



VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: May 22, 2025

File No. 6480-20

Submitted by: Tim Savoie, Planning Consultant

Subject: Official Community Plan Bylaw Amendment No. 686-2023 – Anmore South Neighbourhood

Purpose

To submit Village of Anmore Official Community Plan Amendment Bylaw No. 686-2023 as amended to Council for consideration of First and Second Reading and scheduling of a Public Hearing. Amended Bylaw No. 686-2023 includes a new Neighbourhood Plan for the area identified as the Anmore South neighbourhood, a revised Regional Context Statement, and specific text and mapping amendments to the Official Community Plan.

Recommended Options

THAT First Reading of Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023 be rescinded;

AND THAT Village of Anmore Official Community Plan Amendment Bylaw No. 686-2023, as amended, be read a First and Second time;

AND THAT Village of Anmore Official Community Plan Amendment Bylaw No. 686-2023 be referred to a Public Hearing.

Executive Summary

An Official Community Plan (OCP) amendment application was submitted by icona properties in May 2023. The multi-year application review process was guided by a Terms of Reference approved by Council on March 19, 2024. The process involved significant engagement with the community, which was led by Mickelson Consulting Inc. on behalf of the Village. It should be noted that the community engagement undertaken exceeded municipal and provincial legislative consultation requirements necessary to consider a development related amendment to an OCP.

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The deliverables for all four phases included in the Terms of Reference are now complete and OCP Amendment Bylaw No. 686-2023 has been amended for Council's consideration.

The final Neighbourhood Plan which reflects changes to the original application based on community input and technical studies in Phase 1, and Council direction in Phase 2, involves the following land uses:

- Total homes 2,202 - Unit mix composed of 20 single-family homes, 120 duplexes, 760 townhomes and 1,302 apartments. Opportunity exists for adjustments to the unit types; however, the maximum number of units is 2202.
- A 20,000 sq. ft. civic community centre on a 0.49 ha (1.21 ac) site.
- Two civic development reserve sites totaling 0.48 ha (1.19 ac) to provide the opportunity for additional future civic uses;
- Two mixed-use sites totaling 1.50 ha (3.70 ac) with the opportunity for ground floor commercial use, anticipating 50,900 – 61,800 sq ft of commercial floor space, and 10,000 sq. ft of professional office space.
- Conservation and recreation lands totaling 21.35 ha (52.76 ac) of retained existing forest, representing 35% of the plan area.
- Neighbourhood parks totaling 4.34 ha (10.72 ac) of public open space distributed within a 5 minute walk of each home.
- Dedicated off-street trails, multi-use paths and greenways totaling approximately 5 km.
- A pedestrian and cycling network including greenways and community pathways.
- New municipal infrastructure with respect to water and sanitary services.

A phasing plan has been developed, which involves six development phases over a period of 20-25 years (Neighbourhood Plan Schedule J).

The Neighbourhood Plan vision advances direction provided in the Council Strategic Plan and is consistent with numerous Anmore OCP policies as identified in this report. On balance, the project offers a unique opportunity to comprehensively develop this site in a manner that significantly increases the variety of housing units in Anmore. In addition, the provision of new civic and commercial neighbourhood services, additional parks, road connections, and trails will result in a connected and walkable neighbourhood that could benefit both existing and future residents. Further, servicing infrastructure will be improved through the provision of water and sewer connections directly to Anmore South, which will generally benefit the community by

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reducing future costs to expand this infrastructure to the rest of Anmore in future if needed and reducing the need for complete reliance on Port Moody for water supply.

On the basis of these benefits and alignment with the OCP policies, staff recommend First and Second reading of the amended OCP Amendment Bylaw No. 686-2023 and scheduling of a Public Hearing to provide the opportunity to allow the community to provide their views to Council on the application.

Background

The property owner, icona properties, submitted an Official Community Plan (OCP) amendment application in May 2023 to facilitate the potential future development of the former IOCO lands, which are designated as Hillside Residential and a Special Study Area in the OCP.

The multi-year application process was guided by a Terms of Reference, approved by Council March 19, 2024, and included as **Attachment 1**. The Terms of Reference included the following phases:

Phase 1 – Technical Due Diligence – Biophysical Studies and Engineering Inventories

Phase 2 – Preliminary Land Use Planning and Community Input

Phase 3 – Preferred Plan, Engineering Studies and Technical Assessments

Phase 4 – Neighbourhood Plan Document

The process involved significant engagement with the community, led by the Village, details of which are included in an engagement summary report submitted by Mickelson Consulting Inc.

Land use options were prepared in accordance with Phase 2 of the Council approved Terms of Reference following the initial community engagement, which was led by the Village. Three draft land use scenario options were prepared, which were described as Foundation, Balanced and Essential. The Foundation plan was the original land use plan submitted in the application and involved 3,500 homes a full complement of parks, recreation facilities, community gathering spaces retail shops and services with a greater proportion of homes were in the 4-6 storey apartment form. The Balanced land use scenario responded to feedback from Phase 1 public engagement by moving towards a ground-oriented townhome housing mix with 2,450 homes. The Essential land use scenario option presented a higher proportion of ground-oriented townhomes in the housing mix – 1990 homes. The options were reviewed by

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Committee of the Whole on October 29, 2024, and the land use submission was revised based on discussion and input. The revised land use submission, entitled The Preferred Plan, involves 2,202 homes and is the basis upon which the draft Neighbourhood Plan has been prepared.

The deliverables for all four phases included in the Terms of Reference and outlined above are now complete, and an amended OCP Amendment Bylaw No. 686-2023 has been prepared for consideration by Council.

Discussion

As outlined above, an application to amend the OCP to facilitate the future development of the subject property was submitted in May 2023. Given that the Anmore South lands are designated as a Special Study Area in both the OCP and Metro Vancouver's Regional Growth Strategy (Metro 2050), the following applications are necessary to facilitate a future rezoning of the subject properties.

Applications

- 1.) Amendments to the OCP, which includes a new Neighbourhood Plan for the Anmore South neighbourhood;
- 2.) Amendments to the OCP to ensure consistency between the Neighbourhood Plan and general statements and policies;
- 3.) Amendments to the Village's Regional Context Statement;
- 4.) With respect to Metro 2050 - An application to Metro Vancouver to amend the regional Urban Containment Boundary to include the Anmore South and to permit future connection to regional sanitary sewer and water services; and
- 5.) With respect to Metro 2050 - An application to Metro Vancouver to change the land use designation from Rural to General Urban and from Rural to Conservation and Recreation as specified on the Neighbourhood Plan land use map.

It should be also noted that a separate application must be made to the Greater Vancouver Sewerage and Drainage District for approval to connect to regional sewer services following 3rd Reading.

Revision of Bylaw No. 686-2023

Council, on December 5, 2023, gave 1st Reading to Official Community Amendment Bylaw No. 686-2023 (**Attachment 2**). Since the time of 1st Reading, a Neighbourhood Plan has been

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drafted and amendments to the Regional Context Statement have been prepared. These elements were not included in the original bylaw as they had yet to be developed at that time. As such, should Council wish to proceed with consideration of the draft Neighbourhood Plan, Bylaw No. 686-2023 will need to be amended and First and Second Reading once again considered as identified in this report. It was suggested in an earlier report that the bylaw would need to be repealed, however in order to ensure consistency in the process, it is recommended to simply amend existing Bylaw No. 686-2023.

The Official Community Plan Application - Context

The OCP is the Village's statement of its long-term vision for the future. The document provides policies to guide land use, services, and the physical, social and economic changes in the community. Legislation requires that once adopted, the OCP becomes the basis for all land use and development policies, regulations and decisions within the municipality. All bylaws enacted by Council after the adoption of an OCP must be consistent with the Plan.

Given that the Anmore South land uses in the Neighbourhood Plan for the subject property differ from land uses contemplated 11 years ago in the OCP, several amendments to existing OCP statements and policies will be necessary to create consistency between the Neighbourhood Plan proposal and the OCP document. These amendments to the OCP and Regional Context Statement, in addition to the inclusion of a comprehensive Neighbourhood Plan, forms the OCP amending bylaw associated with this application. New policies have been added for lands within the newly established Urban Containment Boundary with existing policies being retained as contemplated for the most part in 2014 for lands outside of the urban containment boundary. The 2014 policies would continue to apply to the majority of Anmore, which would remain under a Rural land use designation, as only Anmore South, Anmore Green Estates, and Eagle Mountain middle school would be within the Urban Containment Boundary.

Property Description

The subject properties are bisected by Sunnyside Road and comprised of three legal parcels that are located in the southwestern portion of the municipality. The legal descriptions identifying these properties are included in the OCP amendment bylaw. The combined area of the properties is 61.14 ha (151.08 acres) in size. A site location map is included as **Attachment 3**.

Current Land Use Designation and Zoning

The lands are currently designated as Hillside Residential in the OCP and Zoned RS-1 in the

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Zoning Bylaw. RS-1 zoning permits the subdivision of the subject lands into parcels of 4047 m² (1 acre) in size. These lands could be developed for single family uses subject to subdivision approval by the Village's Approving Officer.

Surrounding Lands

North - The single-family homes in the Crystal Creek neighbourhood, the Fern/Ravenswood neighbourhoods and a park are located to the north of the subject site.

South - The lands to the south include vacant, former IOCO lands located in Port Moody that are located within the Urban Containment Boundary as outlined in the Regional Growth Strategy (Metro 2050). These lands are designated a Single-Family Low Density in Port Moody's OCP and zoned as Acreage Reserve (A1), which requires additional planning to determine development capability. Existing single-family homes in Anmore on Sunnyside Road are located immediately south of the site.

East – Anmore Elementary School, the new Cordovado single family neighbourhood lands and residential properties located on Ravenswood Drive are located to the east.

West – Vacant lands directly west of the site in Port Moody are located within the Urban Containment Boundary and are currently vacant. These lands are designated Single Family Low Density as well as General Industrial in Port Moody's Official Community Plan.

Existing OCP Policy – Consistency with the Neighbourhood Plan

While the Neighbourhood Plan includes policies and guidelines specific to the Anmore South property, there are a number of general policies in the existing OCP that informed the development of the plan. This section highlights consistency between the existing OCP and the draft Neighbourhood Plan.

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Residential Land Use Policies

OCP Policy RLU-3 specifies that developers in Anmore are encouraged to be mindful of the impact of development on environmental features and systems, employing strategies that design “with the land” and make use of best practices for ecological sensitivity, including:

- Integration of natural features and topography into site planning and design, ensuring that the building and structure faces do not dominate the landscape. Large cuts/fills and the extensive use of retaining walls are not to be utilized to create ‘build-able lots’ or flat yards.
- Reduction of the development footprint, towards maximizing the amount of retained greenspace.
- Incorporation of scenic natural features into the site design as natural open space(s) for the eventual residents of the development.
- Protection of soil and vegetation during construction, to minimize slope erosion and siltation effects on nearby watercourses.
- Consideration of view impacts, both in terms of implications to viewscales of neighbouring properties and of the development itself from elsewhere in the Village.

An environmental impact assessment was completed by AquaTerra that provided a number of environmental recommendations upon which the Neighbourhood Plan was based. Section 4.10 of the Neighbourhood Plan includes Conservation and Recreations policies.

OCP Policy RLU-4 encourages developers to incorporate landscape schemes, building design and exterior materials that are in keeping with the natural setting and semi-rural character of the Village, taking advantage of strategies such as:

- Use of native-species and water-conserving landscaping.
- Minimizing impermeable surface areas.
- Use of Dark-Sky lighting strategies that reduce light pollution from development.

The Neighbourhood Plan is consistent with the above by the inclusion of guidelines regarding landscaping and screening requiring that landscape plans be prepared by a landscape architect in DPA:1 Section 21. As well, policy exists with respect to Dark Sky lighting strategies included throughout the Neighbourhood Plan. It should be noted that Dark Sky lighting contemplates lighting in the community that is designed to reduce light spill.

OCP Policy RLU-8 supports the consideration of site-specific Comprehensive Development zoning to address the redevelopment of sites that cannot be accommodated under existing

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zoning or that the proposed development evidences a level of innovation in site design and housing choice, that could not be otherwise accommodated by existing zoning. Should this application advance to the zoning stage, a CD zone will be customized to accommodate the land use vision.

OCP policies RLU 9 and RLU13 encourage the retention of existing mature landscaping, the introduction of planted landscape and the establishment of setbacks to buffer sensitive natural areas. The proposed Neighbourhood Plan land use vision retains 35% of the total site as natural areas including retained forest buffers, watercourses, riparian areas, steep slopes, forest trails, and greenways and is therefore consistent with these policies.

OCP Policy RLU-12 specifies that the Village supports the development of strategies by subdividers/developers to prevent and reduce wildfires. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and use of appropriate building and landscaping materials. The Neighbourhood Plan in Policy 5.4.7 includes policy to explore opportunities to design water servicing infrastructure to support wildland fire prevention and fire fighting.

The Neighbourhood Plan is consistent with OCP Policy RLU-14, which encourages developers to consider adjoining properties and the future extension of future roads by development when determining proposed means of access. The Neighbourhood Plan provides future connections between Crystal Creek Drive and Sunnyside Road as well as from Fern Drive to Sunnyside Road.

Commercial Land Use Policies

Commercial OCP Policy CLU-5 supports the “exploration of commercial uses as part of the planning and ultimate development process involved in any future development of the Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete.” The Neighbourhood Plan includes two commercial areas consistent with the above policy and has been designed with walkability as a core planning principle – as per Design Compact, Walkable Neighbourhoods included in Section 2.2 of the Neighbourhood Plan.

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Parks and Trails Policies

OCP Parks and Trails Policy P&TLU-4 “encourages the connection between local, inter-municipal and regional trails; parks and open spaces, regional recreation destinations, schools; residential neighbourhoods, and adjacent municipalities, recognizing that improved connections better integrate these amenities into the Village and promotes walking as an alternative to driving.” The Neighbourhood Plan includes approximately 5 km of trails as indicated in Schedule B. These trails link individual neighbourhoods and provide a connection to Anmore Elementary School.

OCP Parks and Trails Policy P&TLU-7 “encourages property owners/developers to dedicate land for trails and parks in excess of the minimum 5% requirement through the use of density incentives.” The Neighbourhood Plan land use plan dedicates 7% (10.72 acres) for neighbourhood park purposes and 35% (52.76 acres) for conservation and recreation purposes. These lands will be dedicated as park in conjunction with future rezoning and subdivision applications.

Active Transportation Policies

The Neighbourhood Plan is consistent with OCP Active Transportation Policy T-1 that encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system. The Village in OCP Policy T-2 supports the provision of well-connected pedestrian and bicycle routes to key destinations such as the local schools. The Neighbourhood Plan in Section 2.2 Planning Principles specifies that the neighbourhood:

- accommodates all modes of transport, especially walking, cycling and public transit;
- provides dedicated neighbourhood bike and pedestrian pathways to link community destinations;
- establishes a transit-friendly street network, with future shuttles to transit centres;
- reduces vehicle trips by providing local neighbourhood shops and services close to home; and
- explores future alternatives, such as community cars, to reduce auto-dependence.

The Neighbourhood Plan Section 5.2 includes specific policies to guide future active transportation opportunities.

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Regarding transit, OCP Policy T-9 specifies that the “Village will advocate for continued improvements to the TransLink community shuttle service in Anmore and provide input into the Northeast Sector Area Transit Plan.” The Neighbourhood Plan in Policy 5.2.14 specifies that the developer will collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village. This would be implemented at a future rezoning stage should an application be submitted.

Major Road Policies

OCP Major Road Policy T-14 specifies that “at the time when the IOCO Lands are developed, the Village will secure a road allowance that will provide a link between the western and central portions of the Village.” The Neighbourhood Plan proposed street network will provide additional access opportunities from Crystal Creek Drive to Sunnyside Road. OCP Policy T-18 contemplates an extension of Fern Drive, which is also accommodated in the Neighbourhood Plan by providing a connection between Fern Drive and Sunnyside Road. These future connections are identified on the OCP Road Network Map.

In addition, OCP Policy T-15 indicates “where possible, the Village will limit direct driveway access onto Sunnyside Road and East Roads by requiring the use of alternative roads and shared driveways.” Three access points are contemplated for the northern half of the subject property and two access points are contemplated for the southern half, which is consistent with this policy.

Environment Policies

An Environmental Impact Assessment (EIA) was undertaken by AquaTerra that assessed the site environmental features, identified potentially adverse impact in the absence of appropriate mitigation, and developed appropriate site-specific mitigation measures and strategies to avoid, reduce and/or offset these potential effects.

The EIA identifies the following Valued Ecosystem Components (VECs), which are each evaluated separately with respect to existing habitat conditions and inventory/assessment findings, potential risks associated with development, and residual effects, if any:

- Wildlife and Terrestrial Habitat;

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- Fish and Aquatic Habitat;
- Surface Water Quality and Stormwater Runoff;
- Soils and Local Geology;
- Air Quality; and
- Noise and Light Pollution.

Watershed, Watercourses and Wetland Policies

The Neighbourhood Plan is consistent with OCP Policy E-9 that requires that Riparian Areas Regulation (RAR) assessment for establishing setbacks be followed. Future riparian corridors will be owned by the Village, providing for effective management of these areas.

Steep Slope Policies

OCP Policy E-17 indicates that the Village's Approving Authority will discourage extensive cut and fill and clear cutting on hillside subdivisions in order to prevent erosion, and to limit the visual impact of these activities. The Neighbourhood Plan in Policy 4.24 ensures that built forms respond to the hillside topography and manage the physical, visual and environmental impacts of hillside development. In addition, Neighbourhood Plan Policy 4.34 recognizes the need for development to fit the topography, and Policy 4.10.2 excludes hillside Conservation and Recreation lands from development.

Wildlife Protection Policies

OCP Policy E-23 encourages developers to retain a Qualified Environmental Professional (QEP) to assess the presence of protected vegetation and/or wildlife and/or their habitats and prepare an assessment report as part of a subdivision or development application. The assessment should include, but is not limited to, surveys for nests of protected bird species and presence of habitat of protected amphibian species. If present, the QEP must develop a nest management plan and/or habitat mitigation plan within the assessment report and submit to the Village and/or the Village's environmental representative. The EIA completed by AquaTerra for this site includes mitigation recommendations related to the natural environment.

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Greenhouse Gas Emission Reduction Strategy

The existing OCP in Chapter 9, Greenhouse Gas Emission Reduction Strategy, states that “the Village of Anmore has committed to creating a more complete, compact and energy efficient community.” OCP policies include the following:

- Policy GHG-11 – focus on increasing walking and cycling as viable transportation alternatives;
- Policy GHG-12 – direction to examine the road network to identify opportunities to enhance active transportation options;
- Policy GHG-13 – a desire to collaborate with TransLink and Anmore residents to explore measures to increase transit ridership.

The Neighbourhood Plan includes multiple policies to further move the Village towards a “more complete, compact and energy efficient community” as outlined above.

Policy Process – Special Study Area

Anmore’s OCP identifies the subject property as a Special Study Area and major future development area requiring detailed planning. Existing OCP Policy IOLU-3 states that:

“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:

- 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.”

The process undertaken to arrive at this point in the application process is consistent with the above policy.

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Anmore South Land Use Vision

The Neighbourhood Plan is at the core of this OCP amendment application and envisions this future neighbourhood as a complete community “that sensitively manages growth, fostering long term prosperity, while retaining Anmore’s semi-rural identity.” The policies within the Neighbourhood Plan will guide the development of a future mixed-use neighbourhood that includes a variety of housing forms, a new civic centre building, commercial uses, a green network of conservation and recreation lands, neighbourhood parks, dedicated off street trails, multi-use paths and greenways.

