



anmore south OCP Application

May 2023

icona

+ placemark
DESIGN + DEVELOPMENT

anmore south

OCP Amendment Application

May 2023

Prepared for:



Submitted by:



Prepared by:



Technical Team:



Acknowledgment of Indigenous Territory

icona recognizes that we exist and operate on the traditional territories of numerous Indigenous peoples, including the səliłwətaṭ (Tsleil-Waututh) and kʷikʷəłəm (Kwikwetlem) First Nations.

At icona, we acknowledge and respect the diverse and unique histories, languages, and cultures of First Nations peoples, which bring richness and depth to our lives and the region as a whole.

Message from Tony Cai, Founder and Greg Moore, President of icona Properties Ltd.

We are pleased to submit the Official Community Plan Amendment Application for Anmore South. This comprehensive submission is a follow-up to the previous November 2021 submission. Over the past two years, we have been dedicated to engaging with, listening to, and gathering input from a variety of residents and stakeholders to deliver a comprehensive and well-informed application.

At icona, we are committed to supporting a sustainable future for the Village of Anmore starting with a bold vision for Anmore South. Drawing on the natural setting as its key design inspiration, Anmore South's 150 acres represent a unique and rarified opportunity to do things differently. By adhering to the principles of people-centered design, our vision for Anmore South is predicated on the principles of sustainability and sensitively managing growth to foster a more complete community within Anmore while retaining the Village's semi-rural character.

We have undertaken extensive public engagement to date, with community input playing a vital role in identifying and defining priorities and values to create a Made-in-Anmore neighbourhood where residents can live, work and play in nature.

Protecting what's important, Anmore South seeks to publicly dedicate ~47% of the land as neighbourhood parks, greenways and natural areas with enhanced ecosystems - reflecting the best of Anmore.

Contributing to a more complete Village, Anmore South envisions a vibrant neighbourhood heart including local grocery, shops and services, a community centre, and market square - providing local employment and allowing Anmore's retail spending to stay in the community.

The OCP Amendment provides a framework and policies for the phased development over 25 years, offering a full range of housing forms to support a vibrant and diverse community with the eventual build-out of 3,100-3,500 homes.

icona's long-term commitment to Anmore means realizing the vision of Anmore South as an innovative and sustainability-focused masterplan. We look forward to achieving the ambitious goals of Anmore South through working closely with Anmore Council, staff and the larger community.



Greg Moore
President and CEO
icona properties



Tony Cai
Founder
icona properties

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1. NEIGHBOURHOOD VISION

1.1. NEIGHBOURHOOD VISION

The Vision for Anmore South is predicated on principles of sustainability, sensitively managing growth to foster a more complete community within Anmore while retaining the Village's semi-rural character.

The OCP Amendment provides the framework for the phased development over 25 years of a sustainable mixed-use village set within the forest - structured according to walkable neighbourhoods, connected parks and trails, offering a full range of housing forms, able to accommodate 3,100-3,500 homes with a projected population of 5,100-6,700 residents.

Marking Anmore's western gateway, Anmore South proposes a socially-diverse neighbourhood with an active transportation network of liveable streets, community greenways, and accessible forest trails - all within a 5-minute walk of each home.

Contributing to a more complete Village, Anmore South envisions a vibrant neighbourhood heart including local grocery, shops and services, a community centre, and market square – providing local employment and allowing Anmore’s retail spending to stay in the community.

Protecting what’s important, the OCP Amendment seeks to publicly dedicate ~47% (28.7ha | 70.9ac) of the land as neighbourhood parks, greenways, and natural areas with enhanced ecosystems – reflecting the best of Anmore.

1.2 RATIONALE FOR THE OCP AMENDMENT

One of the most significant challenges facing Anmore is the need to accommodate growth and development in a manner that preserves the community’s natural environment and character. With a record number of people moving to the Metro Vancouver region every year, more homes are needed that are linked to places of work, services and recreation while minimizing impacts on the natural environment. As one of the 21 municipalities within Metro Vancouver, Anmore has a role to play in a sustainable future for the region.

Metro Vancouver’s 2050 Regional Growth Strategy articulates a collective vision for how growth will be managed to support the creation of complete, connected and resilient communities. The Anmore South lands are designated in Metro 2050, and acknowledged in the Village OCP, as a Special Study Area for future growth. As an alternative to infill development throughout the Village, the Anmore South OCP Amendment will unlock the Special Study Area’s ability to accommodate change in a way that meets regional growth objectives, while protecting the Village’s existing semi-rural character.

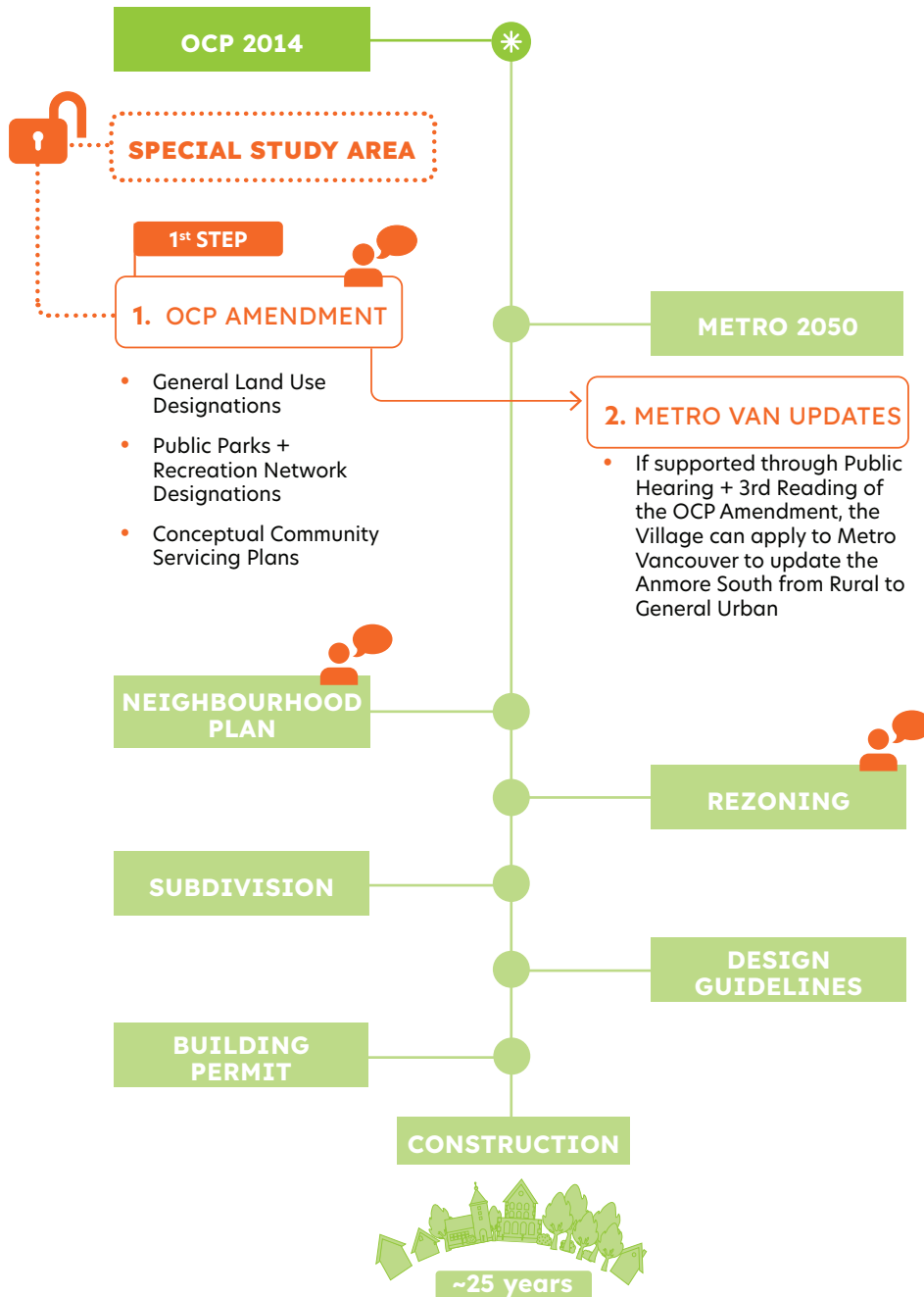
The OCP Amendment provides Anmore with new land uses, housing forms, and community benefits while limiting the extent of sanitary servicing to the Special Study Area. It offers a made-in-Anmore vision for future growth, supporting community resilience by diversifying homes, recreation amenities, and municipal revenue streams.

The OCP Amendment outlines the community vision and neighbourhood planning requirements for the Anmore South lands. Following Village support, Anmore will apply to Metro Vancouver to unlock the Special Study Area and re-designate Anmore South in the Regional Growth Strategy from Rural to a combination of General Urban, Employment, and Conservation + Recreation.

1.3 FRAMEWORK FOR MANAGING CHANGE

The OCP Amendment is the first step in a comprehensive planning process for community development of the Anmore South lands. The figure below illustrates the planning process for the Anmore South lands that will be triggered with the OCP Amendment, including opportunities for public engagement at the OCP Amendment, Neighbourhood Plan, and Rezoning stages.

Figure 1 - Planning Process



Following adoption of the Anmore South OCP Amendment, a Neighbourhood Planning process will be undertaken to further understand biophysical conditions and infrastructure requirements, define land use and detail community form. This will involve technical studies by expert professionals, detailed land use planning, and extensive community consultation. The neighbourhood planning process will follow a Terms of Reference approved by the Village of Anmore.

The Anmore South Neighbourhood Plan will guide the growth of the community through comprehensive land use, infrastructure, civic facility and environmental enhancement, consistent with Anmore community values, best practices in neighbourhood design, and the Village's goals, objectives and policies. The Neighbourhood Plan will include specific policies related to land use designations, transportation, infrastructure, parks and natural areas to guide development of a more healthy, complete community. After gathering input and feedback from the community, the Neighbourhood Plan will be submitted to the Village for consideration and approval by Council.

Following adoption of the Neighbourhood Plan, the lands will be rezoned from the current RS-1 zoning to provide development entitlements reflecting the housing forms specified in the Neighbourhood Plan. A rezoning application will be submitted to the Village for Council approval, which will include a Public Hearing. Rezoning is expected to require preparation of a new municipal Comprehensive Development Zone (CD Zone) for the Anmore South lands. In accordance with Village policy and the Local Government Act, public consultation will occur as part of the rezoning process.

To ensure that Anmore South neighbourhoods are built-out in accordance with the overarching community vision, Design Guidelines will be prepared and registered on title for parcels in Anmore South. The Design Guidelines will provide consistency with respect to building form and character, while also specifying use of sustainable building technologies where applicable.



2. PLAN AREA + CONTEXT

2.1. ANMORE SOUTH CONTEXT

Anmore is a picturesque and village-scaled community located in the northeast of Metro Vancouver, approximately 25km from downtown Vancouver. The village, spanning 2,714ha (6,706ac) and predominantly featuring 1-acre lots, is home to about 2,300 residents who enjoy a high quality of life in a quiet semi-rural community set in nature.

The position, scale, designation, and ownership of Anmore South provide a singular opportunity to accommodate growth in Anmore while preserving the semi-rural character of the existing Village. Situated at the southwest corner of the Village, the 61ha (151ac) Anmore South lands are bordered by existing neighbourhoods and Anmore Elementary School to the east, existing neighbourhoods to the north, and the City of Port Moody boundary to the west and south. The western and southern edges with Port Moody border First Avenue and the historic Ioco lands, long-designated for residential and industrial uses (Refer to Figure 1: Context Plan).

Anmore South holds a dramatic topographic relief, generally sloping to the southwest with views towards Burnaby Mountain. The lands sit at the lowest elevation within Anmore, well below the Village's surrounding neighbourhoods. Despite being industrially-logged in the early 1900s, Doctor's Creek and Schoolhouse Creek remain defining features of the land's second-growth forest - enabling retention and enhancement within the neighbourhood.

Anmore South is currently zoned in-line with the Village's semi-rural character as Residential 1 (RS-1), reflecting a status-quo. An 86-lot suburban subdivision plan with large homes on private services has been approved in principle by the Village, which would result in clearing of the vast majority of forest, privately-owned riparian areas, minimal park space and no public amenities.

2.2 SPECIAL STUDY AREA

Recognizing its unique attributes and future potential, the Anmore South Lands were identified in the GVRD (Metro Vancouver) 1996 Livable Region Strategic Plan as Growth Concentration Area and later in Metro 2050 as a Special Study area and incorporated in the Village OCP. The Special Study Area designation identified the need for further discussion and study prior to preparation of a comprehensive development plan to determine land use and density, environmental protection, servicing, transportation, community amenities, parkland and financial contributions. In 2011, the Village requested the Special Study Area be recognized within the Regional Growth Strategy (Metro 2040), with the understanding that a future process would confirm ultimate land uses.

The designation of Anmore South as a Special Study Area under Metro 2050 Policy 6.10 recognizes the intent to change land use and presents an opportunity for Anmore to realize a more complete community. This policy provides a framework for the future regional land use designation amendment process, which is classified as a Type 3 Minor amendment under the regional growth strategy and requires a 50% plus 1 weighted vote by the Metro Vancouver Regional District Board as well as an update to the Village of Anmore's Regional Context Statement. The Metro 2050 Special Study Area policy amendment process anticipates the adjustments to the Urban Containment Boundary and Sewer Extension.

This recognition of the intent to change land use, coupled with a forward-looking policy, presents a positive opportunity for Anmore to shape the future of the Anmore South Lands and ensure their development aligns with regional goals and objectives. This opportunity towards creating a thriving and prosperous future for Anmore.

2.3 BURRARD INLET NORTH SHORE CONTEXT

The North Shore of Burrard Inlet, east of Indian Arm, includes three municipalities, destination regional parks, and historic industrial Ioco lands – retaining significant economic infrastructure and employment potential. Including the Village of Anmore, Village of Belcarra, and the City of Port Moody, the North Shore municipalities have a current population of ~37,000 and growing. Destination recreation areas like Belcarra Regional Park, Sasamat Lake, and the Buntzen Lake Recreation Area are receiving a significant increase in visitation, with a summer day-pass program being introduced for Buntzen Lake in 2022.

Given the area's long history of industrial activity – deepwater port, rail lines, industrial power station – the area remains a significant economic feature in Metro Vancouver. The historic Ioco lands owned by the Imperial Oil Company to the west of Anmore South, include >141ha (350ac) of industrial-zoned waterfront and deepsea port. The Burrard Generating Station site, owned by the province through BC Hydro, offers an additional 77ha (192ac) of industrial-zoned waterfront land. In light of the region's limited industrial and port lands, these lands are extremely important to the Regional Industrial Lands Strategy and are likely to become activated within the next decade.

