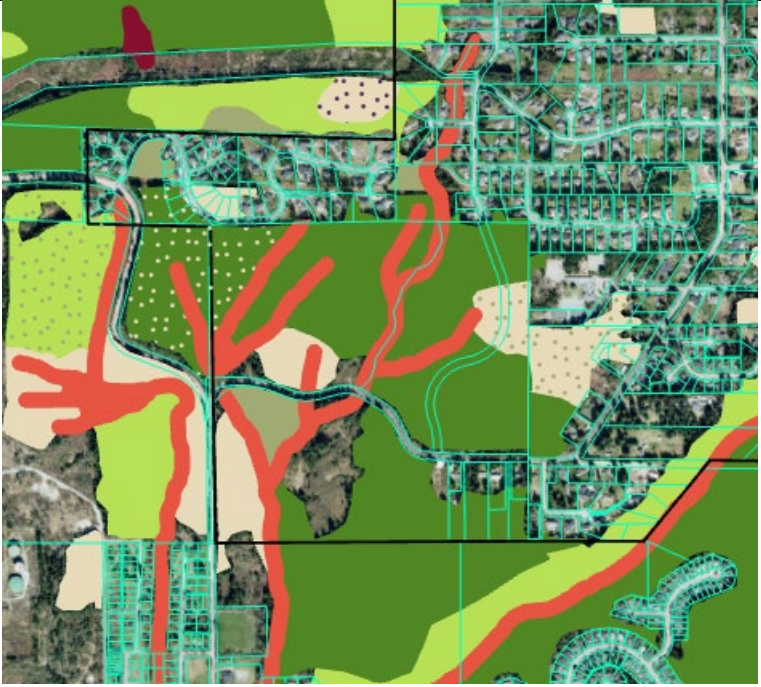


| Topic/ Page) | Department | Metro Vancouver Comments | Municipal Response Comments <i>(including revisions made, if applicable)</i> |
|---|----------------------|--|---|
| <i>Metro 2050</i> amendment process | Regional Planning | We confirm that, as a Special Study Area (SSA) in <i>Metro 2050</i> , this would be a Type 3 amendment, requiring a 50% + 1 weighted vote of the MVRD Board. For more information about <i>Metro 2050</i> amendments, please reference the Implementation Guideline: Regional Growth Strategy Amendments . | |
| <i>Metro 2050</i> amendment process | Regional Planning | Please confirm that the Neighbourhood Plan area is entirely contained within the SSA (i.e. without any additional lands included). | |
| <i>Metro 2050</i> amendment process | Regional Planning | <p>The Terms of Reference notes that "the Village makes application to Metro Vancouver to update the Regional Context Statement and redesignate the Anmore South Special Study Area from Rural to General Urban, adjusting the Urban Containment Boundary and permitting connection to regional sanitary sewer and water services."</p> <p>As additional information, in case it is helpful to understand the process:</p> <ul style="list-style-type: none"> • The Metro Vancouver Regional District (MVRD) Board considers and makes decision on applications to amend <i>Metro 2050</i>, the Regional Growth Strategy – in this case, the Urban Containment Boundary (in various maps), Regional Land Use Designation (in Map 2), and Special Study Area (in Map 12). As a secondary element of this process, an updated Regional Context Statement must be submitted for acceptance by the MVRD Board to maintain consistency between <i>Metro 2050</i> (as amended) and the Official Community Plan. For more information, see the Implementation Guideline: Regional Context Statements. • A successful change in the Regional Land Use Designation and inclusion within the Urban Containment Boundary is the first step in connecting to regional sewerage services but does not itself constitute an approval from the Greater Vancouver Sewerage and Drainage District (GVS&DD). A separate application must be made to GVS&DD to amend the regional | |