The land use vision includes 2202 units in total distributed as follows:

- Ground oriented, Single Family | Duplexes (1.84 ha | 4.55 ac) – Smaller single-family street fronting homes on compact lots with private yards (**140 homes**)
- Multi-Family | Townhome (15.79 ha | 39.02 ac) – Mix of family-oriented townhome forms up to 4-storey buildings served by strata roads, with small private yards and common gathering and recreation spaces (**760 homes**)
- Residential and Mixed Use Apartments (7.38 ha | 18.23 ac) – Range of apartment buildings up to 6 storeys near community destinations and mixed-use shops and services, with access to transit (**1,302 homes**)

Other land uses include:

- Civic Development Reserve (0.48 ha | 1.19 ac) – A flexible land area for future Village needs, which could include non-market housing, additional neighbourhood park, community facilities, or a public works yard. (To be owned by the village)
- Civic | Community Centre – 20,000 sq. ft. community centre to serve recreational needs in Anmore. (To be owned by the village) on a 0.49 ha (1.21 ac) site.
- Neighbourhood Parks (4.34 ha | 10.72 ac) – Provide a diverse range of community needs from quiet spaces to playgrounds and sports fields. (To be owned by the village)
- Conservation and Recreation (21.35 ha | 52.76 ac) – Designated natural areas for public use, including preserved natural features and trails. (To be owned by the village)
- Road ROW (9.36 ha | 23.13 ac) – Allocated space for road rights-of-way.
- Dedicated off-street trails, multi-use paths and greenways totaling approximately 5 km.
- A pedestrian and cycling network including greenways and community pathways.

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- New municipal infrastructure with respect to water and sanitary services.

The preferred land use plan and illustrative land use plans are included as **Attachments 4 and 5**.

Anmore South Neighbourhood Plan – Summary

The Anmore South Neighbourhood Plan is a comprehensive framework for the development of a mixed-use, walkable community. The Neighbourhood Plan aims to balance growth with environmental preservation, community character, and infrastructure needs and is intended to ensure that the long term build out occurs in accordance with the overarching neighbourhood vision.

The Neighbourhood Plan includes the following chapters:

1. Overview and Context
2. Neighbourhood Vision
3. Biophysical Findings
4. Neighbourhood Land Uses
5. Neighbourhood Infrastructure
6. Neighbourhood Economy
7. Neighbourhood Implementation
8. Development Permit Areas

The plan also includes a List of Figures, Schedules and Technical Appendices. The full Neighbourhood Plan is included as **Attachment 6**. Highlights of the plan are provided below by chapter.

CHAPTER 1 - Overview and Context

This section provides:

- an overview of the neighbourhood context both locally and regionally;
- the policy foundation for the plan area as a Special Study Area;
- rationale for the Neighbourhood Plan; and
- the requirement for alignment with the Metro Vancouver Regional Growth Strategy – Metro 2050

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CHAPTER 2 - Neighbourhood Vision

The land use vision for Anmore South is included on Page 16 of the Neighbourhood Plan.

Some key elements include:

- Creating a complete, mixed-use community with a diversity of homes integrated into the surrounding environment;
- Walkable neighbourhoods linked through a network of active parks and forest trails;
- New recreational amenities and civic infrastructure;
- Social diversity;
- Self sustaining vibrant neighbourhood that includes commercial and civic uses and local employment;
- Approximately 42% of the land dedicated as neighbourhood park, greenways and natural areas;
- More compact, socially supportive and land efficient maintaining the integrity of rural and resource areas, protecting the environment, reducing greenhouse gas emissions, increasing infrastructure efficiency, and fostering a healthy, diverse community.

Neighbourhood Outcomes

The Neighbourhood Plan realizes a viable community by achieving key performance metrics for community sustainability. Key neighbourhood metrics to inform decision making through implementation include the following:

Urban Density

The average densities range from 14.6 units per acre (upa) (36.1 units per hectare (uph)) to 35.5 upa (87.7 uph) within the lands designated for residential development. The overall projected population is approximately 4,500 people at completion.

Housing

- 2,202 projected homes, with a unit mix composed of 20 single-family homes, 120 duplexes, 760 townhomes and 1,302 apartments up to 4 to 6 storeys.
- Actual unit mix by housing type may be adjusted provided the overall unit number is not exceeded.

Civic

- A Civic Community Centre on a 0.49 ha (1.21 ac) site, providing for a 20,000 sq ft facility.
- 2 Civic Development Reserves totaling 0.48 ha (1.19ac) to provide the opportunity for additional civic use.

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Commercial

- 2 Mixed-Use sites totaling 1.50 ha (3.70 ac) with the opportunity for ground floor commercial use, anticipating 50,900 – 61,800 sq ft of commercial floorspace, and 10,000 sq ft of professional office space.

Green Network

- Conservation and Recreation lands totaling 21.35 ha (52.76 ac) of retaining existing forest, representing 35% of the Plan area.
- Neighbourhood Parks totaling 4.34 ha (10.72 ac) of public open space distributed within a 5 minute walk of each home.
- Dedicated off-street trails, multi-use paths and greenways totaling approximately 5km.

Transportation Network

- Safe livable streets with new collector and local street standards.
- 8 neighbourhood street accesses connecting to the existing Village street network.
- Pedestrian and cycling network including Village greenways and community pathways through Conservation and Recreation lands, including a connection to Anmore Elementary School.

Servicing

- New municipal infrastructure systems as identified in Schedule G: Water Servicing Plan, Schedule H: Sanitary Servicing Plan, and Schedule I: Drainage Plan.

CHAPTER 3 – Biophysical Findings

The Biophysical Findings chapter provides a detailed understanding of Anmore South's complexities and provides the foundation for technical planning and neighbourhood design.

The chapter includes:

- Historical Setting
- Physical + Topographical Analysis
- Geotechnical Findings
- Archaeological Findings
- Environmental Findings
- Visual Impact Assessment
- Green Network

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These sections include specific recommendations that should be considered as part of any future development related application.

CHAPTER 4 – Neighbourhood Land Uses

The Neighbourhood Plan includes the following land uses:

Table 1 – Neighbourhood Plan Land Use Summary

Land Use	Area (ha)	Area (ac)	% of Site	Description
Ground Oriented	1.84	4.55	3%	Single-Family and Duplexes intended to transition between existing neighbourhoods and Anmore South. Heights range up to 3 storeys.
Multi-Family Townhome	15.79	39.02	26%	Attached housing forms including duplexes, townhomes, stacked townhomes, and rowhomes. Heights range up to 4 storeys.
Multi-Family Apartment	5.99	14.80	10%	Mid-rise apartment buildings with integrated townhomes and stand-alone townhomes. Heights ranging from 2 to 6 storeys.
Mixed Use	1.50	3.70	2%	Mid-rise apartment buildings with integrated townhomes, office space, commercial retail units, and public realm.
Civic Community Centre	0.49	1.21	1%	Public Community Centre for use by all Anmore residents.
Civic Development Reserve	0.48	1.19	1%	Flexible reserve lands for future civic use.
Neighbourhood Park	4.34	10.72	7%	Programmed parks for active recreation and community gathering.

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Conservation + Recreation	21.35	52.76	35%	Natural areas including retained forest buffers, watercourses, riparian areas, steep slopes, forest trails, and Village greenways. May include uses for outdoor recreation and education.
Road ROW	9.36	23.13	15%	Public Street rights-of-way for pedestrians, vehicles, transit and active transportation.

The chapter also includes several general and specific land use policies with respect to each land use category.

One such policy is Policy 4.5.15 that states the following:

“SVFD | Ensure delivery of rental homes in the Apartment designation for use by Sasamat Volunteer Fire Department firefighters as part of a future rezoning process for these lands

CHAPTER 5 -Neighbourhood Infrastructure

The Neighbourhood Plan acknowledges that the extension and provision of municipal infrastructure is fundamental to the realization of this mixed-use community in Anmore. The infrastructure defined by the Neighbourhood Plan accommodates the functional demand of the neighbourhood’s land uses and population, incorporating measures to better sustain the community and lessen impacts on the natural environment. This chapter includes street network and transportation policies, as well as servicing infrastructure policies.

CHAPTER 6 – Neighbourhood Economics

Chapter 6 provides a high-level overview of both the Fiscal Impact Analysis and Economic Impact Analysis technical studies and includes policies for these subject areas.

CHAPTER 7 – Neighbourhood Implementation

Anmore South is projected to build-out through a phased development over 20-25 years to ensure that the infrastructure and services required to support the growth of the new

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community are in place. The neighbourhood is expected to develop according to the following sequence of phases:

- Phase 1 | Fernwood
- Phase 2 | Ridge
- Phase 3 | Glade
- Phase 4 | Crossing
- Phase 5 | Terrace
- Phase 6 | Creekside

Phase 1, Fernwood is located at the northeastern portion of the site and will be comprised of ground oriented and multi-family townhome residential uses.

Should the bylaw proceed to adoption and if a rezoning application is submitted, staff will work with the Applicant to prepare a phased development agreement that will establish the timing of specific requirements for various aspects of the project.

Also, the chapter includes several implementation policies with respect to Phasing, Street Standards, Servicing, Development Permits, Zoning, School District No. 43, Green House Gas (GHG) Reduction and Design Guidelines.

Schedule J of the Neighbourhood Plan identifies the location of the above phases.

CHAPTER 8 -Development Permit Areas

Under the *Local Government Act*, an OCP may designate Development Permit Areas (DPA) where they relate to the purposes set out in Section 488 (1). The following purposes are applicable to the Neighbourhood Plan, as they relate to the type of proposed development, respond to existing site conditions, protect development from potential hazards and ensure new development is in character with the existing community:

- Section 488 (1) (a): protection of the natural environment, its ecosystems and biological diversity; and,
- Section 488 (1) (b): protection of development from hazardous conditions.
- Section 488 (1) (f): establishment of objectives for the form and character of commercial and multi-family residential development.

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To address the above, the Neighbourhood Plan therefore includes the following Development Permit Areas:

- Development Permit Area 1: Multi Unit Residential (DPA 1);
- Development Permit Area 2: Commercial Mixed Use (DPA 2);
- Development Permit Area 3: Natural Environment (DPA 3); and
- Development Permit Area 4: Hillside Development (DPA 4).

These DPAs will guide development in areas with special conditions. Development within DPAs will require submission of a Development Permit application to the Village of Anmore for approval by Council with application requirements specific to each DPA.

Technical Studies

As per the Terms of Reference approved by Council on March 19, 2024, six technical studies were completed to inform the Neighbourhood Plan based on the Preferred Plan determined in Phase 2.

The technical studies were initiated by the Applicant, with the work being completed by professional firms with recognized expertise in each study area. The draft reports were then reviewed by Village staff and its professional consultants. The following studies have been reviewed and accepted by the Village:

- Infrastructure Servicing Report
- Retail Analysis
- Traffic Impact Assessment
- Economic Impact Analysis
- Environmental Impact Assessment
- Fiscal Impact Assessment

Summary sheets for each study are included as **Attachments 7 to 12**. The completed studies form part of the Neighbourhood Plan are included as part of the Public Hearing information package. The Development Services Department has also completed a high level review of the available infrastructure information and are satisfied that the information provides a sufficient level of certainty that the Anmore South Development can be adequately serviced (**Attachment 22**).

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The Official Community Plan Amendment (Bylaw No. 686-2023 Amended)

Bylaw No. 686-2023 (**Attachment 13**) includes several amendments to the OCP generally as follows:

- 1) Several revisions to existing OCP statements and policies to create consistency between Anmore's OCP and the proposed Anmore South Neighbourhood Plan vision;
- 2) The inclusion of a comprehensive Neighbourhood Plan that includes policies and guidelines aimed at guiding future development on the Anmore South lands;
- 3) Revisions to the Regional Context Statement to demonstrate compliance with Metro 2050, the Regional Growth Strategy;
- 4) Revisions to the Regional Context Statement Map to identify the Anmore South Neighbourhood, changes to the Urban Containment Boundary and changes to the regional land use designation from Rural to General Urban and from Rural to Conservation and Recreation;
- 5) Revisions to Schedule B1: Land Use Map to identify the location of the Anmore South Neighbourhood Plan area;
- 6) Revisions to Schedule B2: Land Use Map (Detailed) to include all land uses contained within the Anmore South Neighbourhood Plan;
- 7) Revisions to the Schedule C: Road Network Map to include potential future road alignments; and
- 8) Revisions to Schedule E: Parks and Trails Map to include all future parks located within the Anmore South neighbourhood.

Interim Housing Needs Report

Council was provided with the 2024 Interim Housing Needs Report in November 2024. Housing Needs for the next five years are estimated to be 215 dwelling units, or 43 units per year, and housing need for the next 20 years are estimated to be 756 dwelling units, or roughly 39 units per year.

As part of the Interim Housing Needs Report, and in compliance with Section 790(3)(iii) of the Local Government Act, local governments are required to include a statement on the need for housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation. The Anmore South Special Study Area is specifically identified as a potential future opportunity to move the Village towards compliance with Section 790.

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The proposed mix of potential unit types and tenures identified in the Neighbourhood Plan for the Anmore South will provide Council with the opportunity to move towards the anticipated housing needs as identified above.

Early and Ongoing Consultation

Council provided the opportunity it considered appropriate for consultation with persons, organizations, or authorities it considered would be affected by the proposal in accordance with Local Government Act Section 475. This consultation included forwarding the conceptual proposal to:

- the municipalities of the Village of Belcarra and the City of Port Moody;
- School District 43;
- Affected First Nations being Musqueam Nation, Kwikwetlem First Nation, Squamish Nation and Tsleil-Waututh Nation;
- TransLink;
- the Greater Vancouver Regional District (Metro Vancouver);
- Vancouver Fraser Port Authority;
- Fraser Health;
- BC Ambulance;
- RCMP; and
- the owners and occupiers of the property within 100 metres of the subject property, who are invited to comment on the most recent proposed plan.

The referrals associated with the above resulted in responses from:

- Village of Belcarra – (a)
- City of Port Moody – (b)
- Kwikwetlem First Nation – (c)
- Squamish Nation – (d)
- Translink/CMBC – (e)
- Port of Vancouver – (f)
- Metro Vancouver – (g)
- Cordovado Development Inc – (h)
- RCMP – (i)
- Fraser Health – (j)

Responses are included at **Attachment 14 a-j**.

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Response letters provided a mix comments and questions that relate to the interests, priorities and responsibilities of the referral letter recipients. A copy of the staff report and associated attachments has since been forwarded to the organizations above given that questions were raised during the referral.

School District No. 43

As well, in accordance with Section 476 of the *Local Government Act*, Anmore has reached out to School District No. 43 (SD43) to seek input of the board of education regarding the application.

As per Section 476, SD43 provided a response which is included as **Attachment 15**. SD43 anticipates a significant increase in student enrolment from the proposed Anmore South development, therefore necessitating a school addition at some point in the future for both the elementary and middle schools. Further, as the elementary school is connected to a private septic system, a future connection to sanitary sewer infrastructure would likely be required. Given the proximity of the subject site to the elementary school, SD43 is open to discussions with the Village on additional joint use opportunities, such as improvements to sports fields.

Staff Recommendation(s)

While this application represents a new direction for development in Anmore, First and Second Reading of Bylaw No. 686-2023 is supported given that this OCP amendment:

- Advances Council's Strategic Plan;
- The Neighbourhood Plan has been envisioned taking into consideration numerous existing OCP policies; and
- A future rezoning approval will provide multiple community benefits.

Approved Process

As with all applications submitted to the Village, this OCP Amendment Application was processed in accordance with the Development Procedures Bylaw No. 553-2016. In addition to the requirements of the Bylaw No. 553-2016, Council approved a Terms of Reference in March 2024 that provided additional requirements for the Applicant to complete. The resulting Neighbourhood Plan document is a comprehensive planning framework that will effectively guide the future development of the subject site.

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Council Strategic Plan Advancement

Council's Strategic Plan contains the following goal:

GOAL: *We unleash the potential for great development that advances the interests of the community.*

- *Create a complete 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.*
- *Practise environmental stewardship.*

The draft Neighbourhood Plan for Anmore South will advance the above goal.

Existing OCP Policy Consistency

This report also highlights general OCP policy consistency with the draft Neighbourhood Plan in the following policy sections of the OCP; Residential, Commercial, Parks and Trails, Active Transportation, Major Road, Environmental, Watershed, Steep Slope, Wildlife Protection, and GHG Reduction strategy. A more detailed description of each policy is included above.

Potential Community Benefits

The Anmore South Neighbourhood Plan contemplates the following community benefits:

- the opportunity to realize an alternate vision for this neighbourhood in a comprehensive and efficient manner versus a traditional single family subdivision;
- the future opportunity for new housing forms such as duplex, townhouse and apartments to accommodate a variety of housing needs including aging in place;
- the ability for the village to move towards the targets outlined in the Interim Housing Needs Assessment;
- the opportunity for additional commercial development to serve the daily needs of the community (50,900 to 61,800 sq ft) as well as 10,000 sq ft of office space;
- future new recreational opportunities to be funded by development in the form of a 20,000 sq ft community centre to provide for a range of community needs.

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- the opportunity to potentially increase bus services in the medium term to Anmore through developer provided funding;
- future vehicle and pedestrian connectivity between Crystal Creek Drive and Sunnyside Road as well as from Fern Drive to Sunnyside Road;
- two additional municipally dedicated parcels of land (1.19 acres) (.48 ha) identified as Civic Reserve on the land use map for uses it deems appropriate such as parking, park, recreation or affordable housing;
- the opportunity to extend Metro Vancouver water and sewer services into Anmore by development funding;
- Expansion of city owned natural areas in the OCP by increasing the Neighbourhood Park land use designation by 10.72 acres (4.3 ha) and increasing the neighbourhood Conservation and Recreation land use designation by 52.76 acres;
- Creation of greenways, community pathways including a connection to the elementary school providing as an alternative to vehicle trips;
- Creation of spaces where residents can gather;
- Facilitate the delivery of rental homes in apartment format for use by Sasamat Volunteer Firefighters; and
- Employment increase of approximately 397 jobs, all of which are based in Anmore.

Given that this is an OCP Amendment Application, the property owner would not receive any development rights should this OCP Bylaw amendment proceed to adoption nor would the Village receive community benefits at this time. Community benefits would be realized in conjunction with the future rezoning of the subject property.

Conclusion

The Neighbourhood Plan vision advances direction provided in the Council Strategic Plan and is consistent with numerous Anmore OCP policies as identified in this report. On balance, the project offers a unique opportunity to comprehensively develop this site in a manner that significantly increases the diversity of housing units in Anmore. In addition, the provision of new civic and commercial neighbourhood services, additional parks, road connections, and trails will result in a connected and walkable neighbourhood that could benefit both existing and future residents. Further, servicing infrastructure will be improved that will generally benefit the community.

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Financial Implications

There are no specific financial implications associated with the adoption of this OCP Bylaw amendment as specified in Section 478 (1) of the *Local Government Act* as an official community plan does not commit or authorize a municipality, regional district or improvement district to proceed with any project that is specified in the plan.