According to Robin Silvester, CEO of the Port of Vancouver, “Port Metro Vancouver is nearing capacity, with its existing port facilities operating at over 80% of their designed capacity. The region is running out of industrial land that is suitable for port-related development.” The Ioco Lands, with over 540 acres of waterfront industrial land and convenient access to rail and deep ports, represent a prime location for port-related development.

Given this pressing need for industrial land, as highlighted by Mr. Silvester, the Ioco Lands and the surrounding area provide a unique opportunity for Anmore to support the growth of new businesses and industries, while preserving and enhancing existing employment opportunities. It is crucial that we take advantage of this opportunity to contribute to the regional solution and secure a prosperous future for our community.

Anmore South has an important role to play in the future of the Burrard Inlet North Shore, through the provision of a mixed-use community and infrastructure improvements – all within walking distance of a regionally-significant economic centre. To realize such a potential the Anmore South neighbourhood planning process will require extensive discussions with neighbouring municipalities and landowners.

2.4 REGIONAL METRO VANCOUVER CONTEXT

With a population of over 2.6 million, Metro Vancouver is the third-largest metropolitan centre in Canada and the social, economic and cultural core of British Columbia. Within the last generation Metro Vancouver's population has grown rapidly, adding over one million people. As the trend in population growth continues, the Metro Vancouver region faces significant challenges, from housing affordability and social equity to climate change and environmental preservation, all while ensuring economic resilience. These challenges are multi-faceted and require a comprehensive approach from all levels of government from federal to municipal.

As one of the 21 municipalities within Metro Vancouver, Anmore has a role to play in a sustainable future for the region. Metro Vancouver's 2050 Regional Growth Strategy articulates a collective vision for how growth will be managed to support the creation of complete, connected and resilient communities. The Anmore South lands are designated in Metro 2050, and acknowledged in the Village OCP, as a Special Study Area for future growth. As an alternative to infill development throughout the Village, the Anmore South OCP Amendment will unlock the Special Study Area's ability to accommodate change in a way that meets regional growth objectives, while protecting the Village's existing semi-rural character.

The OCP Amendment allows Anmore to fulfill its role in responding to regional challenges, by unlocking the Special Study Area and providing for new and diverse forms of community growth.



3. REGULATORY CONTEXT

3.1. VILLAGE OCP POLICY ALIGNMENT

The Special Study Area is identified by both Metro Vancouver and the Village's OCP as an opportunity to accommodate change in a way that meets regional growth objectives and protect Anmore's existing semi-rural character - by focusing future growth within the Special Study Area. The proposed Anmore South community aligns with the goals and objectives of the OCP and provides overarching direction with respect to managing future growth in Anmore.

The Village's OCP acknowledges the Special Study Area and outlines the requirement for future development of the lands to be preceded by a comprehensive neighbourhood plan process with detailed technical analysis and extensive community engagement.

The following Table identifies current OCP Policies for Anmore South (Ioco lands) and describes alignment with the OCP Amendment. A complete listing of alignment with OCP policies is provided in Appendix A.

| Anmore OCP Policy | Anmore South OCP Amendment Alignment |
|--|---|
| <p>Policy IOLU-1</p> <p>“The Village has serious concerns with the David Avenue extension alignment options explored to date by the property owners due, in part, to the potential environmental, community, social and financial impacts to Anmore. The extension of David Avenue into the Village of Anmore is a primary issue requiring further discussion and resolution as part of any future planning and development of the Lands.”</p> | <p>North Shore transportation demands are changing with increasing recreational traffic, continued large-lot development, as well as future industrial growth at Ioco and Burrard Generating Station.</p> <p>Anmore South proposes a detailed North Shore transportation study as part of the neighbourhood planning process, and recommends formation of a North Shore working group on transportation (see Section 6.3).</p> |
| <p>Policy IOLU-2</p> <p>“The Village does not support the bearing of any of the costs related to the exploration, design and/or construction of the extension of David Avenue, nor does it support taking on the responsibility for the long-term maintenance of the required road and bridge structure, inherent in any extension concept”</p> | <p>Anmore South proposes preparation of engineering cost estimates for future North Shore transportation infrastructure improvements, as well as a financial analysis and strategy.</p> |
| <p>Policy IOLU-3</p> <p>“The Village supports the completion of a cost-recovered neighbourhood planning process, funded by the applicant, complete with extensive community and stakeholder engagement, through which the applicant and the Village will jointly explore appropriate uses and forms of development. Such a process should, ideally, include joint discussions with the City of Port Moody and include further technical analysis, which may include but not be limited to:</p> <ul style="list-style-type: none"> • The provisions of a traffic impact study(ies); • Projections of the resulting new population; • An assessment of the amenity needs generated as a result of the new population; • An analysis of the potential job creation/employment impacts; • A complete analysis of impacts upon Village finances resulting from development (revenues and expenditures as well as capital and operating considerations); and • The preparation of environmental assessments.” | <p>Anmore South supports the completion of a neighbourhood planning process funded by the applicant, complete with extensive community and stakeholder engagement.</p> <p>Following the OCP Amendment, the neighbourhood planning process will follow a Terms of Reference approved by the Village of Anmore to undertake all requisite technical studies towards determining the appropriate uses and forms of development.</p> |
| <p>Policy IOLU-4</p> <p>“In consideration of the future, any development of the IOCO Lands should strive to achieve the highest levels of neighborhood performance relating to: minimizing environmental impact, limiting energy requirements and related GHG footprint, reducing potable water and other resource consumption, minimizing surface runoff while maximizing at-source infiltration, maximizing waste diversion from the region’s landfills, and the delivery of overall design excellence; all contributing positively to the existing character of the Village.”</p> | <p>The Vision for Anmore South is predicated on principles of sustainability, sensitively managing growth to foster a more complete community within Anmore while retaining the Village’s semi-rural character.</p> <p>By adhering to best practices for urban design and sustainable building technology, Anmore South aspires to achieve high levels of neighbourhood performance for community sustainability targets (See Section 8.2).</p> |

3.2 COUNCIL STRATEGIC PLAN ALIGNMENT

Anmore Council’s 2022–2026 Strategic Plan outlines the goals and objectives for Anmore’s current Council term. It sets the vision of Anmore as, “an independent and fiscally responsible community that values the environment, a social conscience, quality of life and being close to nature.”

The Special Study Area has the ability to accommodate change in the Village in a way that meets regional growth objectives while protecting Anmore’s existing semi-rural character. As the only lands in Anmore with a Special Study Area designation, the Anmore South OCP Amendment is a crucial mechanism for achieving Council’s stated goals.

The following Table identifies Strategic Plan Goals and describes alignment with the OCP Amendment.

| Council Strategic Plan Goals + Objectives | Alignment with Anmore South OCP Amendment |
|---|--|
| <p>Goal: “We have an engaged community that is immensely proud of Anmore.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Create a Village Hub where people work, gather and celebrate; • Support community engagement; • Increase community involvement; • Enhance sense of community; and, • Support a welcoming and inclusive community.” | <p>Anmore South’s position at the community’s southwest corner provides an opportunity to establish a mixed-use neighbourhood to strengthen Anmore’s identity at its western gateway.</p> <p>Anmore South offers significant civic facilities to support community gathering, involvement and engagement in a way not currently possible in Anmore - including a mixed-use pedestrian-scale village with community centre + gathering plaza, linked by multi-use greenways leading to neighbourhood parks with potential for a soccer field and bicycle pump track - all within walking distance of Anmore’s elementary school and existing Village Hub.</p> |
| <p>Goal: “Through collaborative relationships with government and stakeholder partners, we seek to ensure that Anmore is self-sufficient in the future.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Protect and enhance the connectivity of neighbouring parks and local recreational areas; • Connect to the Metro Vancouver water system or alternative sources; and, • Work collaboratively with neighbouring communities to identify regional priorities.” | <p>Anmore South’s Special Study Area designation permits planned growth on a scale that enables a self-sufficient future for Anmore.</p> <p>Anmore South offers significant potential to protect and enhance the existing Village park network through public dedication of nearly half of Anmore South for Conservation + Recreation (See Section 4.6).</p> <p>Anmore South connects the Village to regional infrastructure - including water - while supporting collaboration with North Shore stakeholders on regional priorities.</p> |

| Council Strategic Plan Goals + Objectives | Alignment with Anmore South OCP Amendment |
|---|--|
| <p>Goal: “We provide efficient services and strive for sustainable infrastructure to support a safe, healthy and vibrant community.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Continue to provide an effective and sustainable fire service; • Ensure Anmore continues to be an employer of choice; • Support the great staff in Anmore; • Continue measures to ensure long-term fiscal responsibility; • Maintain and enhance service levels; • Promote and support emergency preparedness; and, • Apply strategic asset management.” | <p>Anmore South provides a scale and mixture of uses to increase and diversify the municipal tax base, ensuring that Anmore will have sustainable revenue for continued and enhanced service provision - including emergency preparedness and fire service upgrades (See Section 7.2).</p> <p>Anmore South provides an opportunity to establish a pedestrian/cyclist-first public realm with a unified network of liveable streets + multi-use pathways to support a safe, healthy and vibrant community.</p> |
| <p>Goal: “We unleash the potential for great development that advances the interests of the community.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Create a community with opportunities to live, work, shop and play within Anmore; • Establish parameters for future development through community engagement; • Consider new approaches to development that support opportunities for less expensive housing, amenities and small commercial services; • Leverage Anmore’s natural assets; and, • Practice environmental stewardship.” | <p>Anmore South unlocks the designated Special Study Area, activating Anmore’s only opportunity for development on a scale capable of significant community benefits.</p> <p>Anmore South accommodates change in a way that meets regional growth objectives - ensuring we all do our part - while protecting Anmore’s existing character through focusing future growth within the Special Study Area.</p> <p>Anmore South has the opportunity to provide a mix of housing - from ground-oriented duplex through to townhomes and apartments - to meet a range of local lifestyles, lifestages and incomes, supported by a mixed-use village with shops, services, and a community centre, set within a Conservation + Recreation Network of publicly-dedicated parks, natural areas + multi-use greenways.</p> |

3.3 METRO 2050 REGIONAL GROWTH STRATEGY ALIGNMENT

The Metro 2050 Regional Growth Strategy structures the actions needed to address identified regional challenges.

The Special Study Area is an identified opportunity to accommodate growth in a way that meets regional objectives and protect Anmore's existing semi-rural character, allowing the Village to meet its regional obligations.

The following Table identifies Metro 2050 Goals and describes alignment with the OCP Amendment and provides guidance with respect to updating the Village's Regional Context Statement.

| Metro 2050 Regional Growth Strategy | Alignment with Anmore South OCP Amendment |
|--|--|
| Goal 1: Create a Compact Urban Area | <p>Anmore South's provides the opportunity for a complete mixed-use community with a compact footprint that meets the Regional Municipal Town Centre definition.</p> <p>As a designated Special Study Area for future growth, Anmore South provides an opportunity for Anmore to create a compact urban area - adjacent to the Urban Containment Boundary with Port Moody.</p> |
| Goal 2: Support a Sustainable Economy | <p>Anmore South provides future employment opportunities currently lacking in Anmore with an estimated 580 new local jobs, while also supporting Village financial sustainability by increasing and diversifying municipal revenue sources (See Section 7).</p> |
| Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards | <p>Anmore South preserves almost half the land as publicly-dedicated protected natural areas, neighbourhood parks and greenways (See Section 4.6).</p> <p>Anmore South's Guiding Principles + Building Energy Policies will help reduce greenhouse gas emissions and guide neighbourhood build-out in a more environmentally sustainable way (See Section 8.4).</p> |
| Goal 4: Provide Diverse and Affordable Housing Choices | <p>Anmore South provides a range of housing forms and tenures, to accommodate a range of lifestyles, life-stages and incomes, including townhomes and apartments, with opportunities for below-market rental and Anmore-Resident-First program (See Section 5.3).</p> |
| Goal 5: Support Sustainable Transportation Choices | <p>Anmore South provides for safe active transportation through a network of multi-modal streets and multi-use paths. Located 8-minutes from Regional Transit Centres, the neighbourhood is guided by Transportation Planning + Design principles to reduce reliance on private vehicle trips, including a proposed partnership with Translink via the Independent Transit Service Policy (See Section 6.4).</p> |



4. BIOPHYSICAL FINDINGS

The biophysical findings provide a detailed understanding of Anmore South's complexities and provide the foundation for technical planning and neighbourhood design.

4.1. HISTORICAL LAND USE

Anmore South is located within the Northwest Coast Culture Area as defined by anthropologists, which is an immense coastal cultural area that encompasses the west coast of North America from southern Alaska to northern California. Coast Salish First Nations, including the Musqueam, Squamish, Stó:lō, k'w'akw'əłəm (Kwkwetlem), and səliłwətał (Tsleil-Waututh), have lived and thrived on the lands around Burrard Inlet since time immemorial, with the earliest identified cultural artifacts dating back approximately 10,000 years. The lands continue to be the traditional territory of local First Nations.

The Anmore South lands were first logged by European settlers in the early 20th century. The property was a portion of the Ioco lands through most of the 20th century and at one time was considered as the potential domestic water source for the Ioco Townsite. The lands have been extensively cleared and a former gun range existed south of Sunnyside Road. There is potential for contamination to be present associated with the former gun range, which will be investigated as part of future neighbourhood planning.

4.2 PHYSICAL + TOPOGRAPHIC ANALYSIS

Physical and topographic analysis of the site was completed through ground modeling based on lidar data (light detection and ranging) collected with aircraft mounted equipment. The 151-acre site includes a series of topographic features, from steep slopes and ravines to ridges and terraces – creating a distinctive landscape within the larger community of Anmore.

Landform

The site consists of a significant elevation range – starting from 15m in the southwest and climbing to 165m in the northeast (Refer to Figure 2: Landform Analysis).

Steep Slopes

The site is a consistent hillside with areas of steep slopes (>30%), generally related to Schoolhouse and Doctor's Creek ravines. Extensive steep slope systems will be avoided in future development (Refer to Figure 3: Slope Analysis).

Aspect

The site's dominant southern and southwestern aspect takes advantage of afternoon and evening sunlight, with portions of the site providing views of Burnaby Mountain and Burrard Inlet (Refer to Figure 4: Aspect Analysis).

4.3 GEOTECHNICAL FINDINGS

Preliminary Geotechnical Assessment Report

Anmore South
GeoPacific Consultants Ltd.
April 2023

The Geotechnical Assessment Report presents a high-level desktop geotechnical assessment that identifies anticipated conditions for Anmore South. Refer to Appendix B: Preliminary Geotechnical Assessment Report for further details.