| | | | |
|-----------------------------------|-------------------|--|--|
| | | <p>sewerage area. For more information, see the Implementation Guideline: Extension of Regional Sewerage Services.</p> <p>Metro Vancouver staff are available to help with any questions about the <i>Metro 2050</i> amendment process.</p> | |
| Growth in Priority Areas (Goal 1) | Regional Planning | <p>The proposed amendment does not appear to be consistent with a number of <i>Metro 2050</i> policies related to growth in priority areas (Goal 1). Please consider how the proposed development could better align with the strategies and policies listed below or provide a rationale for diverging from these policies.</p> <p>Strategy 1.1: Contain urban development within the Urban Containment Boundary</p> <ul style="list-style-type: none"> In particular, policy actions 1.1.1, 1.1.2, 1.1.9(b) and TransLink policy actions 1.1.0 and 1.1.11. <p>Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</p> <ul style="list-style-type: none"> In particular, policy actions 1.2.2, 1.2.4, 1.2.5, 1.2.12, 1.2.23(a) and (b) and TransLink policy actions 1.2.26 and 1.2.27. <p>Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</p> <ul style="list-style-type: none"> In particular, policy actions 1.3.7(a) and (b). We note that the proposed amendment appears to be consistent with several policy actions under Strategy 1.3 pertaining to the development of Complete Communities (e.g. mixing uses and community amenities). We would encourage the Village of Anmore to cite these and any other supportive <i>Metro 2050</i> policies in its application materials. <p>Strategy 1.4: Protect Rural lands from urban development</p> <ul style="list-style-type: none"> In particular, policy actions 1.4.1, 1.4.2, and 1.4.3(b). | |

| | | | |
|-------------------------------|-------------------|--|--|
| Regional Greenway Network | Parks | The updated Regional Greenway Network map identifies regional greenways roughly along the alignments of Sunnyside Road and Bedwell Bay Road. These alignments were identified in consultation with municipal staff/representatives. The land use plan does not appear to identify the greenway routes along the identified alignments or in alternative locations. It would be appreciated if municipal staff could clarify if the regional greenway segments affected by this proposal are to be addressed via this process and if so how. | |
| Sensitive Ecosystem Inventory | Regional Planning | Although not referenced in the AquaTerra 2022 environmental assessment , the Village may be familiar with the Metro Vancouver Sensitive Ecosystem Inventory (SEI). As per <i>Metro 2050 Action 3.2.2 a</i>), Metro Vancouver will “collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate change impacts on ecosystems; and share these datasets with member jurisdictions.” The SEI was created using provincial SEI protocols and it is updated every 6 years. According to the 2020 SEI, the South Anmore site contains mature forest (trees 80-250 years old) and riparian areas. For this site, the 2020 SEI generally aligns with the desktop and site-level assessment conducted by AquaTerra (2022), but the AquaTerra report contains more detail, including species occurrence data. See map below for reference. | |

| | | | |
|---|-------------------|--|--|
| | |  <p>SEI Component 1</p> <ul style="list-style-type: none"> Mature Forest (ME) Mature Forest (SE) Riparian Non SE/ME <p>SEI Component 2</p> <ul style="list-style-type: none"> Mature Forest (ME) SE = Sensitive Ecosystem ME = Modified Ecosystem Non SE/ME = Small patches of young forest (< 5 ha) (not an SE or ME) Parcel Metro 2050 Urban Containment Boundary <p><i>Metro 2050</i> also requires Metro Vancouver to publicly report on “change in hectares of land identified as Sensitive or Modified Ecosystem” as part of ongoing performance monitoring. Ecosystem losses in this area will be included in SEI reporting.</p> | |
| Neighbourhood Land Use Designations / Ecosystem | Regional Planning | As per <i>Metro 2050</i> Action 3.2.7b) i) Member Jurisdictions will “support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions.” | |