As outlined in the Terms of Reference, in addition to other studies, the Applicant prepared both a Fiscal Impact Analysis and Economic Impact Analysis for this project. The Finance Committee was provided these studies on April 15, 2025, and while no recommendations were provided for Council's consideration, a number of comments were made that required clarification by the developer's consultant, Deloitte. The Deloitte clarification memo is included as **Attachment 16**. The Village's consultant, Coriolis, has reviewed the clarifying memo and provided its views included as **Attachment 17**.

While there is disagreement with respect to the degree of net fiscal benefits, both the developer's consultant and the Village's consultant agree there will be an estimated positive net fiscal benefit from the project should it proceed to the development stage.

Communications / Civic Engagement

As per Council direction, community engagement was undertaken by the Village as specified in the approved community engagement plans for each phase of the planning process. These extensive engagement plans were implemented by Mickelson Consulting Inc, the Village's professional communications consultant. The approved engagement plans are included as **Attachment 18 and 19**. A report which includes the community engagement results will be submitted to Council under separate cover.

Council Strategic Plan Objectives

This OCP amendment is consistent with the following Council Strategic Plan Goals and Objectives:

GOAL: Through collaborative relationships with government and stakeholder partners, we seek to ensure that Anmore is self-sufficient in the future.

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OBJECTIVES:

- Protect and enhance the connectivity of neighbouring parks and local recreational areas.
- Connect to the Metro Vancouver water system or alternative sources.
- Work collaboratively with neighbouring communities to identify regional priorities.

GOAL: We unleash the potential for great development that advances the interests of the community.

- Create a complete 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.
- Practise environmental stewardship.

Options

Should Council wish to give more specific direction to the staff at this time, the following resolution could be considered:

THAT Bylaw No. 686-2023 be given 1st Reading and advised to consider modifications to their application to address the following matters and returned to Council for future consideration:

- _____

Alternatively, Council may consider the following resolution:

THAT Bylaw No. 686-2023 not be given first reading;

AND THAT the applicant address the following issues prior to returning to Council:

- _____

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Attachments

- Attachment 1**– Terms of Reference
- Attachment 2** – Bylaw No 686-2023 – Original
- Attachment 3** – Site Location Map
- Attachment 4** – Land Use Plan
- Attachment 5** – Illustrative Land Use Map
- Attachment 6** – Anmore South Neighbourhood Plan
- Attachment 7** – Infrastructure Servicing Report - Summary
- Attachment 8** – Retail Analysis - Summary
- Attachment 9** – Transportation Impact Assessment - Summary
- Attachment 10** – Economic Impact Assessment - Summary
- Attachment 11** – Environmental Impact Analysis - Summary
- Attachment 12** – Fiscal Impact Analysis- Summary
- Attachment 13** – Bylaw No. 686-2023 - Amended
- Attachment 14a** – (Village of Belcarra)
- Attachment 14b** – (City of Port Moody)
- Attachment 14c** – (Kwikwetlem First Nation)
- Attachment 14d** – (Squamish Nation)
- Attachment 14e** – (Translink)
- Attachment 14f** – (Port of Vancouver)
- Attachment 14g** – (Metro Vancouver)
- Attachment 14h** – (Cordovado Development Inc)
- Attachment 14i** – (RCMP)
- Attachment 14j** – (Fraser Health)
- Attachment 15** – Section 476 Response from SD 43
- Attachment 16** – Deloitte Fiscal Impact Analysis Clarification Memo
- Attachment 17** – Coriolis Clarification Memo
- Attachment 18** – Community Engagement Framework
- Attachment 19** – Phase 3 Community Engagement Plan
- Attachment 20** – Anmore Official Community Plan Tracked Changes
- Attachment 21** – Approved Council Motions
- Attachment 22** - Infrastructure Review for Anmore South

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T. Sano

Reviewed for Form and Content / Approved for Submission to Council:

Chief Administrative Officer



Anmore South | Neighbourhood Plan Terms of Reference

March 2024

Anmore South | Neighbourhood Plan

Terms of Reference

March 15, 2024

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ANMORE SOUTH NEIGHBOURHOOD PLAN | EXECUTIVE SUMMARY

Special Study Area | Phased Process

Given the Anmore South lands' Special Study Area (SSA) designation within the Official Community Plan and the Metro 2050 Regional Growth Strategy as a “major future development area”¹, the following process is required to realize the OCP vision and associated community benefits:

- **OCP Amendment** | the Village redesignates the Anmore South lands from *Rural (Special Study Area)* to a mix of Neighbourhood Land Uses to enable urban development forms and community amenities – the specifics of which will be determined through a Neighbourhood Plan.
- **Neighbourhood Plan** | the Proponent undertakes the preparation of a Neighbourhood Plan that illustrates and identifies detailed land use, community amenities, infrastructure servicing, and detailed planning policies. As part of the process, the Proponent will co-facilitate a comprehensive Village-led community engagement program to inform the Neighbourhood Plan.
- **Metro Vancouver Application** | 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. The Metro Vancouver Application is considered following Public Hearing and 3rd Reading of the OCP Amendment.

Specific sequencing of bylaw readings and applications may evolve as the process is underway, once Council is comfortable with the neighbourhood vision, servicing requirements and development metrics anticipated by the Neighbourhood Plan.

Anmore South Neighbourhood Plan

This Neighbourhood Plan (NP) for Anmore South is essential for guiding sustainable growth and preserving the unique character of the community, ensuring that future development aligns with Village objectives and needs. The NP facilitates coordinated infrastructure and service provision within the 151ac planning area, fosters economic development, and encourages community participation, while also addressing environmental sustainability and adaptability to changing conditions.

Neighbourhood Plans serve as a bridging document between the vision of the OCP and the detailed approvals associated with zoning. They provide a site-specific development proposal and linkage to other Village of Anmore strategic plans and policies. A Proponent-led NP provides detailed guidance for managing growth within a given geographic area, structuring land use and infrastructure servicing to effectively direct development towards building a more healthy and complete community.

This Terms of Reference serves as the framework for the preparation of a NP for the Anmore South lands, including the required content, consultation process and technical studies. The NP will identify a policy framework for land use, environmental management, transportation, and requirements for servicing and financing.

¹ Village of Anmore Official Community Plan. Page 24

The NP will be prepared by a Professional Consulting Team and submitted by the Proponent according to the following summary of resources and expertise - for details refer to Schedule A:

- **Proponent's Professional Consulting Team Expertise:**
 - Master Planning and Urban Design | Placemark;
 - Community Consultation and Facilitation | Third Party Facilitator (TBD);
 - Environmental Assessment and Management | AquaTerra Environmental Consultants;
 - Archaeological Assessment and Management | Inlailawatash;
 - Landscape Architecture | SLA;
 - Geotechnical Assessment and Management | GeoPacific;
 - Transportation Engineering | Bunt & Associates;
 - Civil Engineering | Aplin&Martin;
 - Cost Recovery Analysis and Land Economics | Vann Struth Consulting Group;
 - Retail Analysis | CitySquared; and,
 - Community Amenities | RC Strategies.

Initiating the Neighbourhood Plan

Following receipt of First Reading of the OCP Amendment Bylaw for Anmore South, this Proponent-Led Neighbourhood Plan is being initiated to support future urban growth in Anmore South consistent with the intent of the OCP. The Proponent-Led Neighbourhood Plan is the process to determine the substance and detail of the Neighbourhood.

The overall intent of the Neighbourhood Plan is:

- To plan and guide the future development of the Anmore South lands as a livable master-planned neighbourhood within Anmore;
- To determine + illustrate future land uses within the Anmore South SSA for the benefit of the community; and,
- To prepare an economically viable phased neighbourhood development plan.

The Neighbourhood Plan provides:

- An inventory of the existing site and surrounding community conditions;
- Neighbourhood vision and rationale;
- Land Use Plan, neighbourhood metrics, and associated policies;
- Updated Commercial Retail Demand Analysis;
- 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;
- Environmental protection, conservation and enhancement policies;
- Street Hierarchy Plan and associated transportation policies;
- Transportation Impact Assessment and Transportation Demand Management strategies;
- Water, sanitary and rainwater management plans and associated servicing policies;
- Infrastructure life-cycle costing information and analysis;

- Updated financial, taxation, and cost recovery analysis;
- Updated economic and jobs analysis; and,
- Development phasing and implementation policies, including prerequisites for construction.

Reference Material

The following government reference materials will be reviewed to ensure coordination with the overall planning framework:

- Village of Anmore Official Community Plan (OCP) | 2014;
- Village of Anmore Council Strategic Plan | 2022-2026;
- Anmore South OCP Amendment Application | 2023;
- Village of Anmore Road Network Plan | 2017;
- Village of Anmore Housing Needs Assessment | 2021;
- Village of Anmore Parks Master Plan | 2014;
- Metro 2050 Regional Growth Strategy | 2023; and,
- Provincial Homes for People Action Plan | 2023.

Neighbourhood Plan Terms of Reference

The Neighbourhood Plan Terms of Reference is structured according to the following:

- Schedule A – Neighbourhood Plan Scope of Work;
- Schedule B – Communication and Public Engagement Strategy;
- Schedule C – Technical Studies Terms of Reference; and,
- Schedule D – Project Checklist.

SCHEDULE A: NEIGHBOURHOOD PLAN – Scope of Work

PROCESS

OCP Requirements

As outlined in the 2014 Village OCP, the Anmore South lands are identified as a Special Study Area and are “considered as a major future development area”.

“Policy IOLU-3 outlines the Village’s requirement for any future development of the [Anmore South] Lands to be preceded by a comprehensive neighbourhood planning process, with detailed technical analysis and extensive community engagement. The Village also expects a commitment to exceptional neighbourhood performance (Policy IOLU-4) for these lands.”

Village of Anmore Official Community Plan: <https://anmore.com/wp-content/uploads/2017/06/Official-Community-Plan.pdf>

Neighbourhood Planning and Consultation Process

The Neighbourhood Plan scope of work is structured according to the following four-phased process:

PHASE 1

Technical Due Diligence – Biophysical Studies, Planning + Engineering Inventories

Phase 1 of the NP involves completing technical due diligence of the biophysical, planning, and infrastructure attributes of the planning area. The studies completed through Phase 1 will provide the analysis for understanding the opportunities and constraints of the land.

Project Initiation

- Initiation meetings with Village to review Scope of Work, milestones, schedule and resources.
- Understanding concerns and requirements of the Village of Anmore.
- Acquire available digital mapping and technical background information.

Biophysical Assessments

- The following studies will be completed as part of the NP Phase 1 process:
 - Physical: Aerial with Cadastral Overlay, Landform, Slope and Aspect Analysis;
 - Archaeological: Archaeological Impact Assessment;
 - Environmental: Environmental Baseline Assessment; and,
 - Geotechnical: Geotechnical Hazard Assessment.
- Refer to **Schedule C** for further details.

Planning and Engineering Inventories

- Planning: OCP Land Use, Zoning and Land Ownership plans;
- Engineering: public streets, water, sanitary, and drainage infrastructure plans, including utilities;
- Retail Demand Study: identification of Anmore’s commercial catchment and future supportable commercial area within the NP; and,
- Community Facilities Inventory: identification of civic facility requirements (e.g., community centre) within the NP area, including precedent information on comparable facilities.
- Refer to **Schedule C** for further details.

Community Engagement

- The proponent will have information on the NP process and the NP Phase 1 technical studies available to share as part of the community engagement.

PHASE 1 | DOCUMENT SUMMARY:

- Environmental, Geotechnical and Archaeological draft studies and associated GIS mapping;
- Biophysical Assessment Summary with Opportunities and Constraints Plan; and
- Planning, Engineering, Retail Demand, and Community Facilities Inventory Summary.

PHASE 2

Preliminary Land Use Planning + Community Input

The technical assessments and studies undertaken will inform the preparation of the preliminary land use scenarios and will be presented to the Village of Anmore and public as part of Phase 2.

Development of Preliminary Land Use Scenarios

- Based on the work completed in Phase 1, the Proponent will develop multiple Land Use scenarios (not less than 2), with corresponding objectives, statistical summary (density and population projections) and associated neighbourhood amenities.
- The NP Preliminary Land Use Scenarios will include a Visual Impact Assessment in the form of 3D modelling.

Community Engagement

- Neighbourhood Plan engagement builds on the Phase 1 understanding of the land and Anmore's context within the region by presenting Land Development Scenarios that document the potential future vision for the Anmore South lands.
- Following the International Association for Public Participation (IAP2) Spectrum, the following stakeholders will participate in Phase 2 of the NP Process as listed below – refer to **Schedule B** for more information:
 - **Council** | will be presented the Preliminary Land Use Scenarios prior to advancing to Phase 3;
 - **Village Staff** | The Consulting Team will work directly with staff throughout the process to ensure that concerns and aspirations are consistently understood and considered;
 - **School District 43** | The Proponent will engage with the School District to confirm Anmore Elementary enrollment projections and confirm future school requirements; and
 - **General Public** | In accordance with the Council-Approved Anmore South Community Engagement Plan, the Consulting Team, in collaboration with the Village, will facilitate providing the public with balanced and objective information and obtaining feedback on the NP Preliminary Land Use Scenarios, analysis, alternatives and proposed plan direction.

PHASE 2 | DOCUMENT SUMMARY:

- Preliminary Land Use Scenarios and supporting community metrics;
- Engagement and consultation materials; and,
- Documentation of Phase 2 Consultation events and community feedback.

PHASE 3

Preferred Plan, Engineering Studies and Technical Assessments

Reflecting a comprehensive evaluation of the Preliminary Planning scenarios, the Proponent will undertake the preparation of a Preferred Land Use Plan for the neighbourhood. With the preparation of the Preferred Plan and associated development metrics, the required Engineering Studies and Technical Assessments will be prepared; to be finalized as part of Phase 4.

Prepare Preferred Plan

- Based on the feedback and discussion provided during Phase 2 Consultation, the preliminary plan scenarios will be refined towards a Preferred Plan.

Engineering Studies

- The following engineering studies are required to determine the feasibility of the land uses identified in the Preferred Plan:
 - Civil: Street Hierarchy Plan, Water, Sanitary and Rainwater Management Conceptual Master Plans; and,
 - Transportation: Transportation Impact Assessment and Transportation Demand Management strategies.
- Franchise Utility Consultation (i.e., BC Hydro, Fortis, telecoms)
- Refer to **Schedule C** for further details.

Environmental Study

- Environmental Impact Assessment: the Preferred Plan will be reviewed to evaluate potential impacts on identified Valued Ecosystem Components and arrive at a determination on potential of significant adverse effects. The EIA is expected to include avoidance, mitigation and enhancement measures to conserve and promote ecological health.

Financial Study

- Financial Analysis: Assessment of life-cycle costing implications as it relates to planning, finance, engineering, and infrastructure – Refer to **Schedule C** for further details.
- Property Tax, Village Budget + Cost Impact Analysis.
- Economic + Employment Impact Assessment Update.
- Commercial Retail Demand Analysis Update.

Community Engagement

- Neighbourhood Plan engagement builds on Phase 2 towards a preferred Land Use Scenario.
- Following the International Association for Public Participation (IAP2) Spectrum, the following stakeholders will be involved in Phase 3 of the NP Process as follows:
 - **Council** | will be presented the Preferred Plan and Summary of Technical Studies prior to advancing to Phase 4.
 - **Village Staff** | the Consulting Team will work directly with staff throughout the process to ensure that concerns and aspirations are consistently understood and considered.
 - **Agencies** | the Proponent Team will engage with affected agencies to understand additional requirements of the Preferred Plan.
 - **General Public** | In accordance with the Council-Approved Anmore South Community Engagement Plan, the Consulting Team, in collaboration with the Village, will facilitate providing the public with information to assist in understanding of the studies, analysis, and Preferred Plan and obtaining feedback.
- For more information refer to **Schedule B**.

PHASE 3 | DOCUMENT SUMMARY:

- Preferred Plan and statistical summary of Land Uses;
- Visual Impact Assessment in the form of 3D Model Video;
- Draft Civil Conceptual Master Plans;
- Draft Environmental Impact Assessment;
- Draft Transportation Impact Assessment and Transportation Demand Management strategy;
- Draft Financial Analysis;
- Draft Property Tax, Village Budget + Cost Impact Analysis.
- Draft Economic + Employment Impact Assessment.
- Draft Commercial Retail Demand Analysis.
- Engagement and consultation materials; and,
- Documentation of Phase 3 Consultation events and community feedback.

PHASE 4**Neighbourhood Plan Document**

The NP document provides a synthesis of all technical findings, Preferred Plan and associated metrics, figures, schedules and policies for staff review and Council consideration. The research, analysis and engagement activities carried out in the earlier phases will inform policy directions and implementation actions.

Final Neighbourhood Plan and Technical Studies

- Finalize NP based on staff feedback and Phase 3 Consultation, as well as potential new findings from Engineering and Financial studies;
- Finalize Engineering and Financial studies to reflect the NP and associated statistical summary.

Neighbourhood Plan document

- Prepare draft NP document with associated figures, schedules and policies according to the content requirements outlined in the Terms of Reference;
- Review draft NP document with Village staff;
- Finalize document.

NP Adoption Process

- Village staff prepare report on Neighbourhood Plan and present to Council;
- Provide NP document and the final Technical Appendices for public review;
- NP bylaw to be adopted as per legislative requirements.

PHASE 4 | DELIVERABLES:

- Final NP document; and,
- Final Technical Studies formatted as a Technical Appendix to the NP.

A Project Checklist will be maintained and shared to ensure all requirements are completed before advancing to the next phase of the process. Refer to **Schedule D** for current Project Checklist.

NEIGHBOURHOOD PLAN DOCUMENT CONTENT

The specific contents of the Neighbourhood Plan may evolve as work is undertaken and community priorities are understood. The Neighbourhood Plan will generally be structured to include the following:

Overview

- Rationale for NP
- Alignment with OCP

Neighbourhood Vision

- A Vision for the Neighbourhood
- Sustainable Planning Principles
- Neighbourhood Character

Neighbourhood Land Uses – Descriptions and Policies

- Residential: Single Family, Duplex, Townhome, Apartment
- Mixed-Use
- Commercial
- Institutional – Civic Centres, Infrastructure, etc.
- Public Parks: Neighbourhood, Community and Natural Parks
- Environmentally Sensitive Areas (ESAs)

Neighbourhood Infrastructure – Descriptions and Policies

- Transportation:
 - Street Network, Cross-Sections and Hierarchy
 - Cycling Network
 - Pedestrian Network
 - Transit Network
 - Transportation Demand Management
- Servicing:
 - Water Conceptual Master Plan
 - Sanitary Conceptual Master Plan
 - Rainwater Conceptual Master Plan

Implementation

- Conceptual Development Phasing
- Neighbourhood Plan Form + Character Guidelines (direction on urban design, public realm, etc.)
- Regulatory Requirements
- Pre and Post Construction Regulations

Schedules

- Land Use Plan
- Park and Trails Plan (including active parks + protected natural open space)
- Street Hierarchy Plan
- Transportation + Transit Network Plan
- Active Transportation Network Plan (pedestrian + cycling)
- Water Conceptual Master Plan
- Sanitary Conceptual Master Plan
- Rainwater Conceptual Master Plan (including stormwater management infrastructure)
- Conceptual Phasing Plan

Figures

- Neighbourhood Plan Context
- Cadastral Base (including Anmore South boundary and ownership)
- Planning Inventory (existing zoning, land use designation, SSA)
- Engineering Inventory (existing streets + civil infrastructure)
- Aerial Plan
- Site Analysis Plans (topographic slope, landform + aspect)
- Environmental Summary Plan (watercourses, wetlands, Environmentally Sensitive Areas, etc.)
- Walkable Neighbourhoods (walkshed and pedestrian network)
- Images and renders of Neighbourhood Character and Form
- Illustrative Site Plan

Technical Appendix

- Neighbourhood Plan Technical Studies
- Community Engagement Summary
- Professional Consulting Team

FILES + DOCUMENT MANAGEMENT

Preparation of the NP will involve a variety of software systems, including AutoCAD, MicroStation, InfraWorks, SketchUp, ArcGIS, MS Word, MS Excel, Adobe Creative Suite, and civil + transportation engineering modelling software. The Consulting Team will coordinate with Village staff to provide files required to support staff review. Following adoption of the NP, PDF + GIS-ready files of approved Schedules + Figures will be submitted.