Anticipated Soil Conditions

Based on Geologic Survey of Canada information, the site is expected to be underlain by Capilano Sediments and Vashon Drift glacial till, with post glacial soils expected to be mostly present at the southwestern portion of the site. Capilano Sediments are described as raised marine beach, spit, bar and lag veneer, poorly sorted sand to gravel normally less than 1m thick but up to 8m thick. Vashon Drift generally consists of lodgement and minor flow till, lenses and interbeds of glaciolacustrine laminated stony silt.

Anticipated Groundwater Conditions

According to the BC Water Resources Atlas, the southeast portion of the site is within the mapped extent of Aquifer #924, which is comprised of confined glaciofluvial sand and gravel underneath glacial till. The static groundwater level recorded at the nearest registered well – WTN 74082, directly adjacent to the southeast corner of the site – is approximately 27.4m below ground surface. Some perched groundwater may form at the contact with the upper weathered soils and the relatively impermeable glacial till of in sandier zones with glacial till. The main recharge mechanism for perched groundwater of this nature is the percolation of precipitation.

Geotechnical Recommendations

The Preliminary Geotechnical Report identifies the following required field reviews for development of the Anmore South lands as part of detailed design:

- Review of site stripping;
- Review of foundation subgrade prior to footing construction;
- Review of slab-on-grade fill compaction prior to slab construction;
- Review of the compaction of engineered fill;
- Review of any temporary cut slopes or excavation in excess of 1.2 meters in height prior to worker entry;
- Review of pavement structure subgrade prior to sub-base placement; and,
- Review of base and sub-base fill materials and compaction.

More detailed geotechnical investigation and geohazard assessment will be undertaken as part of a neighbourhood planning process.

4.4 ARCHAEOLOGICAL FINDINGS

Preliminary Archaeological investigation for Anmore South consisted of review of the 2018 Archaeological Overview Assessment for IOCO Lands Interim Report and a 2023 Provincial Archaeology Branch Site Records Request to guide future detailed archaeological work.

Archaeological Overview Assessment (AOA) Interim Report

The IOCO Lands
Inlailawatash Limited Partnership
May 2018

The Archaeological Overview Assessment (AOA) presents a review of baseline archaeological information related to heritage resources for a previously proposed development in the IOCO Lands of Anmore and Port Moody, which included the Anmore South lands.

The report concluded that no known archaeological sites were recorded on the Anmore South lands. Refer to Appendix C: Archaeological Overview Assessment Interim Report for further details.

Archaeological Site Records Request

Anmore South Properties
Archaeology Branch | Ministry of Forests
February 2023

The Provincial Archaeological Inventory Search identified that there are no known archaeological sites recorded on the Anmore South lands and that there is a high potential for previously unidentified archaeological sites to exist on the site, based on underdeveloped nature of the properties and lack of inland surveying. Refer to Appendix D: Provincial Archaeological Site Record Request for further details.

Archaeological Recommendations

An Archaeological Overview Assessment (AOA) including Preliminary Field Reconnaissance and site-specific recommendations will be conducted as part of a future Neighbourhood Planning process.

Inlailawatash has applied for a Section 12.2 Heritage Conservation Act permit to enable future fieldwork, allowing for a robust and thorough archaeological investigation as planning for the Anmore South lands advances.

4.5 ENVIRONMENTAL FINDINGS

Environmental Baseline Assessment

Anmore South

AquaTerra Environmental Consultants

April 2023

The Environmental Baseline Assessment provides a summary of environmental fieldwork and science-based recommendations for environmental planning objectives to guide the environmentally responsible development planning and growth for Anmore South. Refer to Appendix E: Environmental Assessment Report for further details.

Fish + Aquatic Habitat

A total of twelve watercourses were identified within the Anmore Lands site boundaries, north of Sunnyside Road: the Doctor's Creek main stem and three associated tributaries; Schoolhouse Creek North and nine associated tributaries and nine associated tributaries; and the drainage ditch on the north side of Sunnyside Road. Watercourses on the north side of Sunnyside Road were classified as non-fish bearing. Fish bearing watercourses on the south side of Sunnyside Road included Doctor's Creek and Doctor's Tributary 1, Schoolhouse Creek North, Schoolhouse Tributary 5, and Schoolhouse Tributary 3. Fish species observed in these watercourses include Coho Salmon, Chum Salmon, and Cutthroat Trout. Preliminary watercourse development setbacks were identified and Detailed Riparian Area Protection Regulation Assessments to determine the specific regulatory setback prior to any development on the lands.

Wildlife + Terrestrial Habitats

The site is dominated by mature second-growth coniferous forest with pockets of mature mixed forest, deciduous woods and regenerating forest. A variety of common mammal species were observed directly or indirectly including Douglas Squirrel and Blacktailed Deer, Raccoon, Coyote and Black-bear. Observations of birds included American Robin, Bald Eagle, Black-capped Chickadee, Chestnut-backed Chickadee, Common Raven, Dark-eyed Junco, Downy Woodpecker, Golden-crowned Kinglet, Hairy Woodpecker, Northwestern Crow, Northern Flicker, Pacific Wren, Song Sparrow, and Spotted Towhee. Amphibian observations were limited to Northwestern Salamander located in Schoolhouse Creek, but habitats within the site area may be utilized by a variety of common amphibian and reptile species including Pacific Tree Frog, Long-toed Salamander, Ensatina, Common Garter Snake, and Northwestern Garter Snake.

Species at Risk

Observed or reported species-at-risk included Coastal Cutthroat Trout (provincially blue-listed) and Coast Tailed Frog (SARA Schedule 1 and provincially blue-listed) within Schoolhouse Creek North and its tributaries. Northern Red-legged Frog (SARA Schedule 1 and provincially blue-listed) have been observed within Mossom Creek to the northeast of the site. Additionally, an unconfirmed record of Pacific Water Shrew (SARA Schedule 1 and provincially red-listed) has been reported off-site within the Mossom Creek corridor.

Habitat Compensation

Habitat Compensation and Enhancement Options

Analysis Memorandum

AquaTerra Environmental Consultants

September 2019

AquaTerra completed an analysis of potential aquatic and riparian habitat loss associated with preliminary land use planning and identified options to offset losses through on-site habitat compensation and enhancement measures. Prospective watercourses that may be impacted to accommodate community development are identified as Schoolhouse Tributary 5-2 and Schoolhouse Tributary 5-3 - first order watercourses that convey flows seasonally over a short distance with a localized catchment area originating predominantly on the south side of Sunnyside Road. AquaTerra evaluated the habitat contributions of these watercourses and identified them as potential contenders for consolidation with habitat offsetting measures.

Refer to Appendix F: Preliminary Habitat Compensation Report for further details. More detailed habitat compensation planning will be conducted during neighbourhood planning. Any impacts to riparian and aquatic habitat will be conducted in compliance with applicable regulations and permitting.

Environmental Recommendations

The environmental assessment identifies the following next steps to be completed as part of the Neighbourhood Planning process and future development approvals to ensure that environmental impacts are avoided or appropriately mitigated:

- Complete an updated detailed Riparian Areas Protection Regulation (RAPR) once a site development plan has been completed to establish the wetland and watercourse setbacks for the site;
- Complete a detailed arborist assessment for the site, identifying significant trees as well as danger trees and windthrow boundaries that could modulate the watercourse setbacks under the detailed RAPR methodology;
- Conduct supplementary field studies during appropriate times of the year (i.e., May – August) with a focus on sensitive terrestrial and aquatic species;

- Set-up remote wildlife cameras to monitor wildlife use and evaluate suitable wildlife corridor locations;
- Conduct an invasive species survey during the late spring-early summer and identify high risk areas to be addressed during development;
- Collect baseline (pre-development) water quality data and flow data to determine variability in water quality seasonally and to assist in post-construction stormwater modeling efforts;
- Engage stakeholders and municipalities early on to provide input and facilitate approvals;
- Develop a preliminary development plan based on the information provided by the project team and stakeholders, with consideration for the Village of Anmore environmental policies
- Complete a formal Environmental Impact Assessment (EIA) which identifies Valued Ecosystem Component (VECs) within the site limits and details potential impacts to VECs associated with the proposed development of the site, the significance of each impact, and recommends site-specific mitigation measures for identified impacts to VECs.

4.6 CONSERVATION + RECREATION FRAMEWORK

Using the technical understanding assembled through topographic analysis and preliminary geotechnical, archaeological and environmental studies as a foundation, a Conservation and Recreation Framework is proposed as the organizing structure for managing community growth in Anmore South. Balancing the competing interests of neighbourhood development with conservation planning, the Conservation + Recreation Framework is intended to ensure the protection of the functional integrity of the natural systems; the recreational opportunities for outdoor activities; and natural features that define the area's landscape character (refer to Figure 5: Conservation and Recreation Framework).

The Conservation + Recreation Framework is composed of the following:

Framework: target approximately 47% (28.7ha) of Anmore South.

Includes steep slopes (+30%), watercourses and typical RAR setbacks, wetlands, vegetation buffers from existing neighbourhoods and Sunnyside Road, wildlife corridors and active parks – both Neighbourhood Parks + Greenways.

Neighbourhood Development: target approximately 53% (32.4ha) of Anmore South.

Includes large congruent areas of gentle and hillside lands; unique natural features; major views and south and west aspect; along with lands in proximity to Highway 7 and existing roads.

The boundaries Conservation + Recreation Framework will be refined through the neighbourhood planning process along with more detailed environmental, archaeological, and geotechnical information.



5. NEIGHBOURHOOD LAND USES

5.1. NEIGHBOURHOOD STRUCTURE

Responding to the scale and topography of the land, Anmore South is structured into three 'neighbourhood levels', each spanning ~50-60m in elevation, reflecting a distinct landscape identity and character. While each is distinct, the 'neighbourhood levels' of Anmore South all share a walkable scale with direct access to natural open space:

- **Upper | 110-170m:** matching the elevation of Anmore Elementary School, Ravenswood Drive and Fern Drive, the Upper Level completes the surrounding existing Village neighbourhoods including extension of Fern Drive;
- **Middle | 60-110m:** intersecting Sunnyside Road at its eastern boundary and extending diagonally across to the northwest, the Middle Level provides a gentle unifying connection across the neighbourhood and the opportunity for a central destination mixed-use village;
- **Lower | 10-60m:** establishing Anmore's western gateway at First Avenue, Bedwell Bay and Sunnyside Roads, the Lower Level provides contiguous gentle land suitable for active parks programming.

Refer to Figure 6: Neighbourhood Structure.

5.2 COMMUNITY FACILITIES

Anmore South's community centre is intended to provide for a range of community needs, from libraries to senior's and youth activity centres, day cares, community meeting and workspaces. With a focus on delivering community amenities with a walkable village scale, Anmore South's community centre can also support community programs including outdoor education and community healthcare delivery.

Working with expert facilities consultants and community feedback, Community Facility requirements have been identified with proposed locations in Anmore South.

Leisure Amenities to Include in Proposed Neighbourhood

Anmore South
RC Strategies
April 2023

Community Centre

A new Community Centre positioned adjacent the mixed-use village at the east side of Anmore South is targeted at ~25,000 sq. ft on a 0.4ha (1ac) parcel. Inclusive and accessible, the Community Centre design will meet the needs of all members of the community, including seniors and persons with disabilities. Within a 5-minute walk of Anmore Elementary, the Community Centre will feature safe accessible pathways, seating areas, and public washrooms, all set within an integrated parks and trail network.

Anticipated key features for the Community Centre include:

- Large multi-function flexi-hall for court sports, group programs, special events, and meetings;
- A foyer with crush space for gatherings, socializing, and art display;
- Multi-purpose spaces of various sizes;
- Fitness centre with a variety of fixed equipment;
- Additional dedicated use spaces such as studios, kitchen, games room, or social lounge;
- Associated outdoor amenities such as playground or splash park;
- Proximity to shops and services in a Mixed-Use Village;
- Connectivity to accessible pedestrian and cycling network; and,
- Within a 5-minute walk (400m) of Anmore Elementary School and a 10-minute walk (800m) of the Village Hub at East Road.

As there are currently few other significant public amenities in the Village, Anmore South's Community Centre responds to a nexus of needs, interests, services, to foster Village identity, along with the health and wellness of residents. It will be a catalyst in developing a culture of active living and a sense of community spirit.

Refer to Appendix G: Recommended Leisure Amenities for Anmore South for further details. More specific configuration and programming of the Community Centre will be determined through neighbourhood planning with community consultation.

Neighbourhood Parks

Neighbourhood Parks seek to engage a diverse range of community needs, from quiet contemplative spaces for reflection to imaginative playgrounds and sports fields for active people. Serving as local gathering spaces, Neighbourhood Parks offer opportunities for both active and passive recreation, as well as community gardens, public art and outdoor classrooms, all within an easy walking and cycling distance of neighbourhood homes.

A network of dedicated public parks is proposed for Anmore South, including 3.8ha (9.4ac) of active parkland distributed in six locations across the neighbourhood. Anticipated key features for Neighbourhood Parks include:

- Nature-play playgrounds at the forest edge;
- Open space for social gatherings and unprogrammed play;
- Covered facilities such as pavilions or gazebos;
- Community gardens;
- Outdoor classrooms;
- Playfield with associated support building for field sports;
- Bicycle pump track;
- Fenced off-leash dog play area;
- Connectivity to accessible pedestrian and cycling network; and,
- A park within a 5-minute walk (400m) of every Anmore South home.

More specific configuration and programming of the Neighbourhood Parks will be determined through neighbourhood planning with community consultation.

Greenways + Trails

An integrated trail network offers active opportunities to experience nature, exercise and socialize with our neighbours, and reach community destinations - all while leaving the car at home. Anmore South's proposed dedicated trail + pathway system is a defining feature of the neighbourhood, with over 3km of dedicated multi-use trail. The trail network also provides an opportunity for community education through interpretive signage regarding cultural and ecosystem values to be celebrated (Refer to Figure 7: Parks + Trails Plan).

Village Greenways: the Village Greenways provide a separated 4m wide pedestrian and cyclist multi-use pathway, offering safe off-street routes through forest that span the neighbourhood. Linking community destinations through a gentle accessible grade, the East-West Village Greenway connects the Mixed-Use Village and Community Centre at Sunnyside Road along a 1km pathway to Crystal Creek Drive in the northwest. A second North-South Village Greenway extends from Anmore Elementary School down through the village to the destination neighbourhood playfield and western gateway with First Avenue - including a safe crossing of Sunnyside Road (e.g., underpass).

