Road, where possible. This road will be located on the east side of Schoolhouse Creek. This alignment is intended to establish a looped connection to accommodate municipal services, resident access and emergency response vehicles. Given these priorities, should an extended Fern Drive be required along this alignment, it need not be designed solely as a vehicle throughway. Rather, road design options that enhance pedestrian connectivity may be considered. Area-specific Development Cost Charges may be used to help finance the construction of this road.

Policy T–19

The continued extension of Leggett Drive, as new subdivisions are developed, is anticipated to serve as a minor collector to access properties to the northeast of Sunnyside Road. Area-specific Development Cost Charges may be used to help finance the construction and maintenance of this road.

LOCAL ROAD POLICIES

Policy T–20

As new subdivisions are developed, local roads will be provided in accordance with the standards specified in the Works and Services Bylaw.

ROAD DEDICATION POLICIES

Policy T–21

The Approving Authority will be encouraged to utilize the following guidelines in determining the appropriate locations for roads within subdivisions:

- Locate new roads such that their alignment can facilitate the development of adjacent land in the future.
- Ensure that new roads are located within a subdivision such that they can be extended in a technically feasible manner through adjacent properties, while being cost effective for both the developer to provide and the Village to maintain.
- For corner lots fronting onto major roads and minor collectors, driveway access should be arranged off of the local road where possible.
- Minimize extensive cut and fills.
- Where possible, provide access to subdivisions from more than one (1) local road.
- Create as few intersections as possible.
- Use 3-way intersections rather than 4-way intersections.
- Avoid intersections near crests of hills and on curves.
- Avoid skew intersections, i.e. where the angle between the intersecting roads is outside the range 90 ± 20 degrees.
- Avoid grades greater than 12%.
- Avoid crossing Anmore, Schoolhouse and Mossom Creeks where possible.

Policy T–22

At the time of subdivision, where a new road is being proposed, the Village will seek a 20 metre road dedication. As a means of protecting Anmore's semi-rural character, the Approving Authority may consider allocation of that roadway to enable the paved portion of the roadway to be narrower, provided the following minimal criteria can be satisfied:

- Accommodate two-way traffic and the safe passage of emergency vehicles;
- Provide for adequate drainage ditches, swales or storm sewers;
- Accommodate natural gas, water mains, and/or other utilities;
- Accommodate pedestrian and cycling pathways; and
- Retain or create greenway corridors.

Policy T–23

Where a subdivision is adjacent to an existing Village road, the Village supports the securing of land, the width being the difference between the current road width and 20 metres, for the purposes of facilitating the widening of the existing road.

Policy T–24

The Village may also explore opportunities for increased road allowances where the extra land is to remain treed or used for non-motor vehicle use such as walking, biking or horse trails.

Policy T–25

The Village encourages applicants to consider road designs and form of eventual tenure that minimize the financial implications to the Village related to ongoing maintenance and replacement of any dedicated road.

Policy T–26

The Village will act, to the extent of its authority, to ensure that David Avenue has a minimal impact upon the lifestyle and livelihood of residents that may be affected by any future extension of the road. The Village does not support the David Avenue extension alignment options explored to date by the property owners due, in part, to the potential environmental, community and social impacts to Anmore. The Village encourages the City of Port Moody to explore an alignment that will have minimal environmental impact on Mossom and Schoolhouse Creeks.