RESOURCING: PEOPLE AND EXPERTISE

Proponent and Representative

The NP will be submitted by the Proponent and prepared by the Professional Consulting Team. The Proponent is responsible for assembling the Professional Consulting Team, and the financial costs associated with the preparation of the NP and review by Village staff. Once accepted, the NP will become a Village of Anmore advisory document to the OCP.

Professional Consulting Team Expertise

A number of professional disciplines are required to work together to develop the Anmore South NP.

- **Proponent's Professional Consulting Team Expertise:**
 - Master Planning and Urban Design | Placemark;
 - Community Consultation and Facilitation | Third Party Facilitator (TBD);
 - Environmental Assessment and Management | AquaTerra Environmental Consultants;
 - Archaeological Assessment and Management | Inlailawatash;
 - Landscape Architecture | SLA;
 - Geotechnical Assessment and Management | GeoPacific;
 - Transportation Engineering | Bunt & Associates;
 - Civil Engineering | Aplin&Martin;
 - Cost Recovery Analysis and Land Economics | Vann Struth Consulting Group;
 - Retail Analysis | CitySquared; and,
 - Community Amenities | RC Strategies.

Village of Anmore

- **Village of Anmore Staff**

Village staff will review the NP Technical Studies and will consult with Village Departments as required.

- **Council**

The Proponent will be available to meet with Council to present progress on the NP.

SCHEDULE B: COMMUNICATION AND PUBLIC ENGAGEMENT STRATEGY

The Village of Anmore's *Anmore South OCP Amendment Application & Neighbourhood Plan Development Community Engagement Plan* was approved by Council on February 20th 2024. The Proponent will collaborate with the Village of Anmore on public engagement in accordance with the Approved, Village-led engagement framework. This Schedule B: Communication and Public Engagement Strategy (CPES) has been prepared to describe potential public engagement for the Anmore South Neighbourhood Plan process.

The CPES covers the following key elements:

- Consultation Objectives;
- Consultation Formats + Outcomes; and
- Engagement Structure Next Steps.

CONSULTATION OBJECTIVES

The CPES identifies the following objectives for the Anmore South Neighbourhood Plan process:

- Fair Process: accessible and inclusive notification, communication and engagement of stakeholders;
- Equitable Stakeholder Involvement: rational information, communication and response to stakeholder feedback and queries; and,
- Transparent + Timely Communication: easy to understand information provided in a timely manner to permit stakeholders to be informed about the project, ask questions and provide input.

CONSULTATION FORMATS + OUTCOMES

Consultation Formats

The CPES identifies the following range of potential on-line and in-person communication formats:

- Village of Anmore project website and social media notices, plan information + updates;
- Council Workshops;
- Village-hosted Council Advisory Committee Meetings, Workshops, and Small Group Meetings;
- Village-hosted Open Houses with information boards, annotated plans and perspective renderings, 3D models and animated videos; and,
- Public Feedback Surveys.

In addition, regular technical review meetings with Village staff will be used to involve the Village of Anmore in the Neighbourhood Plan process.

Open Houses, Workshops + Meetings

Village-hosted events are expected to be held to engage the Anmore community by providing information on the Neighbourhood Plan and collecting feedback. The specific format and sequencing of events will be determined in collaboration with Village staff and will align with the planning processes underway. Materials prepared for the events will make use of annotated plans and infographics, 3D site models and fly-through videos to communicate complex or technical information and concepts.

The events are expected to conform to the following process:

- Events will be held for the Anmore South Neighbourhood Planning process;
- Events will be advertised through mailouts, newspaper, and on-line notifications;
- Events will be hosted in local facility to ensure an accessible meeting venue; and,
- The Proponent Team will prepare required materials and information, and will co-facilitate events.

Village Staff Meetings

The Proponent Team will work directly with Village staff through regular in-person meetings throughout the Neighbourhood Plan process.

Council Workshops

The Proponent Team will work with staff + Council to provide accurate information and gather feedback regarding the Neighbourhood Plan. Materials prepared to support Council Workshops will make use of annotated plans and infographics, 3D site models and fly-through videos to communicate technical information and concepts.

Committee of Council Working Groups

The Proponent Team will meet with staff + Committees of Council to inform them on the Neighbourhood Plan and to gather feedback. The Working Group Sessions will make use of annotated plans and infographics, 3D site models and fly-through videos to communicate technical information and concepts.

On-line Consultation Options:

- Project page – hosted on Village website. The project page will serve to inform residents and the public and provide the opportunity to:
 - learn more about the project (written, plans, videos);
 - review plans and reports;
 - learn about the status of the project;
 - be notified about upcoming meetings or milestones;
 - provide comments and ask questions.
- Project information may also be shared on the Proponent's project website.

Consultation Outcomes

Through undertaking a range of communication formats, events and methods, the CPES is intended to satisfy the stated objectives for a Fair Process, with Equitable Stakeholder Involvement, and Transparent and Timely Communication.

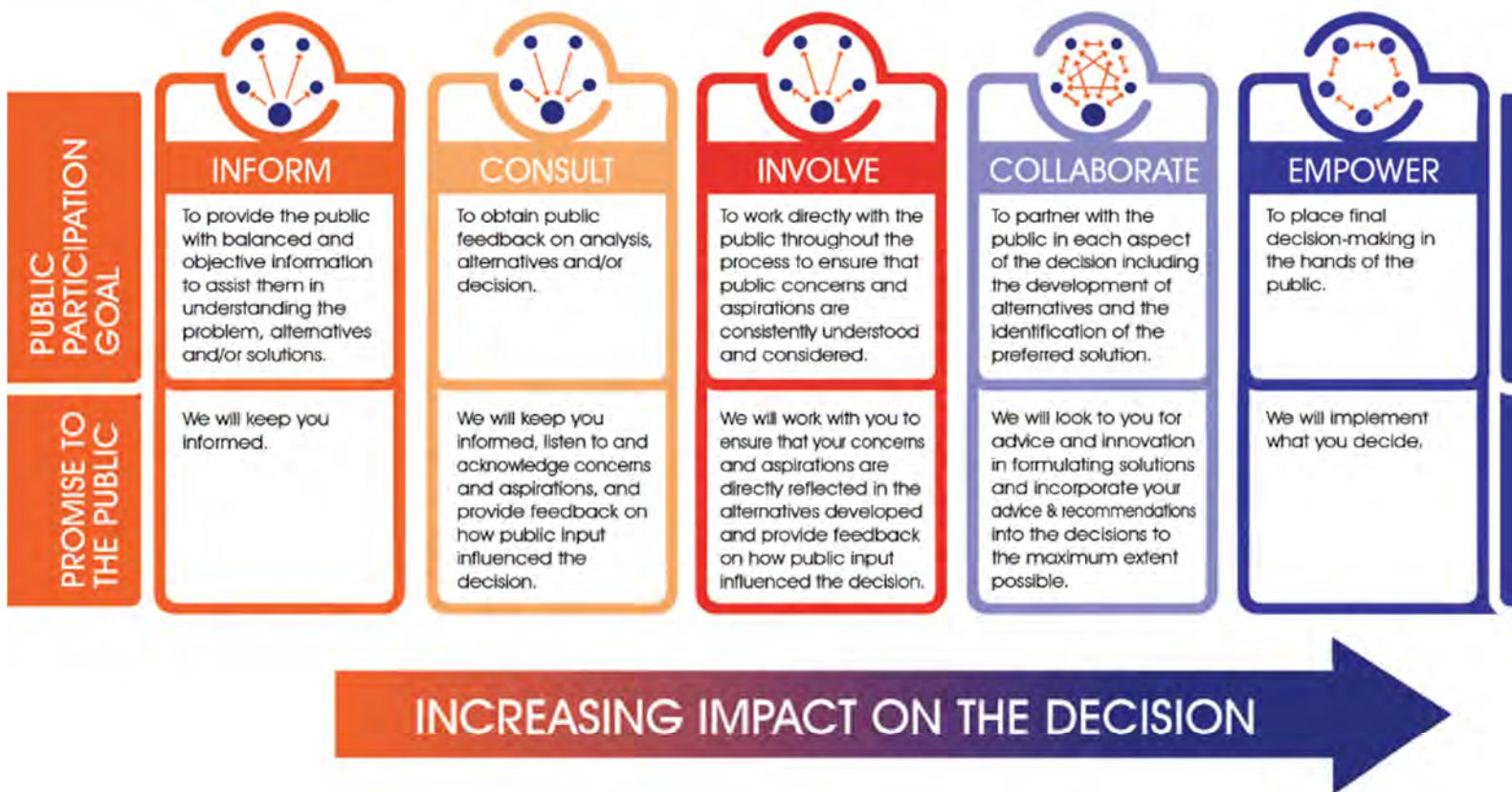
ENGAGEMENT STRUCTURE NEXT STEPS

The Proponent will collaborate with Village staff to detail the methodology of engagement, the purpose + objectives of each engagement phase, detailed schedule of events, and how input will be used to inform subsequent steps of the process. Each phase of engagement is expected to be flexible to allow for additional engagement for new and emerging topics, as required.

INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION (IAP2) SPECTRUM

<https://www.iap2.org/mpage/Home>

IAP2 Spectrum



© International Association for Public Participation

[iap2.org](https://www.iap2.org)

SCHEDULE C: TECHNICAL STUDIES – Terms of Reference

ENVIRONMENT

Environmental Baseline Assessment

An Environmental Baseline Assessment will be conducted in Phase 1 of the NP process. Undertaken by a Registered Professional Biologist (R.P.Bio), and following provincial methodologies and professional standards, the required Environmental Baseline Assessment will identify environmental values and resources on-site to help inform the development opportunities and constraints planning.

The R.P. Bio responsible for the Environmental Assessment will continue to provide support and guidance with respect to environmental issues throughout the neighbourhood design process.

Environmental Impact Assessment

In Phase 3 of the NP process, once direction on the Preferred Plan is confirmed, an Environmental Impact Assessment is required to predict environmental effects of the neighbourhood design concept, including:

- Identifying potential adverse environmental effects;
- Proposing measures to mitigate adverse environmental effects;
- Predicting whether there will be significant adverse environmental effects, after mitigation measures are implemented;
- Identifying habitat compensation opportunities (if required); and,
- Proposing a follow-up program to verify the accuracy of the environmental assessment and the effectiveness of the mitigation measures.

The Environmental Impact Assessment is a planning and decision-making tool, with the following objectives:

- Minimize or avoid adverse environmental effects before they occur; and,
- Incorporate environmental factors into decision making.

GEOTECHNICAL

Geotechnical Hazard Assessment Report

Phase 1 of the NP process will require a high-level geotechnical assessment that identifies major geotechnical limitations in the NP area. The Geotechnical Hazard Assessment will identify and characterize areas where naturally occurring geologic events, in particular slope instabilities and rockfall hazards within or adjacent to proposed development areas, present potential hazards or challenges. Areas where anthropologic changes to the natural terrain have created potential geologic hazards will be identified in the assessment. The report will provide guidance to designers for siting housing and roadways with respect to avoiding the influence areas of identified potential geologic hazards.

ARCHAEOLOGICAL

Archaeological Impact Assessment Report

Phase 1 of the NP process requires preparation of an Archaeological Impact Assessment (AIA). The AIA presents the archaeological research and methodology, including biophysical and cultural setting context, as well as the results of the fieldwork, assessments of potential archeological sites and recommendations for future archaeological management during neighbourhood build-out.

Consideration will be given to include local First Nations in the development of the AIA. This may include hiring a First Nations company to complete the AIA itself.

RETAIL DEMAND

NP Retail Demand Analysis

A Retail Demand Analysis will be undertaken to understand the Village of Anmore's current market for retail and service commercial space in order to determine the composition and magnitude of retail space that may be warranted within the Anmore South NP over the projected buildout of the community. The final Retail Demand Study will reflect potential changes in market trends, built commercial nodes and the proposed NP design. The study will allocate the commercial floor space within the NP and will comment on retail composition, land requirements and building footprint.

Once the Preferred Plan unit mix and population projections have been determined, the Retail Demand Analysis will be updated to reflect the final commercial floor space areas and allocations.

COMMUNITY FACILITIES INVENTORY

NP Community Facilities Inventory

As part of the NP planning inventory, the community facility requirements including, but not limited to, civic centres and parkland will be identified and positioned within the NP area. The Proponent will review, consult and inventory the Community Facilities for the NP. The inventory will include a precedent review of comparable facilities including the major program, area requirements, building size, and approximate cost.

STREET NETWORK + TRANSPORTATION

Street Engineering

As the NP planning proceeds, refinement of proposed street network alignments will be required to achieve planning and development objectives. The Anmore South street network will utilize suitable street standards for hillside development and will strive to reduce the physical, visual and environmental impact of new road construction and better accommodate pedestrian and cycling needs.

NP Transportation Network Design Considerations

Street Network

The neighbourhood street network will be designed to foster easy, convenient and comfortable walking and cycling throughout the community. The street network will be sensitive to topography and have multiple connections with relatively direct routes. With the exception of boulevards, streets will be kept as narrow as possible to limit environmental and topographic impacts. Traffic calming will be employed where appropriate and recommended by the Transportation Engineer.

The pattern of new community streets will ensure each street is tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community. The proposed NP Street Network will:

- Provide Collector + Local Street alignments;
- Adhere to applicable street standards;
- Incorporate cycling and pedestrian routes;
- Incorporate potential transit circulation;
- Incorporate streetscape elements such as trees, vegetation and street furniture;
- Include connections to existing and future neighbourhoods; and
- Include traffic control details - signals or roundabouts.

Cycling Network

The neighbourhood street design will reflect a comprehensive network of pedestrian, cycling and multi-use trails that provide an immediate alternative to auto dependency for local neighbourhood trips.

The Proponent will prepare a Cycling Network that takes into consideration the natural topography and proposed street grades, as well as the integration of on and off-street bike paths, and location of end-of-trip facilities at major neighbourhood destinations, such as shopping nodes, schools and parks.

Pedestrian Network

Providing alternatives to auto dependency for local neighbourhood trips, the NP will create a positive pedestrian realm through the provision of pathways, street trees, and boulevard landscaping that responds to the topography and celebrate scenic views.

The Proponent will prepare a Pedestrian Network that not only includes on-street sidewalks, but also provides an off-street network of trails, greenways and multi-use pathways.

Transit Network

The Proponent will consider transit integration with the NP Transportation Network by which the residents of Anmore South can be adequately served by future transit services. The plan will identify potential future bus connections, and stops and exchanges, as applicable.

Transportation Impact Assessment (TIA) and Transportation Demand Management (TDM)

The Proponent will complete a Transportation Impact Assessment (TIA) to determine the impacts of the full development build-out of the Preferred Plan on the existing road network of the surrounding neighbourhoods. The TIA will recommend phased street network improvements as required to accommodate future build-out of the neighbourhood. The TDM will outline measures to reduce the use of single-occupancy vehicle trips.

SERVICING

Water Engineering Plan

The NP will include a conceptual Water Engineering Plan that:

- Includes a strategy to connect the neighbourhood to regional and existing water trunk infrastructure;
- Includes watermain routing to reflect NP layouts and includes off-site tie-in locations, reservoirs, booster pumps, and PRVs;
- Completes required water modelling; and,
- Includes a written summary of the proposed Water Engineering Plan, along with associated plans and construction and life-cycles cost estimates to a level C.

Sanitary Engineering Plan

The NP will include a conceptual Sanitary Engineering Plan that:

- Includes a strategy to connect the neighbourhood to regional sanitary trunk infrastructure;
- Includes sanitary routing to reflect NP layouts and identifies off-site tie-in locations and pump stations;
- Completes required sanitary modelling; and,
- Includes a written summary of the proposed Sanitary Engineering Plan, along with associated plans and construction cost estimates to a level C.

Rainwater Management Plan

The NP will include a conceptual Rainwater Management Plan that:

- Includes rainwater routing to reflect NP layouts and identifies off-site tie-in and on-site discharge areas;
- Completes required rainwater modelling;
- Includes a written summary of the proposed Rainwater Management Plan, along with associated plans and construction cost estimates to a level C.

Franchise Utility Consultation

Franchise utilities, including but not limited to gas, electricity, and telecommunications are an important part of servicing a neighbourhood, local area, and community. They provide residents and business owners with essential services that are necessary to operating a home, business, or community service. During the planning process it will be important to consult with service providers to ensure that interruptions in service are avoided, services can be extended to new growth areas, and associated costs can be mitigated. In addition to the local distribution systems, planners will consider corridors for trunk gas mains, feeder plants for BC Hydro, trunk fiber optic lines, and cellular tower locations.

NP Infrastructure Cost Recovery Analysis

The NP will include the preparation of a Financial Model that reflects the neighbourhood design with accuracy and resolution in terms of cost, phasing, and forecast housing absorption, providing information relating to the following:

- DCC: Identify eligible DCC projects, estimate associated costs, and calculate DCCs values;
- Community Amenities: Costs and financing for parks and community facilities/improvements;
- Employment: Estimated jobs generated by commercial and institutional land uses; and,
- Taxation Revenue: Additional tax revenue by phase, compared to expenses of new development, accounting for emergency services, operations and replacement funding.