Community Pathway: In support of the Village Greenways, over 2km of additional multi-use Community Pathways (3m wide) are provided to link individual Anmore South neighbourhoods to natural areas, civic destinations, and Anmore's existing trail system.

Refer to Figure 10.3 for conceptual multi-use path cross-sections. More specific configuration and programming of the Greenway + Trail Network will be determined through neighbourhood planning with community consultation.

Neighbourhood Commercial

Neighbourhood commercial creates attractive, vibrant, pedestrian-friendly centres that serve as the social and commercial focus within the Anmore South neighbourhood. Combining both residential and commercial uses within a village public realm, the Mixed-Use designation provides for a wide range of commercial and civic programs - from restaurants to retail, professional and office space to civic gathering and village plazas.

Anmore South's Mixed-Use Designation provides for neighbourhood shops and services within walking distance of new and existing homes, new local employment opportunities, and diversification of the municipal tax base.

Village Retail Market Analysis

Anmore South
City Squared Consulting
March 2022

To support retail planning in Anmore South, a Village Retail Market Analysis was undertaken to identify the scale and mix of retail uses that could be supported based on trade area demographics, preliminary planning, and 3,300 projected homes at build-out over ~25 years. The analysis projected that on completion Anmore South can support a retail floorspace of 56,000-65,000 sq. ft, including a grocery store, pharmacy, food + beverage, local services, clothing and hobbies or homewares. Refer to Appendix H: Village Retail Market Analysis for further details.

Anmore South proposes 1.7ha (4.2ac) of Mixed-Use land to accommodate neighbourhood commercial distributed across two sites, the Central Mixed-Use Village and the First Avenue Commercial Node. As required to meet future trends, the Mixed-Use areas can provide greater retail and office floor space than specified in the market analysis, supporting a greater range of employment options and future-proofing the Anmore South community.

Central Mixed-Use Village

Located within the Middle Level of the neighbourhood adjacent the Anmore South Community Centre and with direct access on Sunnyside Road, the Central Mixed-Use Village covers 1.2ha (3ac) within a 5-minute walk (400m) of Anmore Elementary School.

The Central Mixed-Use Village offers shops and services to retain Anmore residents' retail spending within the community. Second-storey office above first-floor retail enables a variety of professional services while providing for a greater mix of employment types in Anmore south. The retail and office floorspace potential for the Central Mixed-Use Village ranges from 50,000-75,000 sq. ft.

First Avenue Mixed-Use Node

The First Avenue Mixed-Use Node provides a variety of commercial and employment uses on a 0.5ha (1.2ac) parcel located at the neighbourhood's western boundary - an easy 500m from the waterfront at Burrard Inlet. The Mixed-use Node provides a variety of commercial and employment uses, including potential for convenience shopping to capture spending from recreational traffic heading to and from major regional destinations including Sasamat Lake and Belcarra Regional Park. The retail and office floorspace potential for the First Avenue Mixed-Use node ranges from 20,000-40,000 sq. ft.

More specific configurations and boundaries of the Mixed-Use designated lands will be determined through neighbourhood planning.

5.3 HOUSING COMPOSITION

Housing Diversity

Anmore South provides for a wide range of housing forms to better foster the development of a vibrant, socio-economic and age-mixed community. Ground-oriented homes establish a positive relationship between existing neighbourhoods while providing access to areas of retained natural forest. More compact housing in key locations reduces infrastructure networks and maintenance costs, while allowing for greater retention of natural character, landscape and ecological systems. Anmore South's sense-of-place is expressed within the neighbourhood through its walkable scale, connected pedestrian-friendly streets, retained conservation lands and integrated parks and trail network.

The Anmore South OCP Amendment recognizes the need for a range of housing types, sizes and tenures to meet the needs of the community. A variety of housing choices - from single family through to townhomes and mid-rise apartments - provides a vibrant community experience, allowing for future growth with a range of lifestyles, life-stages and incomes.

Anmore South residential land use designations are as follows:

- Ground-Oriented: allows for detached single-family homes and duplexes.
- Multi-Family: allows for townhomes and/or mid-rise apartments.
- Mixed-Use: provides for apartments above ground-level retail and office to create attractive, vibrant, pedestrian-friendly residential and commercial neighbourhoods.

Population and Unit Projection

The Anmore South OCP Amendment provides the framework for the phased development of a sustainable, mixed-use community with a walkable scale, offering a range of housing forms, including ground-oriented duplex or attached townhomes and mid-rise apartment homes. The total unit yield for Anmore South is estimated at 3,100-3,500 homes with a projected population of 5,100-6,700 over an estimated 25-year build-out. Population projections are based on Port Moody census data regarding average household size, noting that denser housing forms typically contain smaller households.

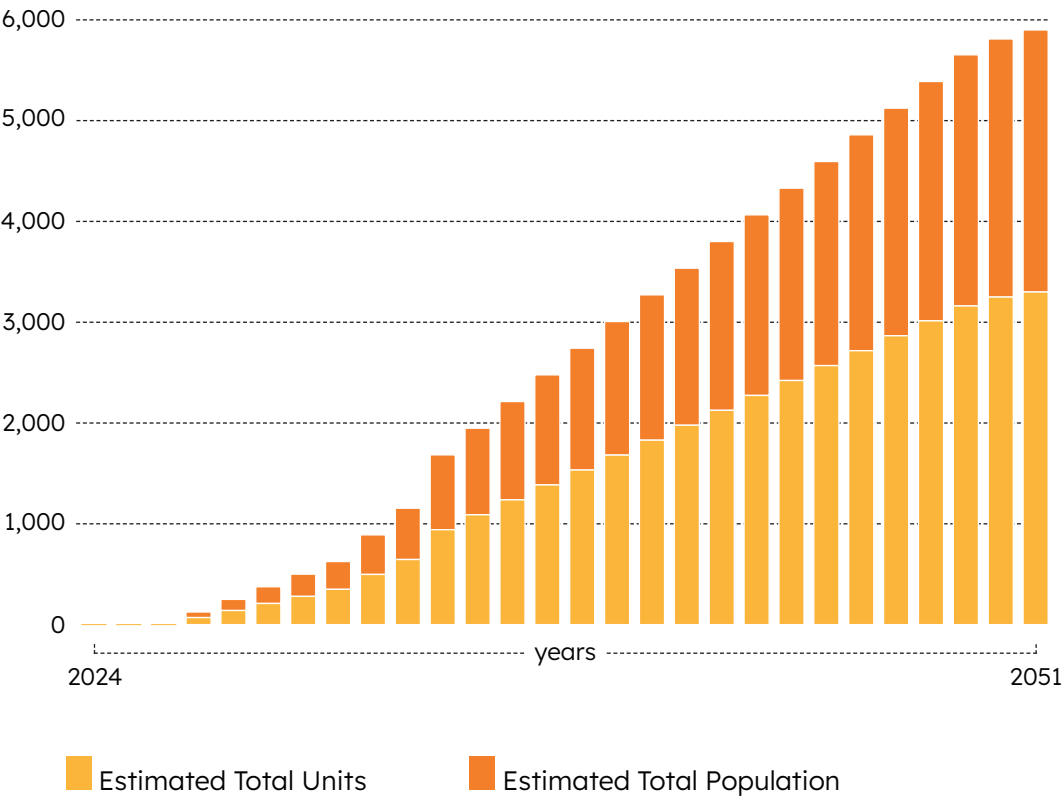
Anmore South provides an opportunity for housing tenures and programs that the Village of Anmore is unable to support today. Anmore South anticipates a range of housing tenures including rental and below-market units, with 15% of rental, of which 20% will be rented at below-market rates to support affordable housing.

To ensure the ongoing safety of the community, Anmore South will provide a program offering dedicated market and rental units for Sasamat Volunteer Fire Department firefighters.

In addition, an Anmore-Resident-First program for first-time homebuyers will help current residents stay and live in Anmore.

Anmore South is expected to build-out at an average pace of approximately 70 units per year for the first five years, increasing to approximately 150 units per year for the remainder of build-out. The chart below presents the total projected units and population of Anmore South by year based on the anticipated average growth rate.

Anmore South Projected Units + Population Graph



The specific mix and distribution of housing forms and densities for Anmore South will be refined through neighbourhood planning.



6. NEIGHBOURHOOD INFRASTRUCTURE

6.1. LIVEABLE STREET NETWORK

The pattern of new community streets proposed for Anmore South is reflected in the Liveable Street Network, with each street tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community. In contrast to Anmore's existing rural roads, Liveable Streets accommodate the planned build-out of Anmore South with a more complete network of local and collector streets, including pedestrian and cycling, that connect to existing tie-in points at Fern Drive and Crystal Creek Drive, as well as the Major Road Network of Sunnyside Road and First Avenue. To limit impacts to the existing forest and ecological values along Sunnyside Road, the existing alignment will be maintained along with a 20m forest buffer, Dark Sky lighting principles will be followed, and localized improvements to increase traffic safety will be made.

Due to the hillside topography of the Anmore South lands, there are limited street routing options that connect the Upper, Middle, and Lower 'neighbourhood levels' within a coherent street network. The proposed Liveable Street Network for Anmore South minimizes the impact of local and collector streets through site sensitive, pedestrian-oriented design, including landscape buffering and traffic calming. The proposed street alignments have been developed with respect to the design standards listed in the 2022 MMCD Road Design Guidelines as referred to in the Anmore Subdivision and Development Control Bylaw No. 633-2020.

Refer to Figure 9: Street Network Plan + Figure 10: Liveable Street Cross-Sections.

6.2 PRELIMINARY TRANSPORTATION PLANNING

Preliminary Transportation Report
Anmore South
Bunt & Associates
April 2023

The Preliminary Transportation Report was undertaken by Bunt & Associates to identify potential trip generation among a range of travel mode options to provide direction for further transportation analysis, planning and engineering following adoption of the OCP Amendment.

Existing Conditions

Based on traffic volume observations in 2017 by Bunt and the application of theoretical road capacity for First Avenue, Sunnyside Road and East Road, Bunt developed estimates of the presently available remaining traffic capacity for the key access routes located within the Village of Anmore.

For the peak direction of traffic flow for the different traffic time periods considered, the estimates of the presently available remaining road capacity are as follows:

Weekday morning peak traffic period:

- On First Avenue, 595 vehicles per hour (vph) for the southbound peak direction of traffic flow;
- On Sunnyside Road, 380 vph for the eastbound peak direction of traffic flow;
- On East Road, 345 vph for the eastbound peak direction of traffic flow.

Weekday afternoon peak traffic period:

- On First Avenue, 545 vph for the northbound peak direction of traffic flow;
- On Sunnyside Road, 345 vph for the westbound peak direction of traffic flow;
- On East Road, 290 vph for the westbound peak direction of traffic flow.

Weekend afternoon peak traffic period:

- On First Avenue, 430 vph for the southbound peak direction of traffic flow;
- On Sunnyside Road, 300 vph for the westbound peak direction of traffic flow;
- On East Road, 255 vph for the westbound peak direction of traffic flow.

Future Trip Forecasts

At the 25-year full build-out, and with the current low level of transit usage (5% of trips), Anmore South is expected to generate ~1,320 vehicle trips (combined inbound and outbound) during the weekday morning and afternoon peak hour traffic periods. This level of added development traffic, with the 5% transit mode split would exceed the available capacity on East Road which is the governing road capacity constraint (westbound traffic during the weekday afternoon peak hour traffic period). To accommodate the full build-out of Anmore South, future road network updates and/or a Transportation Demand Management (TDM) Strategy will be required prior to the threshold being met. The relatively long timeline for build-out of the full community provides an opportunity for graduated implementation of traffic impact mitigation.

Transportation Demand Management

Anmore South, within an 8-minute travel distance by vehicle or bus to the regional transit centre of Inlet Centre Station and 14-minutes to Moody Centre Stations, which includes West Coast Express, is a prime candidate to encourage travel by sustainable modes other than private vehicle trips.

A wide-ranging TDM Strategy will be developed to influence travel behavior away from reliance on Single Occupant Vehicle travel towards more sustainable modes such as High Occupancy Vehicle travel, transit, cycling, and walking trips.

There is a broad range of TDM measures available to influence travel choice, including:

- a strategic partnership with Translink via the Independent Transit Service Policy to benefit not only the Anmore South neighbourhood but the whole communities of Anmore and Belcarra;
- improvements to transit access and measures to incentivize the use of transit, such as a private shuttle service to the Regional Transit Centres during peak hours;
- provision of a shared fleet of bicycles, electric and conventional, to allow future residents, employees, customers and visitors to Anmore South to decrease their reliance on private vehicle use;
- provision of facilities for secured long-term resident/employee bike storage and short-stay public bike parking;
- active mode (walking, cycling and rolling) connectivity both within the Anmore South community and to adjacent areas of the Village of Anmore;
- potential for reduced parking rates for both the residential and non-residential uses from what would traditionally be applied for a development in this locational context;
- an Anmore South car share program; and,
- sustainable transportation education including practical information about local transit services, walking and cycle routes to key locations, carpooling and car-sharing services.

Transportation Demand Management will be integrated into the Neighbourhood Plan process. Refer to Appendix I: Preliminary Transportation Demand Management Report.

6.3 TRANSPORTATION PLANNING + ENGINEERING STRATEGY

Detailed transportation planning including a Transportation Impact Assessment and engagement with municipalities and regional transit authorities will be undertaken following the OCP Amendment. Anmore South, along with the significant future industrial and residential development potential of the zoned IOCO and Burrard Generating Station lands to the west, serves as a catalyst for preparation of detailed regional transportation studies regarding Major Road Network infrastructure improvements on the North Shore.

Anmore South build-out is expected to span ~25 years, with impacts on Port Moody's transportation system. Transportation demands will also be significantly impacted by the Imperial Oil Industrial Lands, the Provincial Government-owned Burrard Thermal Industrial Lands, future Port of Vancouver expansion, the redevelopment of the old Ioco townsite, and increased attendance at Metro Vancouver Parks.

In response to these anticipated changes, icona proposes the formation of a North Shore Transportation Solutions Working Group. This multidisciplinary team will be responsible for devising innovative and sustainable transportation solutions in alignment with TransLink's 2050 Goals, with an emphasis on convenience, reliability, affordability, safety, comfort, and a carbon-free transit system.

The proposed Working Group will comprise key stakeholders, including representatives from Belcarra, Anmore, Port Moody, TransLink, Metro Vancouver, the Province of BC, the Port of Vancouver, the Tri-Cities Chamber of Commerce, Imperial Oil, Gilic Development, icona Properties, and neighbourhood resident groups.