| | | | |
|---|-------------------|--|--|
| Protection Policies | | <p>The Anmore South Terms of Reference mention that the Neighbourhood Plan provides “environmental protection, conservation and enhancement policies” (page 3) and the Document titled “Codifying the Plan / Neighbourhood Land Use Designations” indicates that 35% of the site will be “Protected Natural Area + Greenways”. Please define:</p> <ul style="list-style-type: none"> – “Protected Natural Area” (e.g., what protection tool(s) will be used to legally protect the remaining natural areas?); and – “Greenways” (e.g., would they be wildlife habitat corridors, recreational trails / paths for people, or both?). <p>Also consider how the proposed development is an opportunity for the Village to contribute to the shared <i>Metro 2050</i> target to “increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050”. What % of this area will be legally protected for nature? Will any of the “Neighbourhood Parks” or a portion thereof be left natural and dedicated? The “Implementing the Direction Draft Preferred Plan” map suggests that some of these parks will include forested areas.</p> <p>Depending on their size, natural and protected areas may best fit under <i>Metro 2050</i>’s Conservation and Recreation Regional Land Use Designation. Please consider this during the planning process and when preparing the regional growth strategy amendment application.</p> | |
| Updated Ecosystem Connectivity Evaluation and the Regional Green Infrastructure Network | Regional Planning | <p>Metro Vancouver recently retained Diamond Head Consulting to evaluate ecosystem connectivity across the Metro Vancouver region. The results of that evaluation indicate that the South Anmore area is highly important for habitat and wildlife movement between the Belcarra Regional Park and Mossman Creek Park. See map below with the site outlined roughly in red.</p> | |

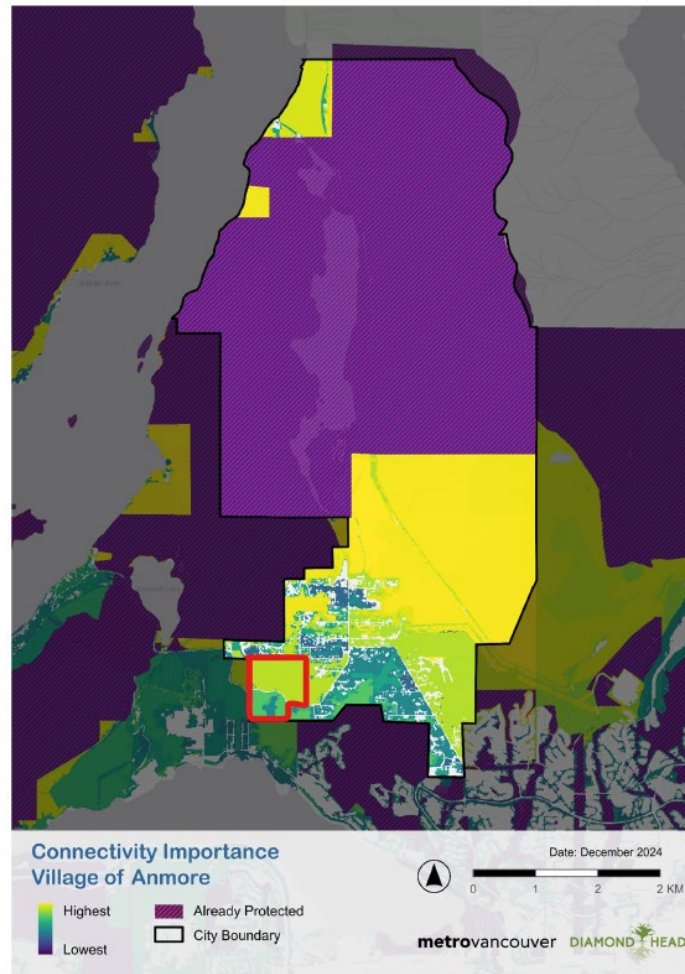
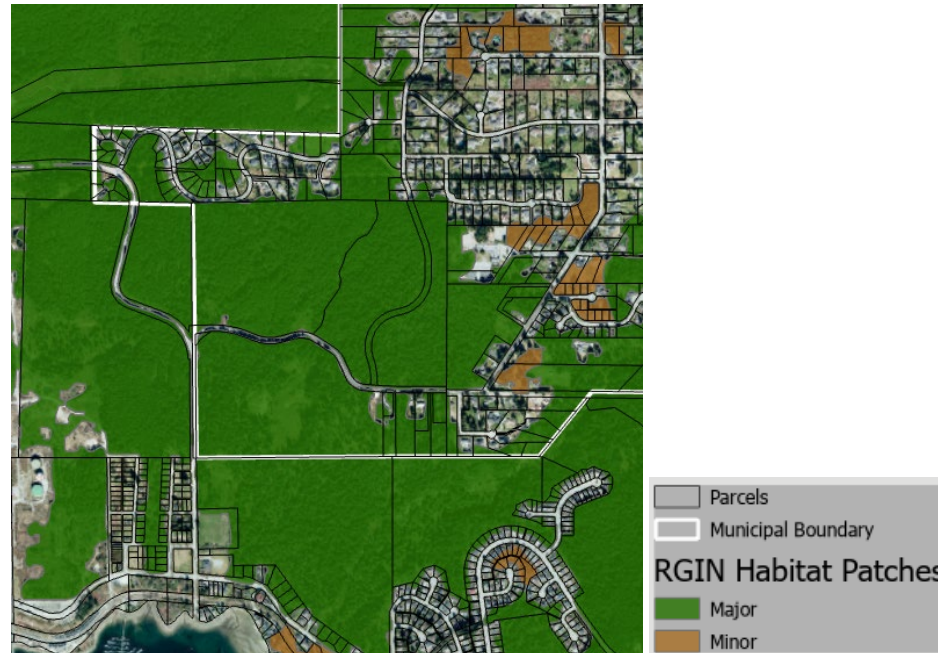