SCHEDULE D: PROJECT CHECKLIST – Terms of Reference

Neighbourhood Plan Component	Status
Phase 1	
Physical Inventory Plan Set with Cadastral Overlay, Landform, Slope and Aspect Analysis	<input type="checkbox"/>
Planning Inventory Plan Set with OCP Land Use, Zoning and Land Ownership	<input type="checkbox"/>
Engineering Inventory Plan Set with Public Streets, Water, Sanitary, Rainwater, Utility Infrastructure, Rights-of-Way, and Easements	<input type="checkbox"/>
Archaeological Impact Assessment	<input type="checkbox"/>
Environmental Baseline Assessment	<input type="checkbox"/>
Geotechnical Hazard Assessment	<input type="checkbox"/>
Biophysical Assessment Summary with Opportunities + Constraints Plan	<input type="checkbox"/>
Commercial Retail Demand Study	<input type="checkbox"/>
Community Facilities Inventory	<input type="checkbox"/>
Phase 1 Complete	<input type="checkbox"/>
Phase 2	
Land Use Scenarios (at least 2) with objectives, statistical summary, and neighbourhood amenities	<input type="checkbox"/>
Visual Impact Assessment (3D Model)	<input type="checkbox"/>
Phase 2 Consultation Materials	<input type="checkbox"/>
Phase 2 Consultation Feedback Summary	<input type="checkbox"/>
Phase 2 Complete	<input type="checkbox"/>
Phase 3	
Preferred Land Use Plan with objectives, statistical summary, and amenities	<input type="checkbox"/>
Street Hierarchy Plan	<input type="checkbox"/>
Draft Civil Engineering Study, including:	<input type="checkbox"/>
Water Conceptual Master Plan	<input type="checkbox"/>
Sanitary Conceptual Master Plan	<input type="checkbox"/>
Rainwater Conceptual Master Plan	<input type="checkbox"/>
Draft Transportation Impact Assessment	<input type="checkbox"/>
Draft Environmental Impact Assessment	<input type="checkbox"/>

Retail Demand Study Update	<input type="checkbox"/>
Draft Financial Analysis	<input type="checkbox"/>
Visual Impact Assessment Update (3D Model)	<input type="checkbox"/>
Phase 3 Consultation Materials	<input type="checkbox"/>
Phase 3 Consultation Summary	<input type="checkbox"/>
Phase 3 Complete	<input type="checkbox"/>
Phase 4	
Draft NP Document	<input type="checkbox"/>
Final Civil Engineering Study, including:	<input type="checkbox"/>
Water Conceptual Master Plan	<input type="checkbox"/>
Sanitary Conceptual Master Plan	<input type="checkbox"/>
Rainwater Conceptual Master Plan	<input type="checkbox"/>
Final Transportation Impact Assessment	<input type="checkbox"/>
Final Environmental Impact Assessment	<input type="checkbox"/>
Final Retail Demand Study	<input type="checkbox"/>
Final Financial Analysis	<input type="checkbox"/>
Final NP Document	
Phase 4 Complete	<input type="checkbox"/>



VILLAGE OF ANMORE

BYLAW NO. 686-2023

A bylaw to amend Village of Anmore Official Community Plan Designation (OCP) Bylaw No. 532-2014

WHEREAS the Local Government Act authorizes a municipality to amend its Official Community Plan bylaw from time to time;

NOW THEREFORE the Municipal Council of the Village of Anmore, in open meeting assembled, enacts as follows:

Citation

1. That this bylaw may be cited as “Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023”.

Amendments

2. Village of Anmore Official Community Plan Designation Bylaw No. 532, 2014, is amended by removing Chapter 11 – Regional Context Statement (page 53) and Map 3: Regional Context Statement Map replacing it with:

“Section 866 of the Local Government Act requires that Official Community Plans include a “regional context statement”. The purpose of such a statement is to demonstrate the ways in which the OCP supports the fundamental strategies of Metro Vancouver 2050: and, where necessary, to specify how the OCP is to be made more consistent with the required growth strategy over time.

The vision of Metro Vancouver 2050: Regional Growth Strategy (RGS) is to achieve the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment. In achieving this vision, Metro Vancouver 2050 specifies five fundamental goals.

- Creating compact urban area;
- Supporting sustainable economy;
- Protect the environment, address climate change, and respond to natural hazards;
- Provide diverse and affordable housing choices;
- Promoting sustainable transportation choices.

Traditionally a RURAL area in the RGS, Anmore has historically been outside the scope of Urban Centres or Frequent Transit Development Areas. However, the development within the Anmore South Lands, has created an additional zone within the Urban

Containment Boundary, in addition to Eagle Ridge Middle School and Anmore Green Estates. This inclusion is a strategic move to manage growth effectively and sustainably, accommodating new residential and infrastructural developments while preserving Anmore's distinct semi-rural character.

The Anmore South area, previously identified as a Special Study Area, is now an integral part of Anmore's growth strategy, reflecting a new direction in the Village's development pattern. This shift is in alignment with the goals of Metro Vancouver 2050, marking Anmore's commitment to contributing to the creation of complete, connected, and resilient communities within the region.

This updated Regional Context Statement signifies Anmore's proactive approach to regional collaboration and its dedication to balancing regional growth objectives with its community values and environmental stewardship. It underscores Anmore's role in fostering a sustainable and prosperous future, in accordance with both the local aspirations of its residents and the broader objectives of the Metro Vancouver 2050 strategy.”

3. Village of Anmore Official Community Plan Designation Bylaw No. 532, 2014, is amended by removing Chapter 4 – Land Use sections SPECIAL STUDY AREA – IMPERIAL OIL LANDS (IOCO LANDS), **Policy IOLU-1, Policy IOLU-2, Policy IOLU-3, Policy IOLU-4** and replacing it with:

“Anmore South

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 community engagement.

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 the public with 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 neighbourhood 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.”

Attachments and Schedules

4. The following are attached and form part of this Bylaw:

Map 3: 2050 Regional Context Statement Map

Schedule A

- Figure 1 – Context Plan
- Figure 2 – Conservation and Recreation Framework
- Figure 3 – Neighbourhood Structure Plan
- Figure 4 – Street Network Plan
- Figure 5 – Land Use Plan

Severability

5. If a portion of this Bylaw is found invalid by a court, it will be severed, and the remainder of the Bylaw will remain in effect.

READ a first time the	5 th day of December, 2023
READ a second time the	day of
PUBLIC HEARING HELD the	day of
READ a third time the	day of,
ADOPTED the	day of,

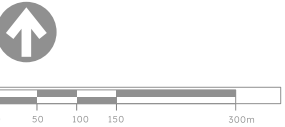
MAYOR

MANAGER OF CORPORATE SERVICES

SITE LOCATION
PLAN

LEGEND MAY 2025

- Site Boundary
61.14 ha / 151.08 ac
- Village of Anmore Boundary
- Property Line
- Surveyed Watercourse



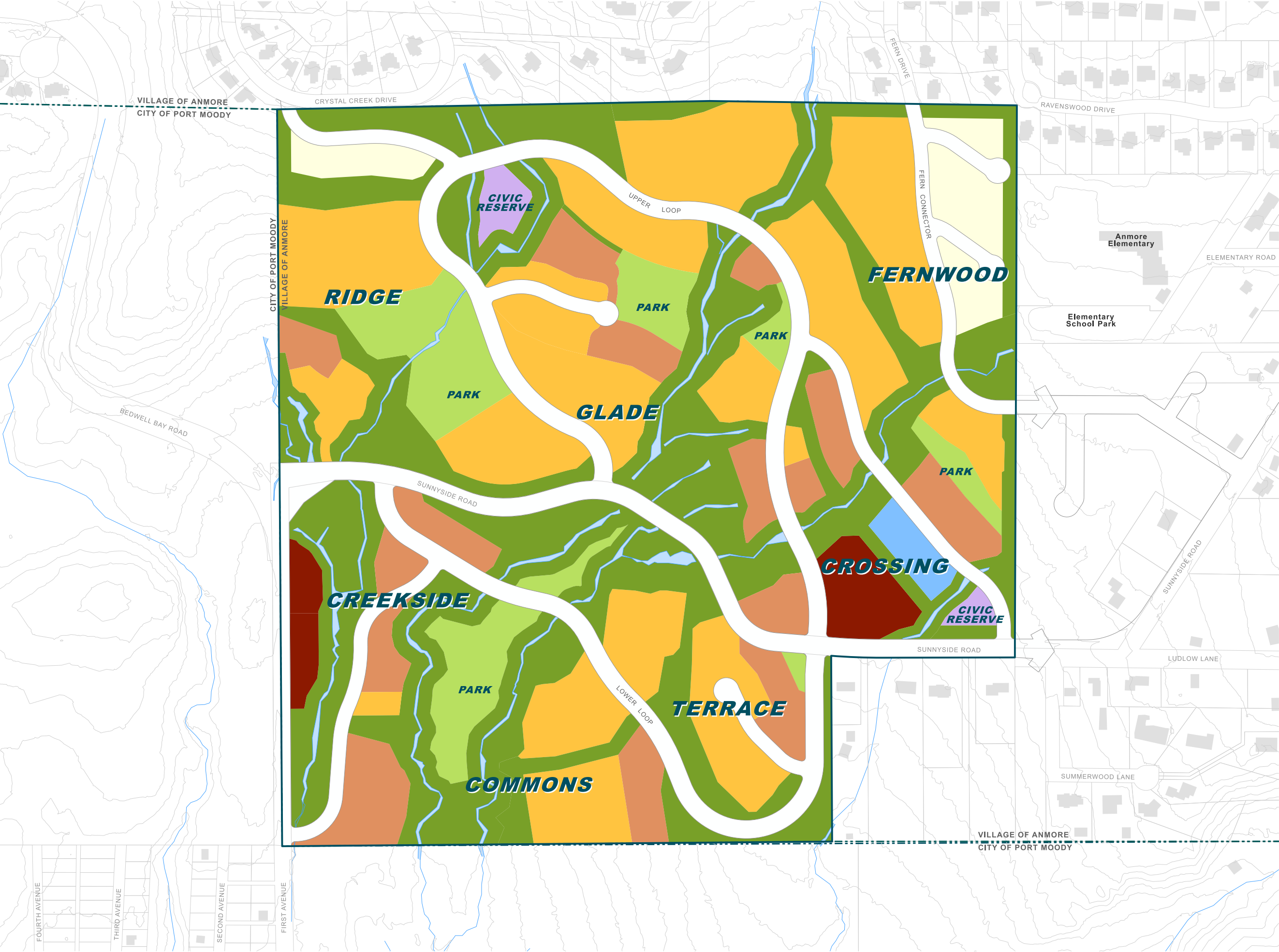
LAND USE PLAN
Preferred

LEGEND DECEMBER 2024

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- Preliminary Riparian Setback
- 5m Contour
- Existing Structures

LAND USE	
3%	Ground Oriented 1.84 ha 4.55 ac
26%	Multi-Family Townhome 15.79 ha 39.02 ac
10%	Multi-Family Apartment 5.99 ha 14.80 ac
2%	Mixed Use 1.39 ha 3.43 ac
1%	Civic Community Centre 0.44 ha 1.09 ac
1%	Civic Development Reserve 0.48 ha 1.19 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Protected Natural Area + Greenways 21.52 ha 53.18 ac
15%	Road ROW 9.35 ha 23.10 ac
100%	61.14 ha 151.08 ac

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



ILLUSTRATIVE
CONCEPT PLAN
Preferred

LEGEND DECEMBER 2024

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- Existing Structures
- Potential Offsite Field Upgrade





Anmore South
NEIGHBOURHOOD PLAN

ACKNOWLEDGMENT OF INDIGENOUS TERRITORY

The Village of Anmore acknowledges the many Indigenous peoples of our area, including the following First Nations with communities that are located in the region that we now know as Metro Vancouver: Musqueam, Squamish, Tsleil-Waututh, and Kwikwetlem.

Further, we would like to honour the important place in history occupied by the many territorial keepers of these lands and waters around us since time immemorial.

Anmore South NEIGHBOURHOOD PLAN

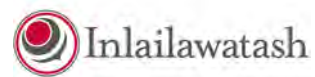
PREPARED FOR:



PREPARED BY:



TECHNICAL TEAM:



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GeoPacific Consultants Ltd, November 2023

APPENDIX B: Archaeological Impact Assessment

Inlailawatash Limited Partnership, April 2024

APPENDIX C: Environmental Impact Assessment

AquaTerra Environmental Consultants, March 2025

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1





Overview + Context

1. OVERVIEW + CONTEXT

1.1 ANMORE SOUTH CONTEXT

The Village of Anmore is a picturesque community located north of Burrard Inlet, approximately 8 km from downtown Port Moody, spanning 2,714 ha (6,706 ac) with a population of approximately 2,450 residents.

Situated at the southwest corner of the Village and adjacent the regional Urban Containment Boundary, the 61 ha (151 ac) Anmore South Neighbourhood Plan area is 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 (Refer to Figure 1: Context Plan).

Anmore South has a dramatic topographic relief, sloping generally 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 actively logged in the early 1900s, the land today is characterized by 3rd-growth forest with the defining features of Doctor's Creek and Schoolhouse Creek.

1.2 REGIONAL CONTEXT

With a population of over 3 million, Metro Vancouver is the third-largest metropolitan centre in Canada and the social, economic and cultural core of British Columbia. With continued population growth, the Metro Vancouver region faces significant challenges, from housing affordability and social equity to environmental preservation and economic resilience. As one of the 21 member municipalities of Metro Vancouver, Anmore has a role to play in a sustainable future for the region. 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.

Metro Vancouver's 2050 Regional Growth Strategy (Metro 2050) articulates a collective vision for how growth will be managed to support the creation of complete, connected and resilient communities. The Regional Context Statement in Anmore's Official Community Plan (OCP) describes how the Village intends to address the goals of Metro 2050. As an alternative to single-family infill development throughout all of Anmore, the Anmore South Neighbourhood Plan enables the Village to strategically accommodate change in a way that meets regional growth objectives.

1.3 SPECIAL STUDY AREA

The Anmore South Neighbourhood Plan area (formerly IOCO Lands) is designated for major future development within the Official Community Plan (2014). The position, scale, and designation of Anmore South provide an opportunity to accommodate future growth and allow for a more complete community within Anmore.

Historically identified in the Greater Vancouver Regional District's 1996 Livable Region Strategic Plan as a growth concentration area, Anmore South continued to be identified in Metro 2040 and Metro 2050 as a Special Study Area. The Special Study Area designation recognizes the need for preparation of a Neighbourhood Plan to determine land use and housing form, environmental protection, servicing, transportation, community facilities, parkland and financial contributions.

Under Metro 2050 Policy 6.10, the Special Study Area identifies the intention to alter the future land use of Anmore South. Pursuant to this policy, the Anmore South neighbourhood is intended for inclusion within the Urban Containment Boundary and Sewerage + Drainage District, providing for a more complete mix of neighbourhood uses.

1.4 RATIONALE FOR THE NEIGHBOURHOOD PLAN

Adopted as part of the OCP, Neighbourhood Plans provide detailed guidance for new development within a given geographic area, structuring land use and servicing to effectively manage growth towards building a more healthy and complete community.

The Anmore South Neighbourhood Plan (the Neighbourhood Plan) was undertaken to realize the vision of a walkable, mixed-use neighbourhood with a diversity of homes, shops and services within Anmore. Following best practices in community design, the Neighbourhood Plan was prepared in conjunction with a public planning process and extensive Village-led community consultation following a Council-approved Neighbourhood Plan Terms of Reference.

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1.5 FRAMEWORK FOR MANAGING CHANGE

Setting the framework for the phased development of a mixed-use neighbourhood, the Neighbourhood Plan provides the detail required to assist in the reconciliation of land use, environment, density, infrastructure and implementation issues, serving as a comprehensive guide for managing future rezoning, subdivision and development permit applications.

To ensure the long-term build-out of Anmore South is in accordance with the overarching community vision, the Neighbourhood Plan includes Land Use descriptions, schedules and policies, infrastructure servicing concepts and schedules, implementation policies and Development Permit Guidelines.

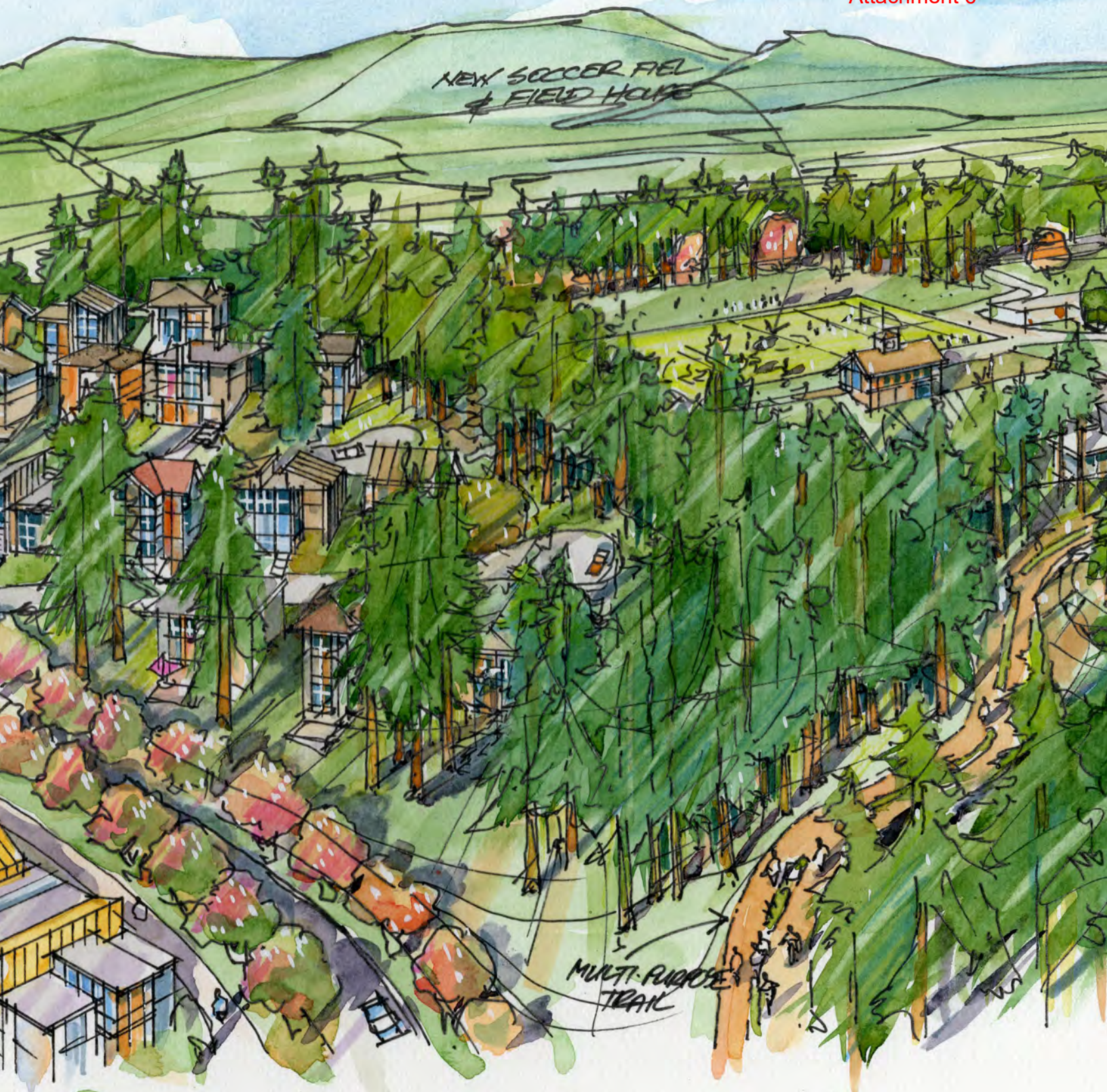
1.6 ALIGNMENT WITH METRO 2050 REGIONAL GROWTH STRATEGY

The Metro 2050 Regional Growth Strategy structures the actions needed to address identified regional challenges. Outlining the region's shared vision of how projected population, housing, and job growth will be managed over the next 30 years, the strategies and actions of Metro 2050 are structured around five goals:

1. Create a Compact Urban Area;
2. Support a Sustainable Economy;
3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards;
4. Provide Diverse and Affordable Housing Choices; and,
5. Support Sustainable Transportation Choices.

As Anmore's only Neighbourhood Plan area within the region's Urban Containment Boundary, Anmore South is the Village's strategic opportunity to accommodate growth in a way that supports the regional planning objectives. The Regional Context Statement in the Village OCP summarizes the specific Neighbourhood Plan policies that address and support the Metro 2050 goals.

2



Neighbourhood Vision

2. NEIGHBOURHOOD VISION

2.1 VISION FOR THE NEIGHBOURHOOD

The vision for Anmore South is one of a complete mixed-use community – celebrating the Village’s natural character and seamlessly integrating a diversity of homes into the surrounding environment. It is a vision that sensitively manages growth, fostering long-term prosperity, while allowing for a more complete community within Anmore.