Upon establishing a comprehensive Terms of Reference, the Working Group will collaborate to develop data-driven strategies to present findings to all stakeholders. By taking a proactive approach to transportation planning, the Working Group aims to minimize the impacts of future developments on Port Moody's transportation system and support a thriving, sustainable region.

6.4 TRANSPORTATION PLANNING + DESIGN PRINCIPLES

Anmore South's transportation strategy is guided by the following planning and design principles:

- The transportation plan will follow a hierarchy from people to land to infrastructure - a novel approach to planning to ensure the travel mode split targets are met.
- The mobility network for the neighbourhood will be informed by pedestrian and cycling connections that provide access for users of all ages and abilities, with grades targeted at no greater than 6%.
- The street network will be designed to integrate with sidewalks, multi-use paths, and trail networks safely and efficiently, with grades limited to generally no greater than 12%.
- Street design features will include curb letdowns, conflict paint markings, tactile pedestrian surfaces and provide appropriate traffic control devices at key crossing locations of the active modes network with the street network.
- Ensure Dark Sky lighting is provided along key pedestrian and cycling routes to increase safety and comfort for users at all times of the day.
- Ensure accessible rest stations are provided along trails including educational resources and opportunities to learn about the forest and habitat are prioritized.
- Implement "car-light" planning to the neighbourhood with reduced vehicle parking supply rates and increased bike parking rates compared to conventional residential and commercial development.
- Provide Level 2 electric vehicle charging capability for all new vehicle parking spaces and an electric outlet for every two bike storage locations, whether long-term secured spaces or shorter-term public bike parking.
- Create opportunities for car share providers in the community (Modo and Evo) to operate a community-branded car share program with a supply of car share vehicles and car share memberships to residents to reduce the level of private car ownership and usage.
- Create convenient passenger loading zones in the commercial hub area to facilitate on-demand mobility options including taxi and ride hailing services.

- Pursue options to enhance public transit service in Anmore including a strategic partnership with TransLink via the Independent Transit Service policy to benefit all Anmore residents and potentially Belcarra.
- Explore opportunities with TransLink to establish a community-branded Compass Card for Anmore South with smart card capability to reward transit users with reward points to be redeemed at participating local merchants, and with transit credit added to the card as a reward for shopping purchases.
- Provide subsidized transit passes to new residents for the first year to encourage transit use, particularly for connection to the regional rapid transit and commuter rail systems at the Moody Centre Station.
- Provide innovative all season bus transit shelters at every bus stops in the Anmore South connected to well-lit sidewalks.
- All lighting for roads, and trails will be smart, downlit and designed to ensure security while respecting animal corridors and keep the night sky dark.

The proposed transportation network is designed to foster interconnection between streets, trails, and greenways to promote accessible active, multi-modal forms of transportation. New local roads will be determined at the time of development. A network of high-quality trail loops will link neighbourhood parks, open spaces, commercial nodes, and other key destinations.

6.5 CONCEPTUAL CIVIC WATER, SANITARY AND RAINWATER SYSTEMS

The conceptual Water, Sanitary, and Rainwater Systems proposed for Anmore South respond to its unique location and topography and accommodate the planned servicing demands through strategies that are cost effective, respectful of the environment, conserve water and energy resources, and limit extension of servicing to preserve the semi-rural character of existing Anmore neighbourhoods.

Aplin & Martin Consultants Ltd. (Aplin Martin) Civil Engineering have prepared servicing concepts for the Anmore South OCP Amendment. Further analysis and detailed engineering design will be conducted during neighbourhood planning stage, including preparation on infrastructure cost estimates.

Anmore South Conceptual Water System

The proposed Water System connects Anmore South to the regional trunk infrastructure at the southwest corner of the neighbourhood on First Avenue. The proposed watermain continues along First Avenue and Ioco Road to the Metro Vancouver Watermain at the Port Moody and Coquitlam Boundary. Reflecting the complex topography of Anmore South, the water system is divided into 5 pressure zones served by a reservoir located at the northeast corner where site elevation is highest. The conceptual system includes proposed feeder main, distribution main, 2 booster pump stations, 6 pressure reducing valves, and proposed blowoffs at each of the end pipes.

Refer to Figure 12: Conceptual Water System.

Anmore South Conceptual Sanitary System

The proposed Sanitary System includes sanitary main that drains by gravity through the proposed street system and off-street rights-of-way to the southwest corner of the site at First Avenue. The proposed sanitary main will then continue to Port Moody Interceptor #2. The system includes segments where low-pressure systems are required, which can be accommodated based on the proposed multi-family development in those areas.

Refer to Figure 13: Conceptual Sanitary System.

Anmore South Proposed Rainwater Drainage System

The proposed Rainwater Drainage system collects and slows precipitation, allowing for infiltration and recharge prior to releasing water back to on-site streams and wetlands. Post-development flow rates are intended to be limited to peak pre-development flow rates using detention facilities in order to protect creeks and aquatic habitat from high velocity flows that can scour creek banks and have the potential to negatively affect aquatic value, water quality, creek bank stability, and impact neighbouring properties.

Anmore South anticipates a layered rainwater management concept that adheres to best practices to address both water quality and quantity issues. Rainwater will be retained and detained with on-street retention and infiltration, and neighbourhood detention ponds prior to being released into natural creeks.

Refer to Figure 14: Conceptual Drainage System.



7. FINANCIAL AND ECONOMIC ANALYSIS

7.1. VILLAGE FINANCES

The Village of Anmore's current tax structure is highly dependent on residential property tax – accounting for almost 7 of every 10 dollars. This dependency leaves the municipality highly constrained in terms of revenue that can be generated to fund infrastructure maintenance or other community costs without simply resorting to property tax increases. The Village commissioned a Financial Sustainability Plan in 2013 to assess the long-term financial sustainability of the municipality. The report concluded “the Village is in a very challenging situation” and provided recommendations for improving financial sustainability, including the following :

- Encourage faster rates of development and population growth in the short term;
- Be flexible with respect to lot size restrictions in order to suit market demand, while preserving semi-rural character; and,
- All else being equal, support denser forms of development.

As the only area in Anmore with the potential to accommodate a mix of land uses through Special Study Area re-designation, Anmore South has the potential to provide substantial economic and financial benefits to the municipality and community. Vann Struth economic development consultants have prepared Fiscal and Economic Impact Analyses based on preliminary neighbourhood concepts and population projections.

7.2 FISCAL IMPACT ANALYSIS

Fiscal Impact Analysis

Proposed Anmore South Development
Vann Struth Consulting Group
November 2021

The Fiscal Impact Analysis compared two alternative scenarios:

1. Anmore's current financial situation, based on the 2021 budget as outlined in the Village's draft Five-Year Financial Plan for 2021 to 2025; and,
2. An alternative scenario that imagines that Anmore South is fully built today.

This approach allowed for a simple and straightforward comparison of Village of Anmore finances with and without Anmore South by eliminating the uncertainty of the timing of development, cost inflation over time, changing Village priorities, and initiatives and other developments that are unrelated to Anmore South.

The analysis identified a positive net fiscal benefit of \$700,000 per year for the Village of Anmore resulting from Anmore South, taking into account revenues from municipal taxes, grants, penalties and interest, licence fees, and miscellaneous income, compared with cost impacts of government, public works, fiscal services, policing, fire service, and infrastructure lifecycle costs. This improvement provides the Village with expanded financial options, ranging from new or improved services to accelerated infrastructure renewal to tax reduction.

Anmore South will generate new revenue for the municipality through residential and commercial property taxes, and development cost charges. The neighbourhood will also create new opportunities for local businesses to serve the needs of the growing community.

Refer to Appendix J: Fiscal Impact Analysis.

7.3 ECONOMIC IMPACT ANALYSIS

Economic Impact Analysis

Proposed Anmore South Development
Vann Struth Consulting Group
November 2021

The Economic Impact Analysis considers employment impact from the proposed commercial and public amenities, as well as the impact of the expanded range of housing choice to support the ability of current residents to stay in Anmore.

Anmore South is estimated to have a local employment impact of ~580 jobs. This includes jobs based in Anmore South at the grocery store, specialty food stores, community centre, and childcare facilities, plus home-based employment in the new housing units, as well as growth in local government and schools in the rest of Anmore to accommodate additional population and development.

In addition to the ongoing contributions from a fully built-out Anmore South, the analysis identifies significant employment generated by project construction. Using preliminary construction cost estimates, and input-output multipliers from Statistics Canada, and assuming that at least 90% of the expenditure is carried out by Metro Vancouver firms, the direct construction employment associated with the project is an estimated 2,800 person-years.

Refer to Appendix K: Economic Impact Analysis.



8. NEIGHBOURHOOD IMPLEMENTATION

8.1. ANMORE SOUTH NEIGHBOURHOOD PLAN

Following adoption of the Anmore South OCP Amendment, a detailed neighbourhood planning process will be undertaken to further understand biophysical conditions and infrastructure requirements, and to further define land use and community form. The Neighbourhood Planning process will follow a Terms of Reference approved by the Village of Anmore, and will include extensive public consultation.

8.2 BUILDING ENERGY POLICY AND GUIDING PRINCIPLES

In accordance with current OCP Policy IOLU-4, the proposed Anmore South neighbourhood will strive to achieve the highest levels of neighbourhood performance relating to limiting energy requirements and related greenhouse gas footprint.

The following guiding energy principles are proposed for Anmore South:

- Neighbourhood walkability with centralized amenities and shops will reduce reliance on private vehicle trips;
- Anmore South will include an integrated active transportation system to encourage health, socialization, appreciation of nature and transportation mode splits, all while reducing the need for private vehicle use;

- Anmore South will be a model for innovative and sustainable community design, incorporating cutting-edge technology and design features that enhance the quality of life for residents and minimize environmental impacts;
- The neighbourhood will aspire to move away from fossil fuel reliance by capitalizing on opportunities for electrification;
- Neighbourhood Design Guidelines will promote the use of sustainable design practices and construction materials to reduce the environmental impact of new housing;
- Development will prioritize the use of energy-efficient technologies and renewable energy sources, including solar, geothermal, and wind power;
- Opportunities to integrate smart grid technology to increase energy efficiency and improve energy management will be pursued;
- Buildings will be designed to meet the BC Housing Code or the National Energy Code of Canada;
- Windows will be specified for high energy performance;
- Wall and roof insulation in buildings will minimize energy losses and increase performance;
- All appliances installed in buildings will be rated for energy efficiency;
- Energy-efficient lighting will be used; and,
- Heating and cooling systems will be energy-efficient.

Over time, as high-performance designs, materials, and systems become increasingly available and cost-effective, integrate new requirements into building Design Guidelines.

More specific principles and requirements for building energy performance will be determined through neighbourhood planning.

8.3 PUBLIC ENGAGEMENT

icona has engaged in extensive public engagement regarding the future of the Anmore South lands. Beginning in the summer of 2021, icona embarked on an engagement process designed to give Anmore residents multiple opportunities to provide input, ask questions and contribute in ways that were convenient and meaningful.

Through these consultations, icona directly engaged more than 500 Anmore residents, making this one of the most comprehensive community outreach initiatives on record. To date, icona has connected with more than 31% of Anmore residents – a level of participation and input unprecedented in the Village of Anmore or any other municipality in Metro Vancouver.

These outreach activities included:

- Q+A sessions to gather input from specific neighborhoods and answer questions about the consultation process and timelines.
- A series of six interactive co-design workshops, led by the award-winning Co-Design Group, in which residents worked with a professional community consultation artist to visualize the possibilities for Anmore South in a series of sketches.
- A community vision showcase at Anmore Elementary school in which residents viewed the co-designs created by their neighbors and provided additional ideas and feedback. The showcase attracted and collected input from 150+ attendees.

- Stakeholder engagements focus groups with young professionals, sports and recreation groups, and women, in which priorities were discussed and integrated.
- An Open House for the OCP Amendment Application on hosted at Anmore Elementary School on April 15, 2023, with over 150 people in attendance to review application information and meet with the project team. Over 50 public feedback surveys on the proposed OCP Amendment were collected at the event and online. The results of the survey have been compiled and summarized in the Public Consultation Summary.

Extensive public consultation will be completed as part of the future Neighbourhood Planning Process. Refer to Appendix L: Public Consultation Summary.

8.4 IMPLEMENTATION TARGETS/STRATEGIES

Implementation of Anmore South requires the following policies and standards to effectively guide development:

1. The preparation and adoption of a Terms of Reference for an Anmore South Neighbourhood Plan;
2. The preparation and adoption of Livable Street Standards for Anmore South to incorporate hillside protection and urban design standards;
3. The preparation of detailed engineering plans and infrastructure cost estimates for linking water and sanitary services to Anmore South;
4. The identification of dedicated planning and engineering resources to manage future Anmore South rezoning and development applications for the Village of Anmore;
5. Providing utility providers (i.e., BC Hydro, Fortis, telecoms, etc.) information regarding future projected demands within Anmore South.

8.5 NEIGHBOURHOOD PHASING

Anmore South is projected to build-out through a phased development over ~25 years to accommodate community needs, while preserving the semi-rural character of the existing village. Allowing for an orderly provision of community development and services, the OCP Amendment serves as a development planning framework for future detailed neighbourhood planning, which will include an analysis and recommendations on neighbourhood phasing.

Implementation Anmore South will be phased to ensure that the infrastructure and services required to support the growth of the new community are in place as needed. The initial phase is expected to focus on the development of the commercial hub area, which will include a mix of residential and commercial uses, and the construction of the multi-use path network, which will provide important connections within the community and to neighbouring areas. The phasing strategy to be developed during neighbourhood planning also guides external agencies, including School District 43, utility companies and provincial ministries as they plan future infrastructure and facility decisions.

8.6 THIRD PARTY REFERRALS

As part of the OCP Amendment the Anmore South Special Study Area will be provided for review and comment to the following potentially affected third parties:

- First Nations;
- Translink
- Metro Vancouver Regional District;
- City of Port Moody;
- Village of Belcarra;
- Port of Vancouver; and,
- School District 43.



9. OFFICIAL COMMUNITY PLAN AMENDMENT

9.1. OCP AMENDING LANGUAGE + POLICIES

The Anmore South OCP Amendment replaces the Special Study Area – Imperial Oil Lands (IOCO Lands) subsection of the Village of Anmore OCP (page 24-25) with the following language and policies.

Anmore South is a distinct master-planned neighbourhood within the Village of Anmore, accommodating community growth of approximately 3,300 new homes from single-family and duplex to townhomes and mid-rise apartments. With a phased build-out of approximately 25 years, Anmore South is a socially-diverse neighbourhood, linked together through an active transportation network of liveable streets, community greenways, and accessible forest trails – all within a 5-minute walk of each home.