Figure 10 Connectivity Importance Village of Anmore.

As per [Metro 2050 Action 3.2.3c](#), Metro Vancouver is working collaboratively with member jurisdictions, First Nations and other agencies to “identify a regional green infrastructure network (RGIN) that connects ecosystems and builds on existing local networks, while maximizing resilience, biodiversity, and human health benefits”. The RGIN mapping is based on the 2020 SEI, adjacent small forested areas, and the ecosystem connectivity evaluation results. This

mapping currently identifies South Anmore as a major habitat patch, providing connectivity that supports many key wildlife species with access to food, water, and shelter. The RGIN mapping is not regulatory, but it is intended to help inform land use and potential ecosystem protection decisions.



As per [Metro 2050 Action 3.2.7 b\) ii](#)), Member Jurisdictions will “seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent Member Jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network”. The [Anmore South Terms of Reference](#) note that the Neighbourhood Plan will provide a “Parks and Environmental Networks Plan and associated policies relating to provision of public amenities including civic facilities, parks, and trails (including connections to broader community); identifying Ecologically Sensitive Areas to be publicly dedicated; and environmental protection, conservation and enhancement policies.” (Page 3). Please provide more information about the ‘environment networks’ and their objectives (e.g., ecosystem / habitat connectivity or human

| | | | |
|---|-------------------|--|--|
| | | / recreational connectivity), and how they support the regional green infrastructure network. | |
| AquaTerra Phase 1 Environmental Assessment (AquaTerra 2022) | Regional Planning | <p>As per Metro 2050 Action 3.2.7b) iv) Member Jurisdictions will “indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements”. The AquaTerra 2020 report notes that “the municipal framework parameters for the Village of Anmore” were used to identify anticipated minimum setbacks. Please provide more information about the Village’s municipal framework parameters.</p> <p>Page 27 of AquaTerra 2022 also notes that the SPEAs identified “excluded arborist and geotechnical considerations, which could result in modifications to the SPEAs. Retaining a geotechnical engineer and a registered arborist were recommended to provide input during the design and construction periods and to verify the SPEA setbacks.” Please provide additional information about any additional geotechnical and arborist work conducted that would modify the SPEA setbacks.</p> <p>Page 47 of AquaTerra 2022 includes a long list of additional work in support of a comprehensive Environmental Impact Assessment. Could Village staff please provide an update on any additional work underway?</p> | |
| Stormwater management | Regional Planning | The Terms of Reference mention the creation of a “conceptual Rainwater Management Plan”. Will the developed areas be required to include space for engineered and enhanced green infrastructure (e.g., rain gardens, bioswales, green roofs, tree soil cells) to absorb and slow the flow of rainwater, mitigate downstream flooding, and reduce streambank erosion risk? What does ‘level C’ refer to (page 20 in the Terms of Reference)? | |
| General | Regional Planning | Consider how the proposed development may impact shared <i>Metro 2050</i> targets and objectives, such as the GHG emission targets outlined in 3.3.7 a). The proposed development may result in direct GHG emissions due to transportation requirements and housing type. | |