The Neighbourhood Plan envisions Anmore South as structured according to walkable neighbourhoods, linked through a network of active parks and forest trails – all supported by new recreational amenities and civic infrastructure.

Marking Anmore’s western gateway, Anmore South proposes a socially diverse neighbourhood. Offering a full range of housing forms, it will accommodate up to 2,202 homes with a projected population of approximately 4,500 residents. Compact neighbourhoods are interwoven with an active transportation network of liveable streets, community greenways, and accessible trails – all within a 5-minute walk of each home.

To be more self-sustaining, Anmore South is envisaged with 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 Neighbourhood Plan seeks to dedicate ~42% (25.6 ha | 63.4 ac) of the land for public use as neighbourhood parks, greenways, and natural areas to ensure the land is protected for future generations.

The Neighbourhood Plan vision will allow Anmore South to be more compact, socially supportive, and land efficient. This land use efficiency serves to protect the environment, reduce greenhouse gas emissions, increase infrastructure efficiency, and foster healthy, diverse communities.

2.2 PLANNING PRINCIPLES

The Neighbourhood Plan reflects sustainable planning that balances the ecological, social and economic aspects of a community by utilizing the following planning principles to help guide the vision:

Ecological | WORKING WITH NATURE

Conserve Ecological Integrity

- Identify and protect both significant and sensitive terrestrial and aquatic habitats.
- Design an interconnected network of wildlife corridors to secure habitat and ensure functional ecology at a landscape scale.
- Minimize future disturbance of natural systems through comprehensive master-planning.
- Promote stewardship of natural systems through interpretive programs and outdoor educational opportunities in cooperation with local stewardship groups.

Create Networks of Parks + Natural Space

- Provide public parks and natural spaces that are accessible within a 5-minute walking distance of each home.
- Link neighbourhoods and natural areas with a pedestrian pathway network.
- Program active and passive community parks for gatherings and recreation.
- Create a variety of parks and natural spaces to accommodate different activities and age groups.

Celebrate Our Natural Heritage

- Promote active education and appreciation of west coast natural history.
- Recognize local history and culture in public realm design.
- Integrate community uses into the landscape, celebrating the unique views and vistas, landforms and natural character.
- Nurture community history and memorialize local people, places and events.
- Design public spaces that reflect the sense of place through use of native plants and local materials.

Social | LIVING LIGHTLY

Foster a Vibrant + Diverse Community

- Accommodate a range of lifestyles and life-stages.
- Provide a variety of housing choices, from compact single family and duplexes to row-homes and village apartments.
- Plan for “aging in place” through a variety of housing choices and encouraging the “Safer Home” standards or similar guidelines in response to a maturing population.
- Promote a variety of housing tenures from fee simple and strata ownership to purpose-built rental and affordable, non-market rental).
- Provide a range of amenities for all age groups throughout the neighbourhood.
- Provide more affordable housing options for first-time buyers.

Design Compact, Walkable Neighbourhoods

- Create a sense of place within each neighbourhood.
- Provide a coherent neighbourhood pattern of streets + pathways with a variety of home + lot sizes.
- Design streets for people and create an enjoyable pedestrian environment.
- Encourage walking through the incorporation of amenities + parks within a 5-minute walking distance of each home.
- Promote neighbourhood safety by designing homes that address the public realm with “eyes on the street.”

Celebrate Local Art + Culture

- Incorporate a sense of place in the design of the public realm.
- Design opportunities to live, work and play in the community.
- Interpret and highlight local cultural history for residents and visitors.
- Plan for the integration of art, theatre, and other local cultural activities into programming of gathering spaces.
- Infuse local art and culture into the public realm, especially streets, parks, plazas, to celebrate civic life.

Economic | SUPPORTING LOCAL LIFESTYLES

Support a Financially Sound Community

- Create a walkable mixed-use centre serving as a focal point for employment, shopping, and social gathering.
- Incorporate residential density to support local businesses and community facilities.
- Diversify municipal revenue sources so support fiscally sustainable local government.
- Plan compact neighbourhoods to reduce servicing networks and maintenance costs.
- Establish a mix of land uses, household types and building forms for a variety of residents.

Plan for Alternative Transportation

- Accommodate all modes of transport, especially walking, cycling and public transit.
- Provide dedicated neighbourhood bike and pedestrian pathways to link community destinations.
- Establish a transit-friendly street network, with future shuttles to transit centres.
- Reduce vehicle trips by providing local neighbourhood shops + services close to home.
- Explore future alternatives, such as community cars, to reduce auto-dependence.

Employ Green Infrastructure

- Foster local food systems through markets, community gardening and outdoor educational opportunities.
- Implement innovative best practices for rainwater and stormwater management.
- Explore alternative energy solutions, such as geo-exchange and passive solar design.
- Design greener streets that minimize the visual, environmental and physical impacts from conventional roads.
- Promote native plantings in landscape design.

2.3 NEIGHBOURHOOD CHARACTER

The character of Anmore South will be established through the relationship between the neighbourhood's built form and its surrounding natural landscape.

The Neighbourhood Plan identifies the following components which will define and preserve the character of Anmore.

Diversity of Homes

A diverse mix of home types, tenures and sizes with an emphasis on expanding the range of affordability and choice, while respecting the character of adjacent neighbourhoods. More urban, compact housing forms better support the overall design intent of the Neighbourhood Plan as a more walkable and complete community that protects a greater proportion of the natural landscape.

Green Network

A significant portion of the Neighbourhood is to be retained in its existing natural state. The Green Network will foster Anmore's character through the protection of defining landscapes, provision of active and passive recreation opportunities, and conservation of functional ecosystem habitat.

Livable Streets

Safe neighbourhood streets designed with pedestrian and cycle pathways that fit the land, complement the system of parks and trails, and provide alternative pedestrian-oriented routes through the community.

Walkable Scale

Built form and orientation of homes within a walkable neighbourhood designed in response to the land, views and solar aspect.

Public Realm

A strong public realm that includes tree-lined, pedestrian oriented streets, a commercial mixed-use village plaza for social gathering and a public community centre that serves as the heart of neighbourhood recreation.

West Coast Landscape

Landscape design that serves to enrich and unify architectural elements and public realm spaces, through the use of west coast materials, forms, colours and native plants that celebrate Anmore's sense of place.

2.4 NEIGHBOURHOOD OUTCOMES

The Neighbourhood Plan realizes a viable community by achieving key performance metrics for community sustainability. Key Neighbourhood Metrics to inform decision making through implementation include the following:

Urban Density

- Average residential density of 14.6 units per acre (upa) or 36.1 units per hectare (uph) within the gross area.
- Average residential density of 35.5 units per acre (upa) or 87.7 units per hectare (uph) within the lands designated for residential development.
- Projected population of ~4,500.

Housing

- 2,202 projected homes, with a unit mix composed of 20 single-family homes, 120 duplexes, 760 townhomes and 1,302 apartments.
- Actual unit mix by housing type may be adjusted provided the overall unit number is not exceeded.

Civic

- A Civic Community Centre on a 0.49 ha (1.21 ac) site, providing for a 20,000 sq ft facility.
- 2 Civic Development Reserves totaling 0.48 ha (1.19 ac) to provide the opportunity for additional civic use.

Commercial

- 2 Mixed-Use sites totaling 1.50 ha (3.70 ac) with the opportunity for ground floor commercial use, anticipating 50,900 – 61,800 sq ft of commercial floorspace, and 10,000 sq ft of professional office space.

Green Network

- Conservation + Recreation lands totaling 21.35 ha (52.76 ac) of retaining existing forest, representing 35% of the Plan area.
- Neighbourhood Parks totaling 4.34 ha (10.72 ac) of public open space distributed within a 5-minute walk of each home.
- Dedicated off-street trails, multi-use paths and greenways totaling ~5km.

Transportation Network

- Safe Livable Streets with new Collector and Local Street standards
- 8 Neighbourhood Street accesses connecting to the existing Village street network.
- Pedestrian and Cycling Network including Village Greenways and Community Pathways through Conservation + Recreation lands, including connection to Anmore Elementary School and Park.

Servicing

- New municipal infrastructure systems as identified in Schedule G: Water Servicing Concept, Schedule H: Sanitary Servicing Concept, and Schedule I: Drainage Concept.

3



Biophysical Findings

3. BIOPHYSICAL FINDINGS

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

3.1 HISTORICAL SETTING

Anmore South is located within the Northwest Coast Culture Area as defined by anthropologists, an immense 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, Kwikwetlem, and Tsleil-Waututh, have lived 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.

Now within the municipality of Anmore, the Anmore South neighbourhood has been identified as a major future development area since the Village's 2014 OCP.

3.2 PHYSICAL + TOPOGRAPHIC ANALYSIS

Characterized by complex landforms with deep ravines and forested hillsides, the Neighbourhood Plan offers dramatic southwest views that reflect a distinct landscape within the Village. The biophysical analysis of the Neighbourhood Plan was completed using 2024 LiDAR data, providing a detailed understanding of the land's topographic complexities, and provides the foundation for the technical studies undertaken.

Landform | Hillside basin

The Neighbourhood Plan spans a significant range in elevation - from 15m in the southwest near First Avenue to 165 m in the northeast near Fern Drive. The topographic range results in 3 'neighbourhood levels' - a lower level below Sunnyside Road; a middle level forming the neighbourhood's heart; and an upper level adjacent to Anmore Elementary School. (Refer to Figure 3: Landform Analysis)

Slope + Geotech | Incised hillside ravines

The Neighbourhood Plan area has a consistent hillside topography of gentle to moderate slopes, with areas of steep slopes (>30%) generally related to the Schoolhouse Creek and Doctor's Creek ravines systems. The hillside quality of the land requires neighbourhood planning and design that works with the topography. In contrast to the Neighbourhood Plan areas northern portions, extensive gentle areas south of Sunnyside Road provide opportunities for programmed community recreation. (Refer to Figure 4: Slope Analysis)

Aspect + Views | Sunny southwest views

The Neighbourhood Plan area's dominant southern and south-western aspect takes advantage of afternoon and evening sunlight, including opportunities for positive solar gain through building siting. Higher elevation portions of the site offer views of Burnaby Mountain and Burrard Inlet (Refer to Figure 5: Aspect Analysis).

3.3 GEOTECHNICAL FINDINGS

Geotechnical Investigation Report

November 2023

GeoPacific Consultants Ltd.

The Geotechnical Assessment Report presents a desktop and field assessment that identifies anticipated conditions for Anmore South. Refer to Appendix A: Geotechnical Investigation Report for further details.

Soil Conditions

Based on Geologic Survey of Canada information, the site is described as 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 8 m thick. Vashon Drift generally consists of lodgment and minor flow till, lenses and interbeds of glaciolacustrine laminated stony silt. Soil conditions noted at test hole locations were generally consistent with published geology for the area.

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 27.4 m below ground surface. Some perched groundwater may form at the contact with the upper weathered soils and the relatively impermeable glacial till in sandier zones with glacial till. The main recharge mechanism for perched groundwater of this nature is the percolation of precipitation. GeoPacific installed four groundwater monitoring wells on-site to further understanding of the perched groundwater conditions.

Geotechnical Recommendations

The Geotechnical Investigation 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 m 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.

3.4 ARCHAEOLOGICAL FINDINGS

Archaeological investigation for Anmore South consisted of a Site Records Request to the Provincial Archaeology Branch and an Archaeological Impact Assessment conducted under applicable provincial permits.

Archaeological Site Records Request

February 2023

Archaeology Branch | Ministry of Forests

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 the underdeveloped nature of the properties and lack of inland surveying.

Archaeological Impact Assessment (AIA) Report

April 2024

Inlailawatash Limited Partnership

Inlailawatash applied for and received heritage permits from Musqueam, Squamish, Stó:lō, Kwikwetlem, and Tsleil-Waututh Nations for an Archaeological Impact Assessment (AIA) on the Anmore South lands.

Results of the initial desktop study indicated potential for archaeological materials to be present in the Project Area. This is supported by the presence and abundance of known archaeological sites nearby. A field survey included walked transects and ground observations covering 92% of the site. The field crew excavated 13 shovel tests across three micro-landforms identified during the survey. All shovel tests were negative for archaeological materials.

Archaeological Recommendations

The AIA determined that no further archaeological investigations or monitoring are required for the Project Area.

As low-density archaeological sites may remain undetected in the Project Area, Chance Find Procedures (CFP) will be implemented during all ground disturbing activities associated with future development of Anmore South, in accordance with recommendations of the AIA.

Refer to Appendix B: Archaeological Impact Assessment for further details.

3.5 ENVIRONMENTAL FINDINGS

Environmental Impact Assessment

March 2025

AquaTerra Environmental Consultants

The Environmental Impact Assessment provides a summary of environmental fieldwork and science-based recommendations for environmental planning objectives to guide the environmentally responsible development planning for Anmore South. Refer to Appendix C: Environmental Impact Assessment 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 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 are required 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 Coastal Tailed Frog (SARA Schedule 1 and provincially blue-listed) within Schoolhouse Creek and some 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, although Anmore South is outside the Mossom Creek Watershed, an unconfirmed record of Pacific Water Shrew (SARA Schedule 1 and provincially red-listed) has been reported off-site within the Mossom Creek corridor.

Environmental Recommendations

The Environmental Impact Assessment identifies the following recommendations to be implemented during neighbourhood development to ensure that environmental impacts are avoided or appropriately mitigated:

- Implement and adhere to a site-specific Construction Environmental Management Plan (CEMP). This will include sub-plans including, but not limited to, a Sensitive Species Management Plan, Emergency Spill Response Plan and Erosion Control Plan.
- Habitat restoration or offsetting, where loss has been identified.
- Design and implementation of an Invasive Species Management Plan.
- Wildlife-friendly designs for stream crossings and riparian zone buffers.
- Monitoring sensitive species and ensuring compliance with environmental regulations (e.g., Riparian Areas Protection Regulation).

3.6 VISUAL IMPACT ASSESSMENT

Visual Impact Assessment

March 2025

Placemark Design + Development

Building on the mapped environmental and community values, the Visual Impact Assessment documents the efficacy of the neighbourhood's retrained forest buffers in preventing visual impacts of Anmore South on existing neighbourhoods.

Using LiDAR data, the terrain and existing tree canopy of the Neighbourhood Plan were modeled using Infracore 3D modeling software to generate an accurate representation of existing conditions.

Owing to the neighbourhood's downslope position and the effectiveness of the retained forest buffers, the 3D Visual Impact Assessment demonstrated that Anmore South's development would not adversely impact views from existing Anmore neighbourhoods.

The Anmore South Neighbourhood Plan minimizes visual impacts on the existing natural landscape through the following mitigations:

- **Conservation Framework** | Dedicates 35% (21.3 ha | 52.7 ac) of Anmore South as Conservation + Recreation lands to preserve the forested character and mitigate the scale of visual impact.
- **Forest Buffer** | Retains a minimum 15 m | 50 ft forest buffer along Sunnyside Road to maintain Anmore's forested arrival sequence.
- **Natural Interface** | Retains a 15 m | 50 ft forest buffer between future development and adjacent residential neighbourhoods.
- **Natural Topography** | Aligns future development and infrastructure with existing landforms and topography to reduce extent of clearing and grading.
- **Clustered Development** | Limits future development to defined areas to reduce clearing and ensure natural landscape connections.
- **Building Heights** | Limits future apartment buildings to six storeys to minimize visual impact above the forest ridgeline.
- **Native Screening** | Employs native plant palette within public spaces and streetscapes to establish new habitat and screen the appearance of buildings.
- **Street Trees** | Incorporates street tree within new public boulevards to provide shade, canopy habitat, pedestrian comfort and safety.
- **Minimize Light Pollution** | Adopts Dark Sky standards with public street lighting that uses shielded and downward-facing lights to reduce glare and preserve night skies.

Refer to Appendix D: Visual Impact Assessment for further details.

3.7 GREEN NETWORK

To protect Anmore's semi-rural character while fostering a more complete community, a Green Network has been identified to structure the Anmore South neighbourhood. Using the technical understanding assembled through topographic analysis and geotechnical, archaeological and environmental studies, the Green Network structures the neighbourhood towards ensuring the following:

- protecting the functional integrity of the natural systems;
- enhancing recreational opportunities for outdoor activities; and
- preserving the natural features that define the area's landscape character.

The Green Network is intended to balance the competing interests of neighbourhood development with environmental planning and is composed of the following two parts:

- Conservation + Recreation lands (21.3 ha | 52.7 ac)
- Neighbourhood Parks (4.3 ha | 10.7 ac)

Green Network:

Target approximately 42% (25.6 ha | 63.4 ac) of Anmore South.

Includes programmed neighbourhood parks, steep slopes (>30% grade), watercourses and typical Riparian Area Regulation (RAR) setbacks, wetlands, wildlife corridors, vegetation buffers from existing neighbourhoods and Sunnyside Road.

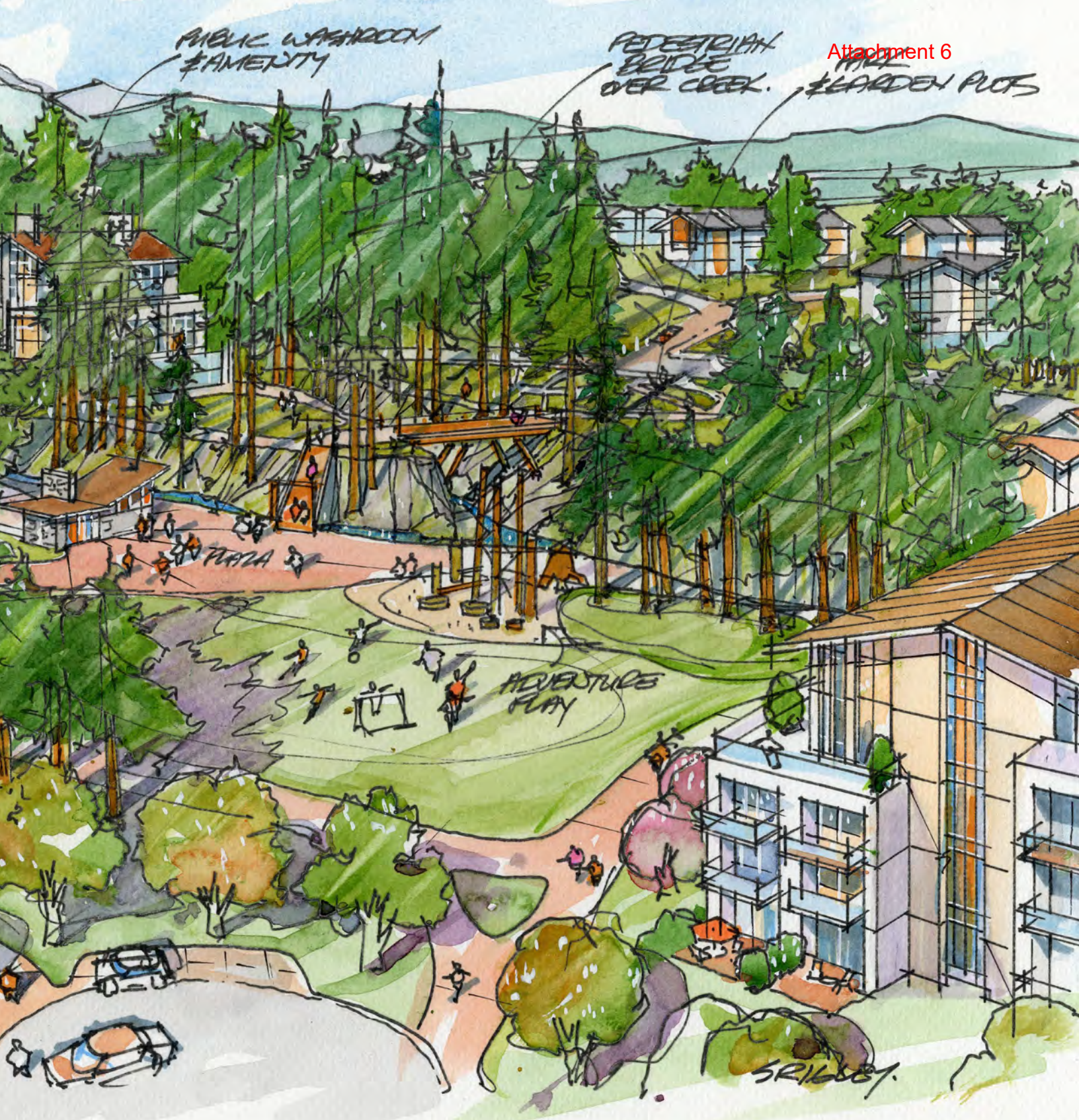
Neighbourhood Development:

Target approximately 58% (35.5 ha | 87.7 ac) of Anmore South.