Contributing to a more complete Village, Anmore South provides a vibrant neighbourhood heart including local grocery, shops and services, a community centre, and market square – providing local employment and allowing Anmore's retail spending to stay in the community. Anmore South concentrates new community growth by limiting regional sanitary sewer service to Anmore South, creating a compact village-scaled neighbourhood while preserving the overall existing semi-rural character of Anmore.

Policy AS-1 | Neighbourhood Plan

Anmore South will be developed according to a Neighbourhood Plan to be prepared following a Terms of Reference approved by the Village of Anmore including extensive public consultation.

Policy AS-2 | Residential

Anmore South residential land-use designations and zoning will provide for a diversity of housing forms to accommodate a range of lifestyles, life-stages and incomes.

Policy AS-3 | Commercial + Mixed Use

Anmore South commercial and mixed-use land use designations and zoning will accommodate a range of employment and/or commercial activity applied in locations to support a variety of employment activities and more intensive forms of commercial development.

Policy AS-4 | Parks

Anmore South will provide public accessible parks and gathering places, natural areas, streetscapes, and recreational and community facilities that enhance village vibrancy and livability.

Policy AS-5 | Civic Amenities

Anmore South will provide destination Civic Amenities for the Village including a Community Centre that includes a large flexihall, multipurpose spaces, and fitness facility.

Policy AS-6 | Environmental

A minimum of 40% of the forested area will be preserved through dedication to the Village. The protection of forested lands will include opportunities for environmental enhancement – including fish and riparian habitat improvements.

Policy AS-7 | Streets

Anmore South will provide an active transportation network of multi-modal streets and multi-use paths to encourage walking and cycling while reducing reliance on private vehicle trips.

Policy AS-8 | Transportation

Prepare a detailed Transportation Study for the Burrard Inlet North Shore and encourage establishment of a Transportation Working Group including municipalities, First Nations, provincial government, Vancouver Port Authority, transit authorities, and landowners to collaboratively review and address transportation needs on a regular and ongoing basis.

Policy AS-9 | Servicing

Anmore South will be connected to regional drinking water and sanitary services. Regional sanitary service will be limited to the Anmore South neighbourhood to preserve the semi-rural density and character of existing Anmore.

Policy AS-10 | Sustainability

Anmore South will strive to achieve the highest levels of neighborhood performance relating to: minimizing environmental impact, limiting energy requirements and related GHG footprint, reducing potable water and other resource consumption, minimizing surface runoff while maximizing at-source infiltration, maximizing waste diversion from the region's landfills, and the delivery of overall design excellence; all contributing positively to the existing character of the Village.

Policy AS-11 | Culture

Prioritize the preservation of cultural heritage and the celebration of community identity, through the inclusion of public art and performance spaces, while also incorporating regional architecture, native materials and sustainable design practices to reflect the values of the Village of Anmore.

figures

Figure 1
CONTEXT PLAN

LEGEND MAY 2023

- Special Study Area | Anmore South
61.14 ha / 151.08 ac
- Village of Anmore Boundary
- Property Line
- Surveyed Watercourse

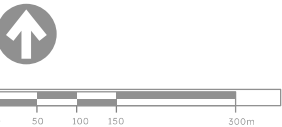
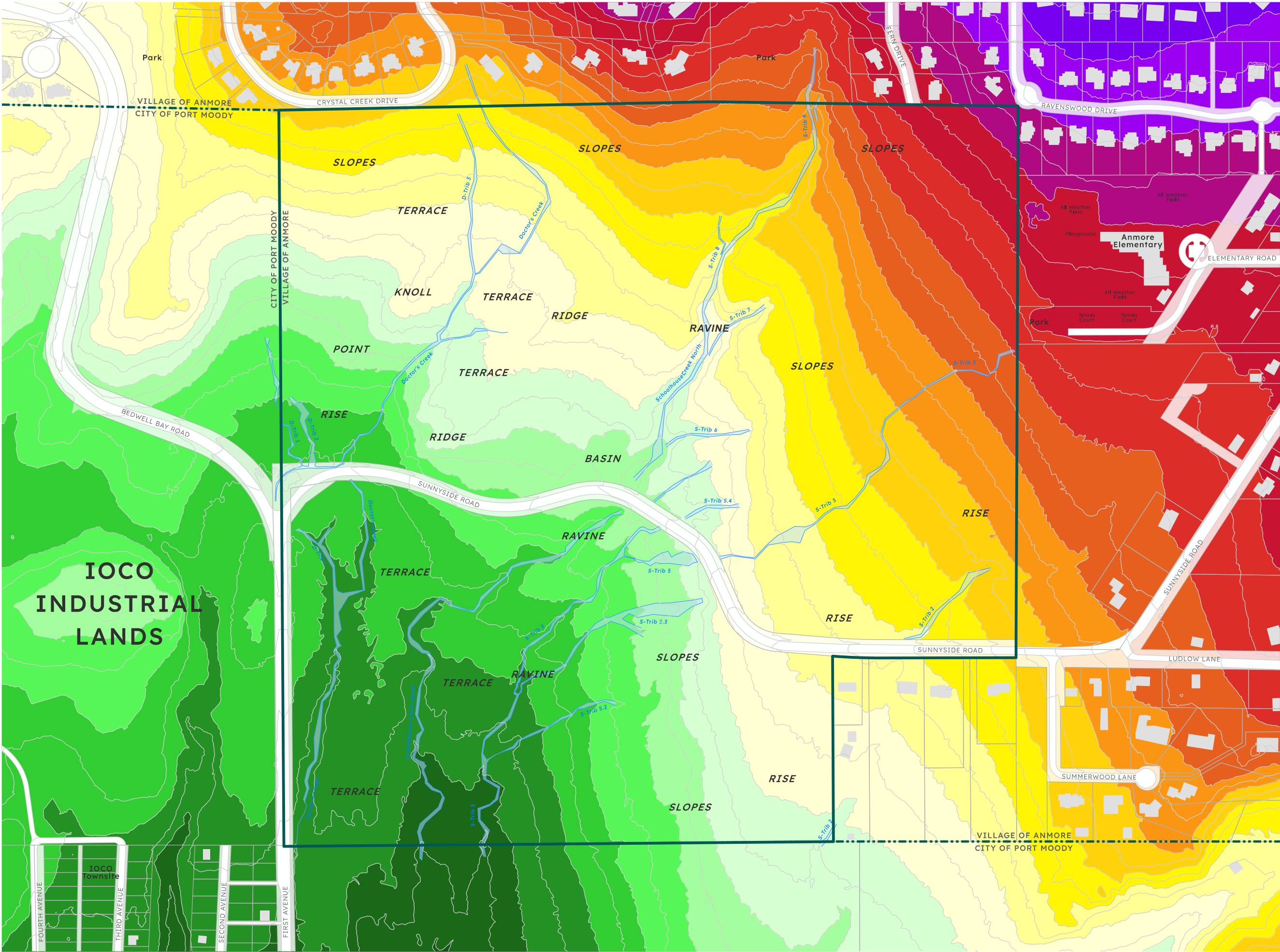


Figure 2
LANDFORM ANALYSIS



LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Existing Structures

- 180m - 190m
- 170m - 180m
- 160m - 170m
- 150m - 160m
- 140m - 150m
- 130m - 140m
- 120m - 130m
- 110m - 120m
- 100m - 110m
- 90m - 100m
- 80m - 90m
- 70m - 80m
- 60m - 70m
- 50m - 60m
- 40m - 50m
- 30m - 40m
- 20m - 30m
- 10m - 20m

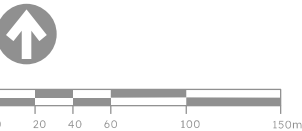
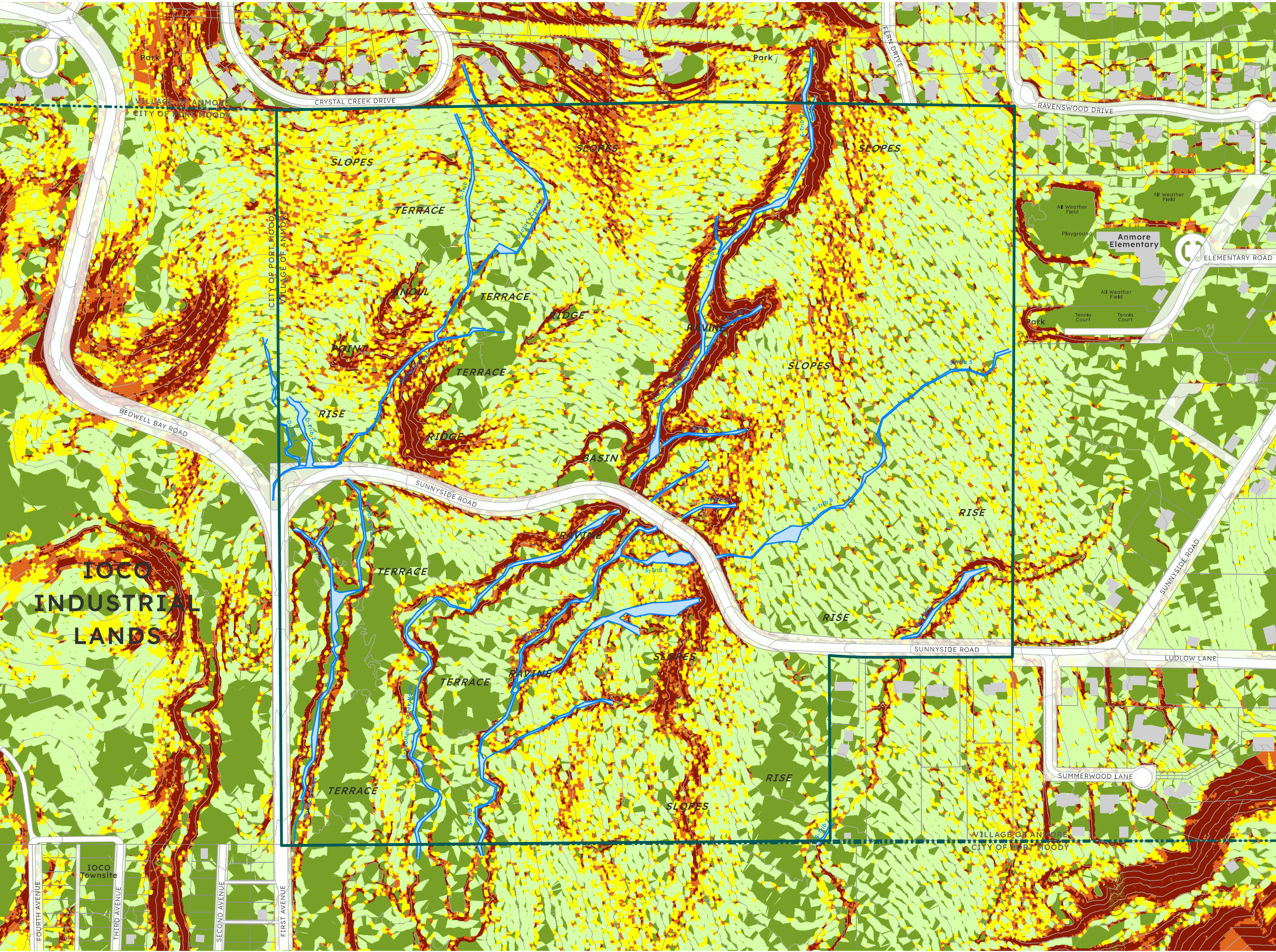


Figure 3
SLOPE ANALYSIS



LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- 5m Contour
- Existing Structures

- SLOPE ANALYSIS**
- 0-10% Slope | Flat
 - 10-20% Slope | Gentle
 - 20-30% Slope | Hillside
 - 30-40% Slope | Steep
 - +40% Slope | Extreme

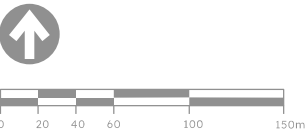
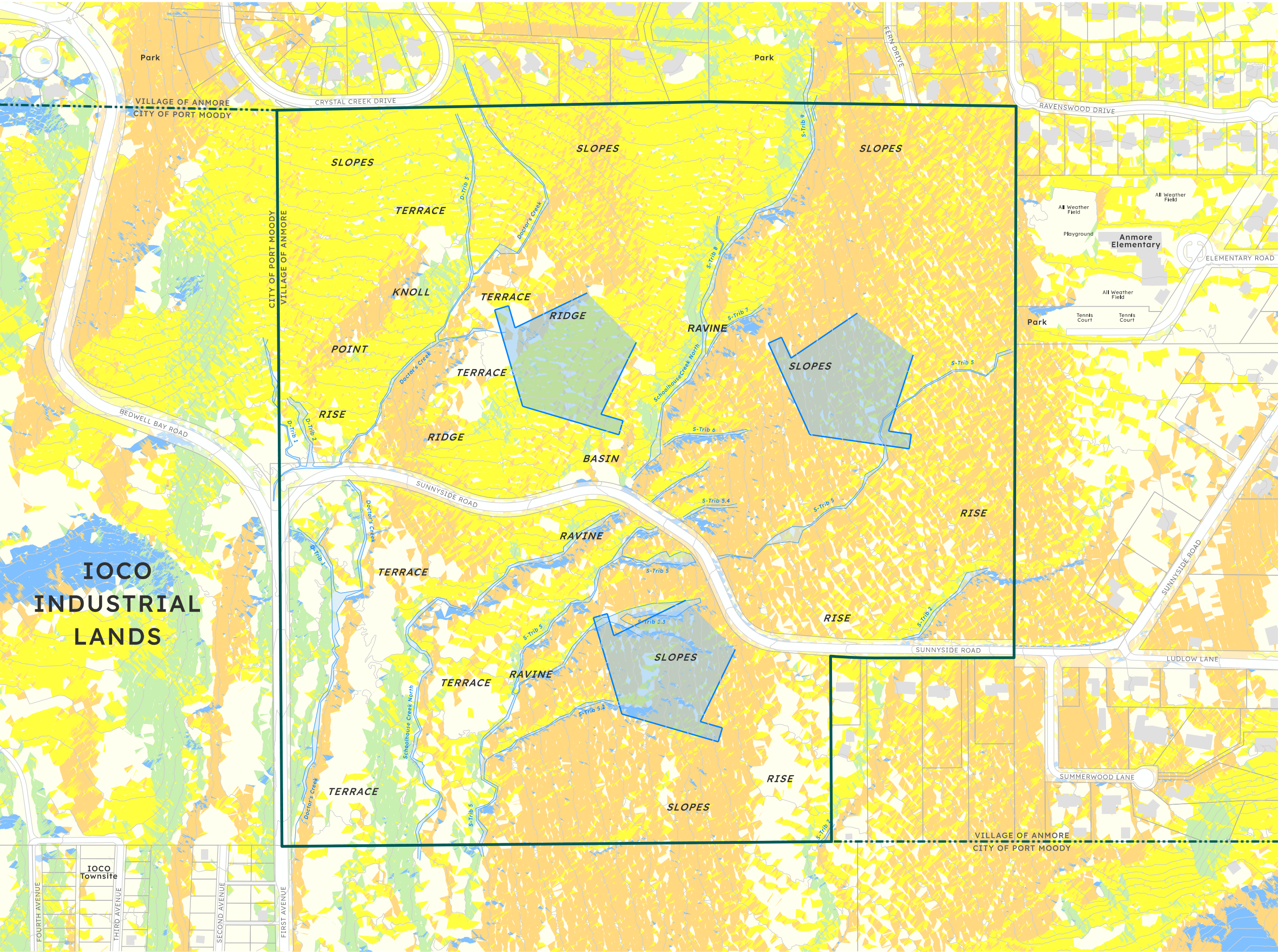