| | | | |
|---------------------------|-----------------------------|--|--|
| General | Regional Planning | Consider how the proposed development will align with <i>Metro 2050</i> policies 3.4.5 – 3.4.8 . Given the site's location, consider reviewing local-scale maps for hazards such as (but not limited to) wildfire and landslides to determine their potential risks and vulnerabilities associated with the proposed development. | |
| Housing Choices and Forms | Housing Policy and Planning | <p>One goal in <i>Metro 2050</i> is to ensure that a diversity of housing types, at varying affordability levels, is available in communities throughout the region. The current proposal would contribute to diversity of housing types, as it includes townhomes, a form of housing which is scarce in the region relative to demand and meets the needs of a variety of households.</p> <p>In terms of diversity of tenure and affordability, does the Village of Anmore have any policies in place to encourage this development to include a market rental component or affordable rental housing component? For more details on what other communities in Metro Vancouver are doing to encourage the delivery of more purpose-built rental housing and affordable rental housing, see the Measures for Affordable and Diverse Housing Dashboard.</p> | |
| Housing Choices and Forms | Housing Policy and Planning | <p><i>Metro 2050</i> outlines regional objectives for meeting the region's housing needs, primarily through compact housing development in Urban Centres, Frequent Transit Development Areas (FTDAs), or Major Transit Growth Corridors, within the Urban Containment Boundary. The Urban Containment Boundary is intended to be a stable area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from dispersed development patterns and that supports the efficient provision of regional utilities.</p> <p>The Village of Anmore's interim Housing Needs Report states that the Village will need 756 new housing units over 20 years, and this OCP amendment is estimated to bring more than 2,200 homes to the community over a 25 year period. How much of that projected housing need could be achieved through the Village's existing actions to implement the Province's small-scale, multi-unit housing legislation?</p> | |
| Transportation (Goal 5) | Regional Planning | The proposed amendment does not appear to be consistent with a number of <i>Metro 2050</i> policies related to transportation (Goal 5). Please consider how the proposed development could better align with the strategies and policies listed below or provide a rationale for diverging from these policies. | |

| | | | |
|--|--|--|--|
| | | <p>Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</p> <ul style="list-style-type: none">• In particular, policy actions 5.1.2, 5.1.3, 5.1.4, 5.1.7, 5.1.14(a), (c) and (f) and TransLink policy actions 5.1.15(a), (c), (e). <p>Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services</p> <ul style="list-style-type: none">• In particular, policy actions 5.2.2 and 5.2.6(b) and TransLink policy action 5.2.9. <p>We note that the proposed amendment appears to be consistent with several policy actions under Goal 5 pertaining to transportation networks (e.g. proximity to municipal truck routes and the planned Regional Greenway Network). We would encourage the Village of Anmore to cite these and any other supportive <i>Metro 2050</i> policies in its application materials.</p> | |
|--|--|--|--|