Includes large congruent areas of gentle and hillside lands with major views and a southwest aspect, outside the defined riparian setbacks and identified retained forest buffers.

The above percentages are average targets with the final proportion between Green Network and Neighbourhood Development areas to be refined through future development applications. This may be through the findings of more detailed technical studies, such as development specific environmental, archaeological, and geotechnical reports.

4



Neighbourhood Land Uses

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4. NEIGHBOURHOOD LAND USES

The general land use designations for the Neighbourhood Plan - as illustrated in Schedule A: Land Use Plan, provide form and function to the vision for the community. This Section describes the land use designations, their planning rationale, and associated development policies to guide the development of Anmore South.

The Anmore South Land Use Plan consists of nine land use designations. Land use designations are broad categories of permitted land uses. A synopsis of the land use designations and areas is presented in Table 1 – Neighbourhood Plan Land Use Summary.

Table 1 – Neighbourhood Plan Land Use Summary

Land Use	Area (ha)	Area (ac)	% of Site	Description
Ground Oriented	1.84	4.55	3%	Single-Family and Duplexes intended to transition between existing neighbourhoods and Anmore South. Heights range up to 3 storeys.
Multi-Family Townhome	15.79	39.02	26%	Attached housing forms including duplexes, townhomes, stacked townhomes, and rowhomes. Heights range up to 4 storeys.
Multi-Family Apartment	5.99	14.80	10%	Mid-rise apartment buildings with integrated townhomes and stand-alone townhomes. Heights ranging from 2 to 6 storeys.
Mixed Use	1.50	3.70	2%	Mid-rise apartment buildings with integrated townhomes, office space, commercial retail units, and public realm.
Civic Community Centre	0.49	1.21	1%	Public Community Centre for use by all Anmore residents.
Civic Development Reserve	0.48	1.19	1%	Flexible reserve lands for future civic use.
Neighbourhood Park	4.34	10.72	7%	Programmed parks for active recreation and community gathering.
Conservation + Recreation	21.35	52.76	35%	Natural areas including retained forest buffers, watercourses, riparian areas, steep slopes, forest trails, and Village Greenways. May include uses for outdoor recreation and education.
Road ROW	9.36	23.13	15%	Public Street Right-of-Ways for pedestrians, vehicles, transit and active transportation.

Land use areas and percentages are approximate, intended for planning purposes only. All designated areas and boundaries are subject to refinement through more detailed site design and engineering at the time of zoning and subdivision.

4.1 GENERAL LAND USE POLICIES

Policy 4.1.1

LAND USE | Development should generally follow the Schedule A – Land Use Plan where the development pattern supports the Planning Principles utilized to create the Neighbourhood Plan. These are outlined in Section 2.2.

Policy 4.1.2

ILLUSTRATIVE CONCEPT | The illustrative land use concept for this site is shown on Figure 6 and is intended to guide a future rezoning application. For reference, where maps and illustrations identify building locations and shapes, they are intended to be representative only. Detailed building designs will be established through a future development permit application.

Policy 4.1.3

REFINEMENTS | Allow minor adjustments to land use designation boundaries as new information (e.g. geotechnical, environmental, archaeological) becomes available during detailed design at the time of zoning and subdivision, where proposed modifications support the Planning Principles and are approved by the Village of Anmore.

Policy 4.1.4

DEVELOPMENT PERMITS | Require Development Permits to be obtained for all developments in this neighbourhood in accordance with the applicable Development Permit Areas (Schedule: K) and associated guidelines (Section 8).

Policy 4.1.5

ARCHAEOLOGY | As recommended by the Archaeological Impact Assessment, all ground disturbing works within the Anmore South Neighbourhood Area are to be conducted under a Chance Find Procedure (refer to Appendix B).

Policy 4.1.6

MITIGATION + MONITORING | Environmental mitigation measures including environmental monitoring by a Qualified Environmental Professional must be conducted for all Anmore South development as specified in the Environmental Impact Assessment (March 2025) (see Appendix C).

Policy 4.1.7

ENVIRONMENTAL PERMITTING | Applicable Water Sustainability Act notifications or approvals are required for all changes in and about a watercourse or wetland.

Policy 4.1.8

GREEN NETWORK | Prioritize the function and integrity of Anmore South's Green Network (Neighbourhood Parks and Conservation + Recreation lands) through neighbourhood build-out.

Policy 4.1.9

GATHERING | Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.

Policy 4.1.10

CHILD CARE | The neighbourhood shall accommodate child day care services where appropriate.

Policy 4.1.11

DARK SKY LIGHTING | Implement Dark Sky standards for all public streets and exterior lighting to limit ambient light and preserve the night sky.

Policy 4.1.12

INFRASTRUCTURE | Civil servicing infrastructure may be permitted in all Land Use designations.

Policy 4.1.13

STREET ROWS | Policies governing the Road ROW land use designation are described in Section 5 | Neighbourhood Infrastructure.

4.2 GENERAL RESIDENTIAL LAND USE POLICIES

The Neighbourhood Plan provides for a wide range of housing forms, from detached residential to townhouse and apartment, towards fostering a vibrant, socio-economic and age-mixed neighbourhood. The Neighbourhood Plan recognizes the need for a range of housing types, sizes and tenures to meet the needs of the community. A variety of housing choices provides a vibrant community experience, allowing for future growth with a range of lifestyles, life-stages and incomes.

Clustering development establishes a positive relationship between walkable residential enclaves and community destinations, while also providing access to parks and natural areas. Increased residential density serves to reduce infrastructure networks and maintenance costs, while allowing for greater retention of natural character, landscape and ecological systems.

Policy 4.2.1

HOUSING DIVERSITY | Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.

Policy 4.2.2

HOUSING YIELD | The maximum number of homes permitted in Anmore South is 2,202.

Policy 4.2.3

FOOTPRINT | Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.

Policy 4.2.4

HILLSIDE | Ensure that built forms respond to the hillside topography and manage the physical, visual and environmental impacts of hillside development, per the Hillside Development Permit Area (Refer to Section 8).

Policy 4.2.5

TRANSITIONS | Consider appropriate transition areas, landscape buffers, and/or other mitigating built form elements between adjacent land uses and housing types where there may be potential conflicts of scale and interface.

4.3 RESIDENTIAL – GROUND ORIENTED POLICIES

Maximizing the benefits of clustered development and the attributes of a walkable neighbourhood, the Ground Oriented designation only makes up a small portion of the total land use area. This includes a combination of detached single-family and two-family duplex homes. The location of this land use creates a transition of residential density from the existing larger lot homes adjacent to Anmore South.

The Ground Oriented designation provides development in keeping with existing suburban neighbourhood patterns of homes. With private individual yards and street frontage, single-family and duplex homes contribute to a strong public realm and support social interaction among neighbours.

Policy 4.3.1

DENSITY | Permitted gross densities per parcel within the Ground Oriented designation range from 4 units per acre (upa) to 10 upa.

Policy 4.3.2

ZONING | Zoning for the designation of Ground Oriented, shall be prepared as part of a future Comprehensive Development Zone for Anmore South.

Policy 4.3.3

FORM + TENURE | All housing within the Ground Oriented designation must be ground-oriented and shall be fee simple ownership, unless part of a bareland strata.

Policy 4.3.4

HILLSIDE | To ensure development fits the topography, development within the Ground Oriented designation is subject to a Hillside Development Permit Area (Refer to Section 8).

Policy 4.3.5

SERVICING | Lots in the Ground Oriented designation may be serviced by septic fields on a temporary basis but must ultimately be connected to the Anmore South sanitary system. Should this be desired, appropriate bonding as determined by the Village's Professional Engineer will be necessary to complete a connection to the Metro sanitary sewer for those units connected to the temporary system, at the Village's discretion.

4.4 RESIDENTIAL - MULTI-FAMILY | TOWNHOME POLICIES

Representing a significant portion of residential homes within Anmore South, the Multi-Family | Townhome designation affords opportunities for higher density urban living, while remaining ground-oriented and family-friendly.

The Multi-Family | Townhome designation is anticipated to include a variety of ground-oriented townhouse and duplex forms, serviced by private strata roads and provide common amenity spaces.

Policy 4.4.1

DENSITY | Permitted gross densities per parcel within the Multi-Family | Townhome designation range from 10 units per acre (upa) to 30 upa.

Policy 4.4.2

FORM | Housing within the Multi-Family | Townhome designation may include duplexes, townhomes, stacked townhomes, or row-homes.

Policy 4.4.3

SIZE | Provide for a range of attached housing choice including 2, 3, and 4 bedroom options.

Policy 4.4.4

TENURE | Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family | Townhome designation.

Policy 4.4.5

TANDEM PARKING | Given Anmore's location, parking shall be provided for each unit in accordance with established standards. Limit the maximum percentage of tandem garage units within a Townhome development to 25% of the units in an individual project.

Policy 4.4.6

AMENITY | Provide private outdoor and indoor amenity space to enable social gathering and recreation within the strata property.

Policy 4.4.7

AMENITY | Allow for consolidated indoor amenity space that is communal among strata properties.

Policy 4.4.8

PLAY SPACE | Residential development is encouraged to provide outdoor children's' amenity space.

Policy 4.4.9

ACCESS | Where required, ensure public access can be maintained on strata property through the use of covenants or statutory right-of-ways.

Policy 4.4.10

WALKABLE | Sidewalks and parking areas are to be designed according to barrier free access standards.

Policy 4.4.11

LAYOUT | Consider the siting of buildings, entrances, and balconies as a means to frame views, define spaces and promote pedestrian activity.

Policy 4.4.12

LAYOUT | Encourage buildings to address public parks and streetscape as a means of creating a well-defined public realm.

Policy 4.4.13

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character.

Policy 4.4.14

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

4.5 RESIDENTIAL - MULTI-FAMILY | APARTMENT POLICIES

The Multi-Family | Apartment designation makes up the highest proportion of units within the Neighbourhood Plan. This concentrated form of housing maximizes support of walkable neighbourhood shops and services, while providing access to public parks and retained natural areas. This land use is generally concentrated around key neighbourhood destinations, while also creating a more even distribution of density that celebrates the land's southwest views.

The Multi-Family | Apartment designation includes a range of low to mid-rise residential forms no more than six storeys. The designation may include townhomes within the ground floors to better activate street and park frontages, provide 'eyes on the public space', and contribute to greater housing diversity.

Policy 4.5.1

DENSITY | Permitted gross densities per parcel within the Multi-Family | Apartment designation range from 15 units per acre (upa) to 80 upa.

Policy 4.5.2

HEIGHT | Apartment buildings may be between 4-6 storeys. In hillside conditions the 6-storey maximum will be measured from the uphill side to allow for street-fronting townhomes on the downhill side.

Policy 4.5.3

FORM | All housing within the Multi-Family | Apartment designation may include apartment buildings with integrated townhomes in the building podium or stand-alone townhomes.

Policy 4.5.4

ZONING | Zoning for the designation of Multi-Family | Apartment shall be prepared as part of a future Comprehensive Development Zone for Anmore South.

Policy 4.5.5

SIZE | Provide for a range of apartment unit sizes, including units that have more than two bedrooms.

Policy 4.5.6

TENURE | Encourage the development of rental, and non-market rental within the Multi-Family | Apartment designation.

Policy 4.5.7

PARKING | Investigate opportunities to reduce parking requirements for apartments that promote and/or accommodate car-sharing and/or other forms of alternative transportation.

Policy 4.5.8

AMENITY | Provide private outdoor and indoor amenity space to enable social gathering and recreation within the apartment site. Prioritize the provision of roof top amenity space to enhance apartment livability and experience for building residents. Allow for indoor amenity space for multiple buildings to be consolidated in one or more locations.

Policy 4.5.9

PLAY SPACE | Residential development is encouraged to provide outdoor children's' amenity space.

Policy 4.5.10

PEDESTRIAN ORIENTED | Sidewalks and parking areas are to be designed according to barrier free access standards.

Policy 4.5.11

LAYOUT | Consider the siting of buildings, entrances, balconies and ground level uses as a means to frame views, define spaces and promote pedestrian activity. Where possible on ground floors, allow direct access to individual suites from street frontages.

Policy 4.5.12

LAYOUT | Encourage buildings to address the streetscape as a means of creating a well-defined public realm.

Policy 4.5.13

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character. Require implementation of Design Guidelines as means to reinforce local sense-of-place and character.

Policy 4.5.14

AMENITY | Encourage and facilitate the provision of shade and protection from the elements for pedestrians through landscape features (i.e., trees), awnings, overhangs, canopies and/or arcades over walkways.

Policy 4.5.15

SVFD | Ensure delivery of rental homes in the Apartment designation for use by Sasamat Volunteer Fire Department firefighters as part of a future rezoning process for these lands.

Policy 4.5.16

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

4.6 MIXED USE POLICIES

The Mixed-Use designation is intended to create attractive, vibrant, pedestrian-friendly centres that serve as the social and commercial focus within the neighbourhood – all within walking distance of new and existing homes. Combining both residential and commercial uses within a landscaped public space, this designation supports aging-in-place through the provision of neighbourhood shops, services and recreational facilities on transit supportive routes. From restaurants to retail, office space to grocery store, this land use provides for the day-to-day needs of residents, while providing local employment and expanding the Village's tax base.

The Mixed-Use designation provides for neighbourhood shops and services, new local employment opportunities, and diversification of the municipal tax base. The designation accommodates a ground plain of commercial retail uses with underground parking, along with the opportunity for integrated townhouse and mid-rise apartment living above.

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 the 2,202 projected homes at build-out over ~25 years. The analysis projected that on completion Anmore South can support a retail floorspace of 55,900-61,800 sq ft, including a grocery store, pharmacy, food + beverage, local services, clothing and hobbies or homewares.

This designation is distributed in two strategic locations:

CROSSING | The primary commercial node positioned at the confluence of Sunnyside Road and the proposed upper and lower collector roads. Situated between forested streams on a gentle terrace, the Crossing Mixed-Use node complements the public community centre and active park, creating a neighbourhood heart for Anmore South.

FIRST AVENUE | A secondary commercial node positioned along First Avenue near the western entrance to Anmore, supporting the needs of Belcarra residents and regional park visitors. As the terminus of the proposed Village Greenway, this node also provides direct access to active park space while serving the commercial needs of the neighbourhood's lower slopes.

Refer to Appendix E: Retail Market Analysis by City Squared Consulting for further details.

Policy 4.6.1

DENSITY | Permitted gross densities per parcel within the Mixed-Use designation range from 15 units per acre (upa) to 100 upa.

Policy 4.6.2

USES | Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.

Policy 4.6.3

CROSSING | A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.

Policy 4.6.4

FIRST AVENUE | Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.

Policy 4.6.5

SIZE | Provide for a range of commercial and residential unit sizes in the Mixed Use designation based on analysis at the time of rezoning.

Policy 4.6.6

COMMERCIAL PHASING | Phasing of commercial developments should be approved with consideration to the findings of the Anmore South Retail Market Analysis (February 2025) (see Appendix E).

Policy 4.6.7

TENURE | Encourage the development of rental and/or non-market housing within the Mixed Use designation.

Policy 4.6.8

PEDESTRIAN ORIENTED | Establish a ground level retail core within the Mixed-use designation to support a range of neighbourhood retail, commercial services and amenities within a pedestrian-oriented environment.

Policy 4.6.9

PEDESTRIAN ORIENTED | Ensure safe and secure pedestrian connections to Commercial Retail space through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings.

Policy 4.6.10

PEDESTRIAN ORIENTED | Sidewalks and parking areas are to be designed according to barrier free access standards. Outdoor patios should be facilitated where appropriate.

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Policy 4.6.11

LAYOUT | Consider the siting of buildings, entrances, balconies and ground level uses as a means to frame views, define spaces and promote pedestrian activity.

Policy 4.6.12

LAYOUT | Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.

Policy 4.6.13

AMENITY | Accentuate pedestrian connections to commercial and mixed-use developments through design features such as wayfinding signage, street design treatment and preserved view corridors.

Policy 4.6.14

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character. Consider implementation of Design Guidelines as means to reinforce local sense-of-place and character.

Policy 4.6.15

AMENITY | Encourage and facilitate the provision of shade and protection from the elements for pedestrians through landscape features (i.e., trees), awnings, overhangs, canopies and/or arcades over walkways.

Policy 4.6.16

AMENITY | Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.

Policy 4.6.17

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

Policy 4.6.18

PARKING | Short term convenience parking should be provided.

Policy 4.6.19

SAFETY | Incorporate Crime Prevention Through Environmental Design principles into design of Mixed Use developments.

Policy 4.6.20

TENURE | Determine the tenure of commercial units as part of the future rezoning process.

4.7 CIVIC - COMMUNITY CENTRE POLICIES

The Institutional – Community Centre designation is intended to provide a new public facility for Anmore. The location of the Community Centre within the Neighbourhood Plan is convenient to all residents and establishes a prominent landmark near a mixed-use centre and Anmore Elementary School.

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.

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.

Key features for the Community Centre will be determined by the Village but could 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 (400 m) of Anmore Elementary School and a 10-minute walk (800 m) of the Village Hub at the intersection of Sunnyside Road and East Road.

Policy 4.7.1

COMMUNITY CENTRE | Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.

Policy 4.7.2

SIZE | The public Community Centre should provide a minimum floorspace of 20,000 sq ft.

Policy 4.7.3

ZONING | More specific permitted uses will be determined as part of the Comprehensive Development Zone for Anmore South.

Policy 4.7.4

CULTURE | Celebrate Anmore's local culture and history at the Community Centre through design and monumentation.

Policy 4.7.5

PUBLIC REALM | Encourage a vibrant public realm on the Community Centre lands, particularly where connected to public streets and Village Greenways.

Policy 4.7.6

SAFETY | Incorporate Crime Prevention Through Environmental Design principles into design of the Community Centre.

Policy 4.7.7

EMPLOYMENT | Consider opportunities for local businesses to utilize public Community Centre space through rental agreements.

Policy 4.7.8

CHILDCARE | Consider opportunities for child care at the Community Centre.

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4.8 CIVIC - DEVELOPMENT RESERVE

The Civic - Development Reserve designation provides an area which can be used by the Village to meet a variety of future land use requirements. This could include but is not limited to, additional active neighbourhood park space, non-market housing, a future firehall, infrastructure facilities, parking, or public works yard.