Figure 4
ASPECT ANALYSIS



LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Existing Structures
- Significant SW Views towards Burnaby Mountain
- 0-10% Slope | Flat

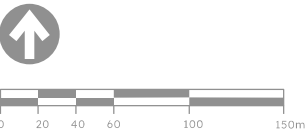
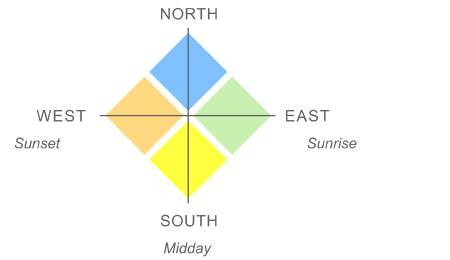


Figure 5
CONSERVATION +
RECREATION
FRAMEWORK

LEGEND MAY 2023

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures

| CONSERVATION FRAMEWORK | |
|------------------------|---|
| 6% | Neighbourhood Park 3.78 ha 9.34 ac |
| 41% | Protected Natural Area + Greenways 24.94 ha 61.63 ac |

| NEIGHBOURHOOD DEVELOPMENT | |
|---------------------------|--|
| 37% | Development Lands 22.44 ha 55.45 ac |
| 16% | Road ROW 9.98 ha 24.66 ac |
| 100% | 61.14 ha 151.08 ac |

- Village Greenway | 4m Multi Use Path
- Community Pathway | 3m Multi-Use Path
- Sunnyside Off-Street Crossing
- Potential Stream Crossing
- Trailhead
- Community Park
- Neighbourhood Park
- Community Centre
- Mixed-Use Village
- Elementray School
- Recreation Field House

Note: The proposed areas are conceptual and will be refined through detailed design.

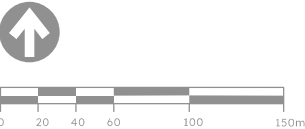


Figure 6
NEIGHBOURHOOD
STRUCTURE PLAN

LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- Development Lands
- Conservation Framework
- Street Network

NEIGHBOURHOOD LEVELS

- Upper Level
- Middle Level
- Lower Level

Note: The proposed areas are conceptual and will be refined through detailed design.

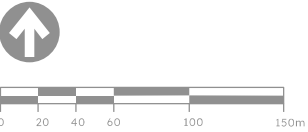
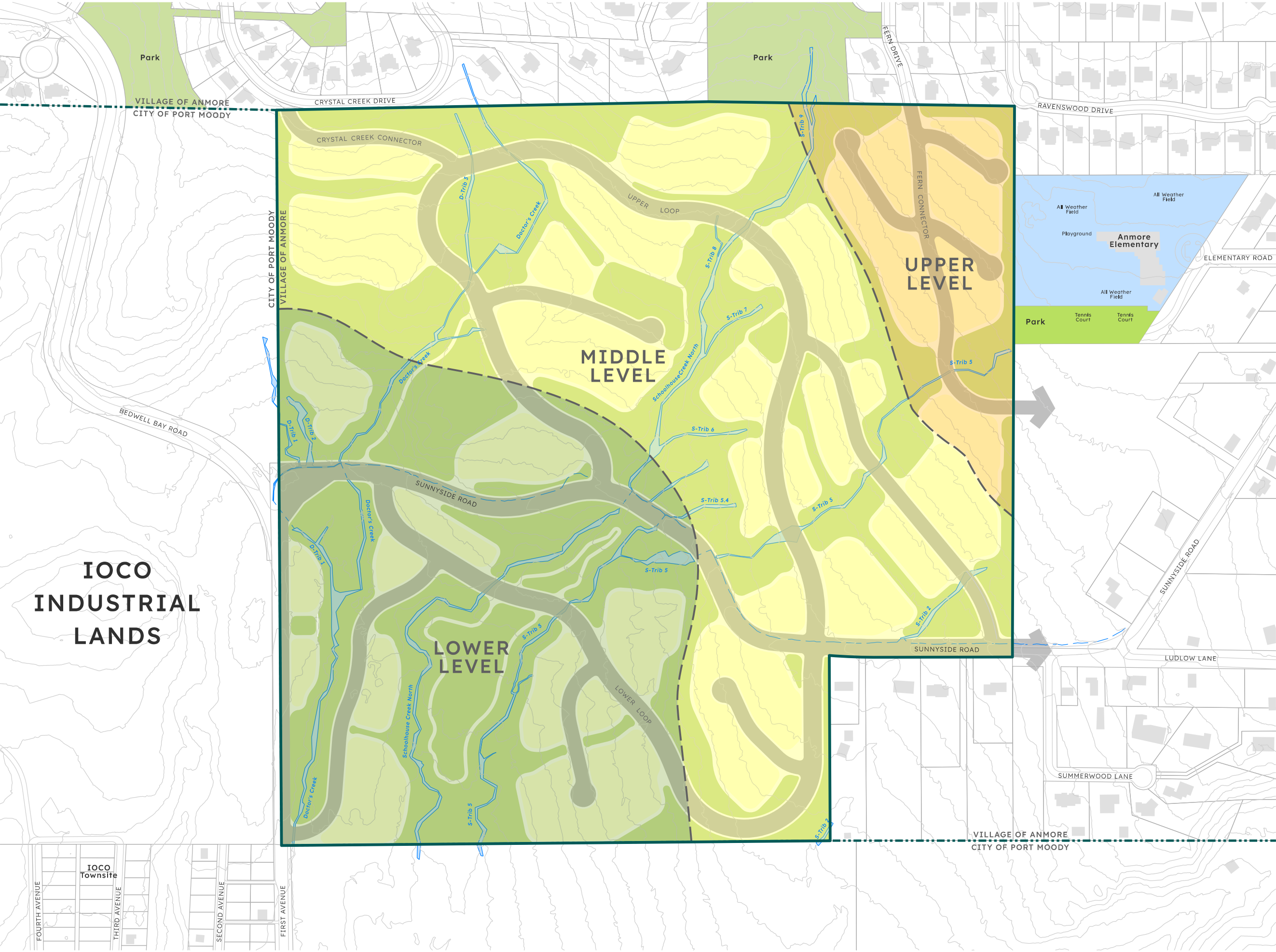


Figure 7
PARKS + TRAILS PLAN



LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- Development Areas
- Neighbourhood Park
- Protected Natural Area + Greenways
- Road ROW
- 5-10 Minute Walking Radius | 400 m

- TRAIL NETWORK**
- Village Greenway | 4m Multi Use Path
 - Community Pathway | 3m Multi-Use Path
 - Public Sidewalk | 1.5m
 - Sunnyside Off-Street Crossing
 - Potential Stream Crossing
 - Trailhead

- COMMUNITY AMENITIES**
- Community Park
 - Neighbourhood Park
 - Community Centre
 - Mixed-Use Village
 - Elementary School
 - Recreation Field House

Note: The proposed areas are conceptual and will be refined through detailed design.

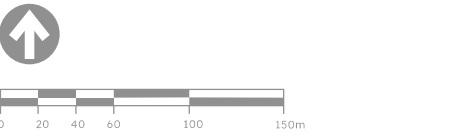


Figure 8
EXISTING
TRANSPORTATION
NETWORK PLAN

LEGEND MAY 2023

- Special Study Area | Anmore South
61.14 ha / 151.08 ac
- Village of Anmore Boundary
- Property Line
- Surveyed Watercourse
- Existing Major Street

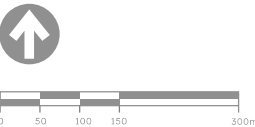


Figure 9
STREET NETWORK PLAN



LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- Development Areas
- Neighbourhood Park
- Protected Natural Areas + Greenways

- STREET NETWORK**
- Major Road Network | 20m ROW
 - Collector Street | 20m ROW
 - Local Street | 15.4m ROW
 - Community Gateway

- COMMUNITY AMENITIES**
- Community Park
 - Neighbourhood Park
 - Community Centre
 - Mixed-Use Village
 - Elementary School

Note: The proposed areas are conceptual and will be refined through detailed design.

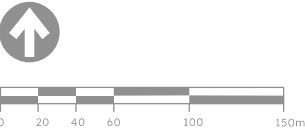


Figure 10.1
COLLECTOR
STREET CROSS SECTION

LEGEND MAY 2023

- COLLECTOR ROAD FEATURES
- 1 Multi-Use Pathway
 - 2 Public Sidewalk
 - 3 Street Lighting - As Required
 - 4 Street Trees
 - 5 Road Grade Parking Pocket
 - 6 Bioswale

- COLLECTOR ROAD SPECS
- Speed | 40-50 km/h
 - ROW | 20.0m
 - Lane | 2 - 3.5m
 - Carriage | 7.0m
 - Curbing | Barrier - Safety
 - Parking | Road Grade Parking Pocket
 - Boulevard | 2.4m / 2.2m Boulevard with curb
 - MUP | 3.0m MUP + 1.8m Sidewalk
 - Cycle | MUP Off-Road
 - Trees | Boulevard, Both Sides
 - Utilities | Under Boulevard MUP
 - Offset Boulevard | 0.5m from ROW

Note: The proposed Cross Section is conceptual and will be refined through detailed design.

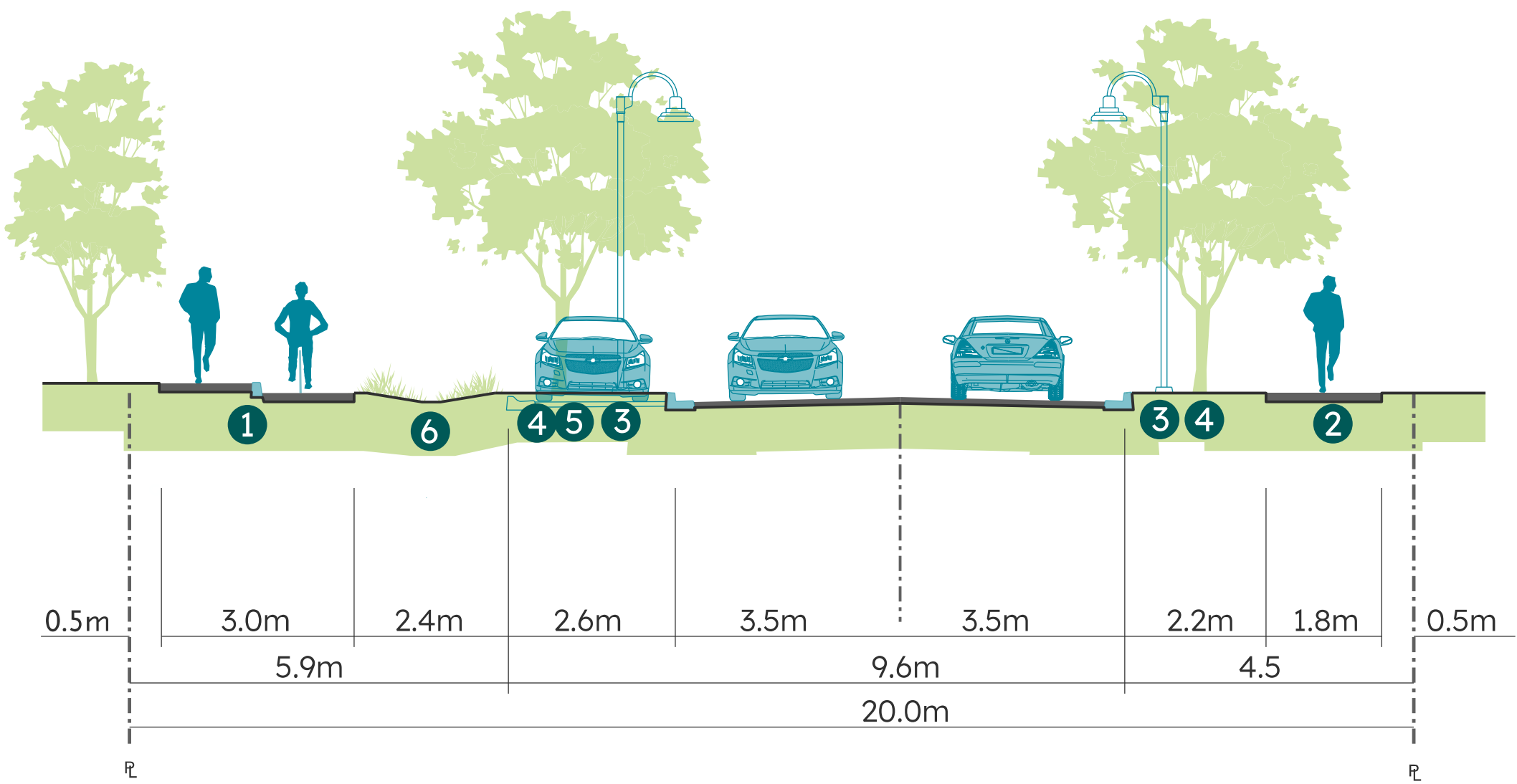
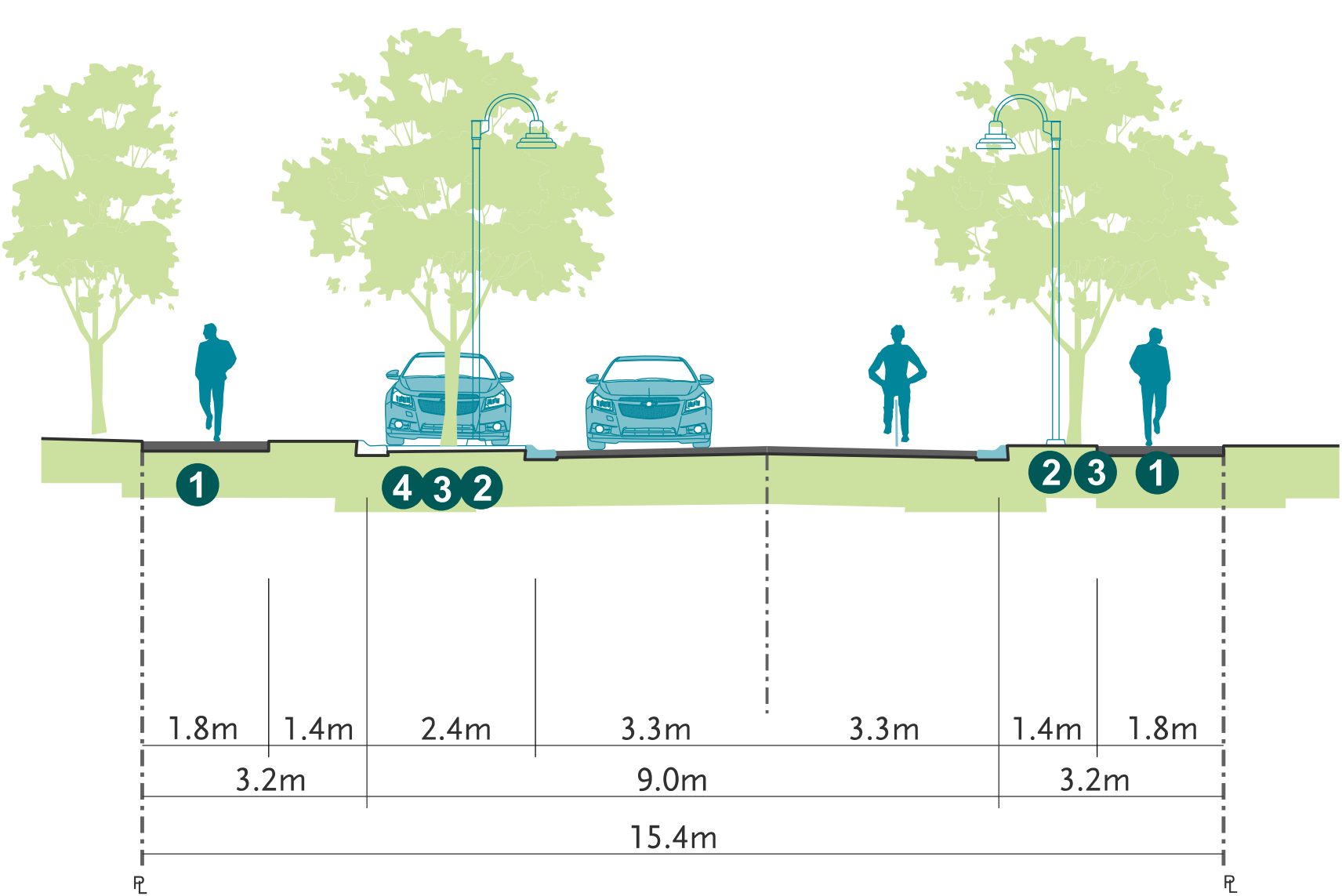


Figure 10.2
LOCAL
STREET CROSS SECTION



LEGEND MAY 2023

LOCAL ROAD FEATURES

- 1 Public Sidewalk
- 2 Street Lighting - As Required
- 3 Street Trees
- 4 Above Road Parking Pocket | If Required

LOCAL ROAD SPECS

- Speed | 30-40 km/h
- ROW | 15.4m
- Lane | 2 - 3.3m
- Carriage | 9.0m
- Curbing | Rollover
- Parking | Above Grade Parking
- Boulevard | 1.4m Boulevard with curb
- MUP | 2 x 1.8m Sidewalk
- Cycle | on-Road
- Trees | Boulevard, Both Sides
- Utilities | Under Boulevard

Note: The proposed Cross Section is conceptual and will be refined through detailed design.

Figure 10.3
MULTI-USE PATHWAY
CROSS SECTION

LEGEND MAY 2023

MULTI-USE PATHWAY FEATURES

- 1 Grade Separated Multi-Use Pathway
- 2 Packed Gravel Multi-Use Trail
- 3 Bollard Lighting
- 4 Retained + New Planted Landscape

Note: The proposed Cross Sections are conceptual and will be refined through detailed design.

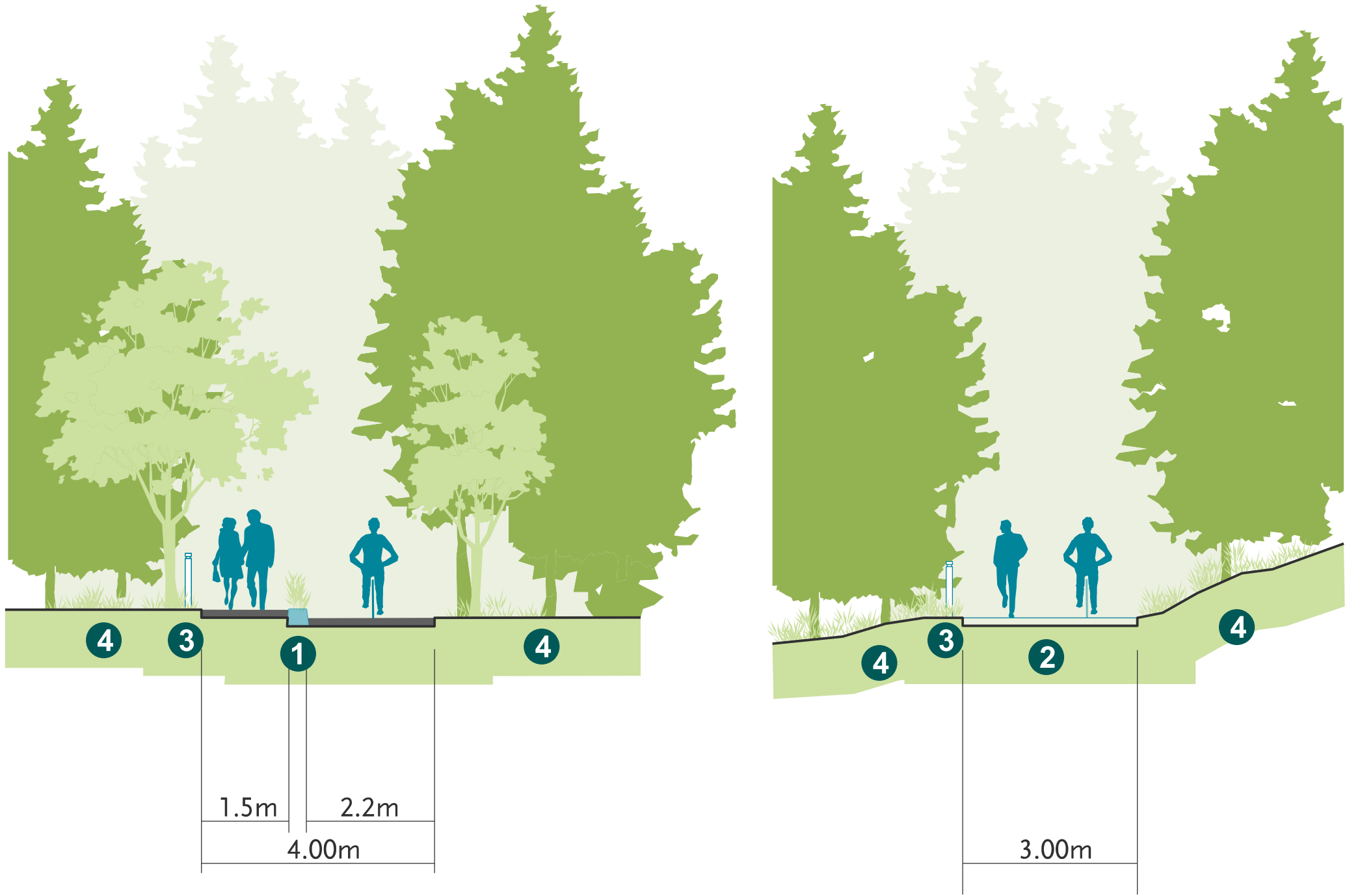


Figure 11
LAND USE PLAN



LEGEND MAY 2023

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures

| LAND USE | |
|----------|---|
| 5% | Ground Oriented 3.20 ha 7.91 ac |
| 28% | Multi-Family 17.13 ha 42.33 ac |
| 3% | Mixed Use 1.67 ha 4.13 ac |
| 1% | Civic Community Centre 0.44 ha 1.09 ac |
| 6% | Neighbourhood Park 3.78 ha 9.34 ac |
| 41% | Protected Natural Area + Greenways 24.94 ha 61.63 ac |
| 16% | Road ROW 9.98 ha 24.66 ac |
| 100% | 61.14 ha 151.08 ac |

Note: The proposed areas are conceptual and will be refined through detailed design.

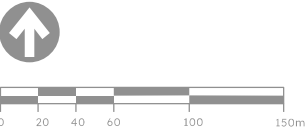


Figure 12
CONCEPTUAL
WATER SYSTEM PLAN

LEGEND MAY 2023

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- 5m Contour
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- ROW

WATERMAIN DISTRIBUTION

- Pressure Zone Boundary + Contour
- 5 Pressure Zone 185m
- 4 Pressure Zone 165m
- 3 Pressure Zone 150m
- 2 Pressure Zone 120m
- 1 Pressure Zone 90m
- Feeder Main
- Distribution Main
- Proposed Neighbourhood Tie-in Point
- Proposed Reservoir
- Proposed Pump Station
- Pressure Reducing Valve
- Proposed Blowoff (TYP.)

Note: The proposed areas and infrastructure are conceptual and will be refined through detailed design.

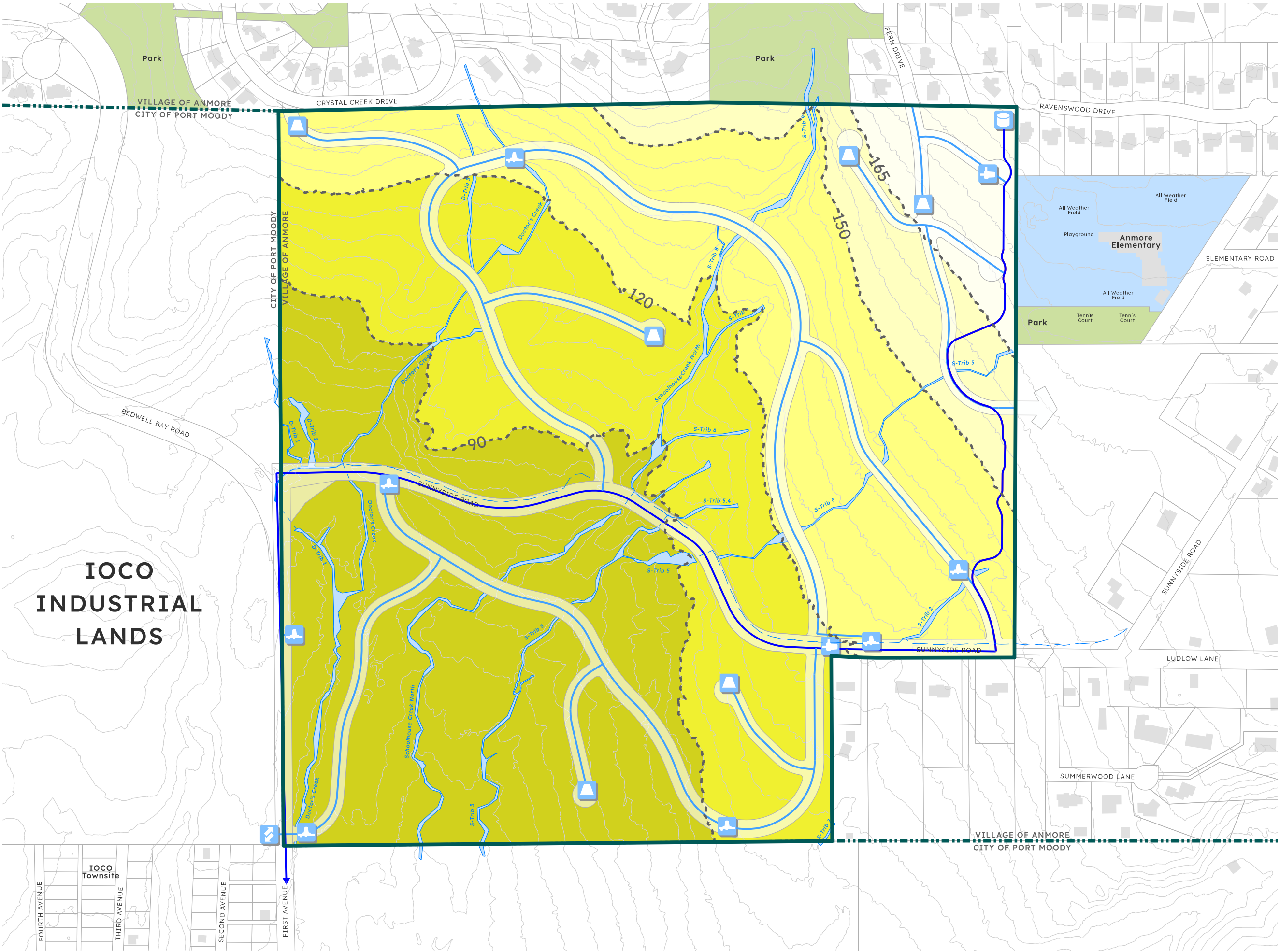


Figure 13
CONCEPTUAL
SANITARY SYSTEM PLAN

LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- 5m Contour
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- Development Areas
- Conservation + Recreation Framework
- ROW

- SANITARY SEWER SYSTEM
- Proposed Sanitary Main
 - Low Pressure System Required
 - Proposed Sanitary Manhole
 - Neighbourhood Tie-in Point

Note: The proposed areas and infrastructure are conceptual and will be refined through detailed design.

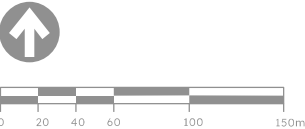


Figure 14
CONCEPTUAL
RAINWATER
MANAGEMENT PLAN

LEGEND MAY 2023

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- 5m Contour
- Surveyed Watercourse
- Sunnyside Road Ditch
- Culverted Stream
- Existing Structures
- Development Areas
- Conservation + Recreation Framework
- ROW

STORM SEWER SYSTEM

- Proposed Catchment Boundary
- Proposed Storm Main (TYP.)
- Proposed Outfall into Creek
- Proposed Storm Manhole (TYP.)
- Proposed Storm Pond

Note: The proposed areas and infrastructure are conceptual and will be refined through detailed design.