The Civic - Development Reserve designation has been strategically located within the Neighbourhood Plan, providing ease of access while avoiding interference with residential land use and maintaining a surrounding natural buffer.

This designation is distributed in two locations:

SUNNYSIDE CROSSING | This Civic Reserve connects directly onto Sunnyside Road at the eastern edge of Anmore South, providing a prominent place within the wider neighbourhood. This area could be ideal for supporting community functions with the adjacent Mixed Use and Community Centre land uses.

NORTHERN RESERVE | This Civic Reserve is accessed off the upper collector loop road and surrounded by a natural area buffer, making it suitable for future non-market residential uses or more discrete civic functions, like a public works yard.

Policy 4.8.1

PUBLIC DEDICATION | The lands should be dedicated to the Village of Anmore for the community's future use as part of a phased subdivision approach.

Policy 4.8.2

PERMITTED USE | Future uses of the Development Reserve lands are intended to be flexible with the future use to be determined by the Village.

Policy 4.8.3

SUNNYSIDE CROSSING | For the Development Reserve near Sunnyside Road, encourage future uses that complement the civic core established by the Community Centre and Mixed Use crossing, which may include active park, parking, or civic institutional uses such as a firehall.

Policy 4.8.4

NORTHERN RESERVE | For the Development Reserve in the northwest section of the neighbourhood, encourage future uses for community benefit, which may include non-market housing, active of natural park, or civic institutional uses such as a public works yard.

4.9 NEIGHBOURHOOD PARK POLICIES

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.

The Neighbourhood Plan provides 10.7 ac of Neighbourhood Park distributed across the neighbourhood. With access to parks and trails within a 5-minute walk (400 m) of every home, the Neighbourhood Park land use serves to create a healthy balance between development and natural open space and recreation.

Refer to Schedule B: Parks + Trails Plan for Neighbourhood Park distribution and connectivity within the Neighbourhood Plan.

Policy 4.9.1

PARKS | Anmore South must provide a network of public neighbourhood parks and gathering places, that interface with natural areas, streetscapes, and recreational and community facilities to enhance village vibrancy and livability, in accordance with Schedule A: Land Use Plan.

Policy 4.9.2

ACCESSIBILITY | Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.

Policy 4.9.3

PARKS PROGRAMMING | Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.

Policy 4.9.4

CONNECTIVITY | Ensure an interconnected network of pathways within public parks – including walking paths/trails, sidewalks and multi-use pathways – to the larger trail system, Village Greenways, and residential areas.

Policy 4.9.5

AMENITIES | Preserve future opportunities for the provision of public park amenities such as signage (for wayfinding and interpretation), benches, garbage receptacles and bicycle racks in public trailhead/ parking areas.

Policy 4.9.6

VIEWS | Establish destination points that make use of celebrated views such as areas for sitting, picnicking and informal lookouts.

Policy 4.9.7

PROGRAM | Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, pump tracks, etc.) based on identified community need.

Policy 4.9.8

PUBLIC ART | Consider incorporating public art installations and outdoor performance facilities within parks and public spaces.

Policy 4.9.9

SPORTS FIELD | Provide a multi-use playing or sportsfield within the Neighbourhood Park on the south side of Sunnyside Road where it can be accommodated by gentle lands.

Policy 4.9.10

INVASIVE SPECIES | Implement policies to identify and manage invasive plants in parks.

Policy 4.9.11

STREETS | Provide public streets adjacent to parks to ensure visual and physical access and safety for the public.

Policy 4.9.12

LANDSCAPING | Encourage a landscaping palette that makes use of native plant species.

4.10 CONSERVATION + RECREATION POLICIES

The Conservation + Recreation land use is the neighbourhood's most significant component for preserving the existing character and identity values of the Village, as well as protecting significant ecological and recreation assets. The intent of the designation is to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors, and passive recreation opportunities.

Greenways + Trails

An integrated trail network offers active opportunities to experience nature, exercise and socialize with 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 ~5 km 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 Schedule B: Parks + Trails Plan).

Village Greenway: the Village Greenways provide a separated 4 m 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 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, additional multi-use Community Pathways (3 m wide) are provided to link individual Anmore South neighbourhoods to natural areas, civic destinations, and Anmore's existing trail system.

Refer to Figure 7C for conceptual multi-use path cross-sections. Specific configuration and programming of the Greenway + Trail Network will be determined through neighbourhood planning with community consultation.

Policy 4.10.1

AREA | A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan.

Policy 4.10.2

COMPONENTS | The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.

Policy 4.10.3

WATERCOURSES | Ensure functional ecosystem protection of watercourses, including Doctors Creek and Schoolhouse Creek, their tributaries and ponds in accordance with industry standard best practices - including Develop with Care (2014).

Policy 4.10.4

ENVIRONMENTAL PERMITTING | Applicable Water Sustainability Act notifications or approvals are required for all changes in and about a watercourse or wetland.

Policy 4.10.5

RAINWATER | Preserve rainwater function within the Conservation + Recreation area designation in conjunction with recreational use, where feasible.

Policy 4.10.6

RESTORATION | Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.

Policy 4.10.7

VISUAL BUFFERS | Avoid diminishment of significant areas of forest that act as Visual Impact Buffers between Anmore South and existing neighbourhoods unless it can be demonstrated that visual quality objectives are maintained through mitigation.

Policy 4.10.8

TRAILS | Generally, avoid developing trails in provincially regulated Riparian Areas Protection Regulation setbacks unless on Village-owned land and/or permitted by the Village.

Policy 4.10.9

CONNECTIVITY | Provide trail and greenway connections to existing neighbourhoods and Anmore Elementary School.

Policy 4.10.10

ACCESSIBILITY | Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4 m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling networks.

Policy 4.10.11

ECOSYSTEMS | Mitigate impacts to Valued Ecosystem Components due to trail and greenway construction through avoidance and/or appropriate mitigation strategies as recommended by a QEP.

5



Neighbourhood Infrastructure

5. NEIGHBOURHOOD INFRASTRUCTURE

The extension and provision of municipal infrastructure is fundamental to the realization of a mixed-use community in Anmore. The infrastructure defined by the Neighbourhood Plan accommodates the functional demand of the neighbourhood's land uses and population, incorporating measures to better sustain the community and lessen impacts on the natural environment.

5.1 TRANSPORTATION NETWORK

The Neighbourhood Plan's Transportation Network reflects connectivity and multi-modal transportation with context-sensitive streets. Each street and multi-use path is tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community.

Aiming to reduce the proportion of automobile-based trips in the neighbourhood, the following active transportation design principles were considered:

- Implement Livable Streets Standards to lessen the physical, visual and environmental impacts of new streets. Refer to Figures 7A + 7B: Street Cross-Sections;
- Strive for integrated networks for pedestrian, cycling and vehicular traffic, including dedicated multi-use paths on all collector streets;
- Provide sidewalks on both sides of local streets; and,
- Provide trail connections between neighbourhood destinations, transit and cycling corridors.

Within the Transportation Network, measures to reduce greenhouse gas emissions and energy use include reduced pavement widths, tree-lined boulevards, rainwater infiltration galleries, and dedicated multi-use paths that contribute to the pedestrian and cycling networks.

Livable Streets

Sharing is central to the design of 'livable streets' that serve everyone's needs, from the weekday commuter to the weekend stroller. Livable streets are those that are well suited to their purpose of making a place for everyone that is functional, safe, and enjoyable. In the spirit of sharing, and to reduce reliance on private automobiles, Anmore South's Livable Streets enhance the pedestrian experience, improve bicycle safety, and make for more efficient traffic circulation.

Street Network and Hierarchy

The topography of Anmore South serves to limit the options available for establishing a traditional network of public neighbourhood streets. The proposed Major Street Network works to lessen the physical, visual, and environmental impacts of streets through site sensitive design, including landscape buffering and traffic calming.

Collector Streets provide the primary vehicle circulation for the neighbourhood, including an Upper and Lower Loop from Sunnyside Road. Designed to be supportive of pedestrians, cyclists, and future transit service, the Collector Streets link the neighbourhood's residential areas to neighbourhood parks, the Sunnyside Crossing Mixed Use Centre, and the Major Road Network.

Local Streets provide a complete pattern of streets and convey the vision for the neighbourhood. Local Streets also serve to enhance the Village's street network by connecting Crystal Creek Drive to the Anmore South collector loop and connecting Fern Drive to Sunnyside Road through adjacent neighbourhood development.

Refer to Schedule D: Street Hierarchy Plan.

Pedestrian + Cycling Network

Anmore South's Pedestrian Network links all homes to active parks, natural recreation areas, and civic destinations including Anmore Elementary School and the new Anmore South Community Centre. The Pedestrian Network includes 4 m wide Village Greenways linking Anmore South with existing neighbourhoods and community destinations, enabling pedestrians to experience the retained forest character of Anmore South's Conservation + Recreation lands. Village Greenways have been designed at a gentle grade suitable for all users and include a safe pedestrian underpass of Sunnyside Road. In addition to the Village Greenways, 3 m wide Community Pathways are provided throughout Conservation + Recreation lands, providing additional pedestrian permeability throughout the neighbourhood. Anmore South's street network also provides pedestrian sidewalks on both sides of all Collector and Local Streets.

The Cycling Network supports multi-modal transportation by providing a safe and efficient alternative to the traditional vehicle commute. The 4 m wide Village Greenways include a separated 2.2 m wide bicycle path for safety of cyclists and pedestrians. Additionally, all Collector Streets include a grade-separated off street cycling path on one side of the street.

Refer to Schedule E: Pedestrian Network Plan

Transit Network

Expanding local transit service into the Neighbourhood Plan area is an important part of creating a multimodal community, with future residential density playing an important role in the type of transit to be provided. Anmore South is within a 10-minute drive of rapid transit in Port Moody. However, the current level of transit service in Anmore provides limited coverage because of its existing low population density.

Anmore South's residential densities are supportive of increased transit service, with the objective of providing improved transit connection to Suter Brook Village, the SkyTrain, and West Coast Express.

Residential densities at Anmore South are supportive of increased frequency of TransLink's current Route 182, providing a community shuttle bus from SkyTrain and commuter rail at Moody Centre Station via East Road, Sunnyside Road, and Bedwell Bay Road.

TransLink's Route 181 provides a second and more direct service along Ioco Road but currently terminates before Anmore South at Ioco Road & First Avenue. The Neighbourhood Plan Street Network provides for safe bus share facilities as well as a looping Collector Street suitable for extending Route 181 to access the Sunnyside Road Commercial Crossing and new Anmore South Community Centre.

All improvements to transit service will require collaboration between the Village of Anmore and TransLink. Refer to Schedule F: Transportation Plan.

Transportation Impact Assessment

Transportation Impact Assessment Report

March 2025

Bunt & Associates

A detailed Transportation Impact Assessment was prepared by Bunt & Associates to assess traffic management, alternative transportation, and the capacity of the street network within Anmore South and its effect on the wider area.

The Transportation Impact Assessment identified the following:

- Anmore South will advance the Village's rural transportation network, by providing new multi-modal street connections to the existing network at Sunnyside Road, Crystal Creek Drive, and Fern Drive.
- Road and intersection capacity was calculated with increased traffic volumes that assumed the full buildout of Anmore South, along with an annual 1% increase in background traffic growth (from other development in the area).
- Roads and intersections within Anmore are expected to be able to accommodate this increase, subject to achievable upgrades at three identified intersections, such as roundabouts or signalization.
- Regional roads leading into Anmore (Ioco Road and East Road) and intersections along these corridors are expected to be overcapacity with this increase. Future improvements would involve discussions with TransLink, Metro Vancouver and neighbouring municipalities. Phased analysis estimates that without these future improvements, up to 40% of full buildout can be accommodated with the current regional road network.

Recommendations to Reduce Traffic Impacts

The Transportation Impact Assessment recommends the following Transportation Demand Management (TDM) measures to be implemented to offer people viable travel alternatives to their private vehicle. These measures include:

- Sidewalks on all streets, plus multi-use paths and trails for car-free walking and cycling routes to neighbourhood parks, community centre, and commercial stores.
- Reduced parking ratios in all phases of development, naturally catering to households with fewer vehicles.
- Car-share program (20 vehicles planned to be phased, including specialized vehicles).
- Neighbourhood shops and civic services to introduce the option to stay local for many trips.

Funding and discussions with TransLink to enhance public transit and bus shelter facilities:

- Phase 1: Extend bus route 181 from Ioco Road to loop into Anmore South with current frequencies to provide a more direct connection to Port Moody.
- Full Buildout: Frequent bus service (15-minute intervals all week), which could involve an express bus to Suter Brook/Newport and Port Moody rapid transit locations.

Ongoing monitoring is also recommended through updated Transportation Impact Assessments after each 300 new housing units, which helps account for the uncertainty in background traffic growth and reassess any impacts. This allows for the incremental development of the Anmore South lands within the means of the evolving transportation networks. These studies will determine if/when the following recommended upgrades should be built to reduce the effects of increased traffic:

- Small-scale upgrades to slightly increase capacity and reduce delay on the two existing access corridors to Anmore that presented operation constraints – East Road and Ioco Road. These could include adding left turn lanes to high-volume locations, designated bus pullout stops at high ridership locations, removing on-street parking where possible, and introducing or expanding traffic signals at high-volume locations.
- Intersection upgrades within Anmore at East Road/Sunnyside Road, First Avenue/Ioco Road, and First Avenue/Bedwell Bay Road/Sunnyside Road.
- Further collaboration with TransLink, Metro Vancouver, and local municipalities to discuss transit improvements and develop a coordinated approach to transportation planning on regional roads, including road capacity in Anmore, Belcarra and Port Moody.

5.2 STREET NETWORK AND TRANSPORTATION POLICIES

Policy 5.2.1

TRAFFIC MANAGEMENT | incorporate the recommendations for traffic management and parking requirements presented in the Anmore South Transportation Impact Assessment.

Policy 5.2.2

TRAFFIC MONITORING | As recommended by the Transportation Impact Assessment, require an updated traffic assessment with new monitoring data after each 300 new housing units are completed.

Policy 5.2.3

LIVABLE STREETS | Implement the Livable Street cross sections as shown in Figures 7A + 7B to limit physical, visual, and environmental impacts while providing multiple street connections with relatively direct routes.

Policy 5.2.4

IMPACTS | Minimize the impact of streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.

Policy 5.2.5

LOCAL STREETS | Further develop and refine local street alignments through the subdivision process.

Policy 5.2.6

EMERGENCY CONNECTOR | Provide emergency connectors (vehicular) with pedestrian use for cul-de-sac road lengths greater than 200 m in length.

Policy 5.2.7

PUBLIC REALM | Create a positive pedestrian realm through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.

Policy 5.2.8

PUBLIC REALM | Preserve future potential for public pedestrian amenities such as universally accessible pathways, benches, and street trees along new major streets.

Policy 5.2.9

OFF-STREET NETWORK | Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.

Policy 5.2.10

OFF-STREET NETWORK | Where a multi-use pathway is constructed off-street, ensure appropriate lighting is provided for safety, applying Dark Sky lighting principles.

Policy 5.2.11

END-OF-TRIP FACILITIES | Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.

Policy 5.2.12

TRANSIT | Design all collector roads to accommodate future transit service.

Policy 5.2.13

TRANSIT | Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.

Policy 5.2.14

TRANSIT | Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.

Policy 5.2.15

LIGHTING | Explore alternative street lighting standards to promote energy efficiency and limit ambient light pollution in support of Dark Sky Lighting principles.

Policy 5.2.16

PARKING | Provide parking for destination parks and trailheads through detailed park design.

Policy 5.2.17

CRYSTAL CREEK | Provide a new local street connection to Crystal Creek Drive to connect the Crystal Creek neighbourhood with the rest of Anmore.

Policy 5.2.18

FERN DRIVE | Provide a new local street connection from Fern Drive to Sunnyside Road through adjacent development.

Policy 5.2.19

TDM | Transportation Demand Management measures should be explored in conjunction with a future rezoning application as outlined in the Anmore South Transportation Impact Assessment (March 2025) (see Appendix F).

Policy 5.2.20

TRUCK ROUTES | Truck movement will be consistent with the Regional Goods Movement Strategy and Regional Truck Route Network.

5.3 MUNICIPAL SERVICING INFRASTRUCTURE

Infrastructure Servicing Report

January 2025

Aplin Martin Consultants Ltd.

The conceptual Water, Sanitary, and Rainwater Systems proposed for Anmore South respond to its unique location and topography. Accommodating the planned servicing demands, the infrastructure concepts are cost effective, respectful of the environment, and designed to conserve water and energy resources. Servicing plans described in this Neighbourhood Plan are conceptual for the purpose of documenting neighbourhood feasibility and are subject to change through detailed design.

Anmore South Conceptual Water System

The conceptual Water System is designed to connect Anmore South to the regional trunk water infrastructure. Reflecting the complex topography of Anmore South, the water system is divided into pressure zones served by a reservoir located at a higher elevation. The water system will consist of feeder and distribution mains, booster pump stations, pressure reducing valves, and proposed blowoffs at each of the end pipes. The final water system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule G: Water Servicing Concept.

Anmore South Conceptual Sanitary System

The conceptual Sanitary System is designed to connect Anmore South to the regional trunk wastewater infrastructure. The layout will rely on gravity flow through a combination of street alignments and dedicated utility corridors, directing flows toward the regional connection point. In areas where gravity service is not feasible, low-pressure systems will be utilized. The final sanitary system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule H: Sanitary Servicing Concept.

Anmore South Conceptual Rainwater Drainage System

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 prior to being released into natural creeks.

The conceptual 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.

The final rainwater system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule I: Drainage Concept.

5.4 SERVICING INFRASTRUCTURE POLICIES

Policy 5.4.1

INFRASTRUCTURE SERVICING | The neighbourhood will be serviced generally in accordance with the Anmore South Neighbourhood Plan Infrastructure Servicing report dated March 2025 and included as Appendix G.

Policy 5.4.2

REGIONAL SERVICE | Anmore South will be connected to regional drinking water and sanitary services following approval from Metro Vancouver. Regional sanitary service will be limited to the Anmore South neighbourhood to preserve the semi-rural density and character of existing Anmore.

Policy 5.4.3

CONSTRUCTION | The developer will finance new trunk servicing infrastructure connecting the Metro Vancouver water and sanitary systems.

Policy 5.4.4

OWNERSHIP | The Village will own and operate distribution infrastructure facilities in the neighbourhood and access to them will be enabled. Metro Vancouver will own and operation the regional infrastructure.

Policy 5.4.5

RESERVOIR | The final location of the new water reservoir will be determined at the rezoning stage in conjunction with Anmore Staff to optimize location.

Policy 5.4.6

RAINWATER | Implement rainwater management systems through detailed design that support pre-development surface and groundwater flow regimes in natural areas to the extent feasible.

Policy 5.4.7

FIRE FIGHTING | Explore opportunities to design water servicing infrastructure to support wildland fire prevention and fire fighting.

Policy 5.4.8

OPTIMIZATION | Allow for flexibility in infrastructure servicing plans through detailed design to maximize community benefit.





Neighbourhood Economics

6. NEIGHBOURHOOD ECONOMICS

6.1 FISCAL + ECONOMIC ANALYSIS

Fiscal Impact Analysis

April 2025

Deloitte

The Fiscal Impact Analysis was prepared by Deloitte to assess the net fiscal impacts of Anmore South on the Village of Anmore. The analysis was designed to test the financial feasibility of the project using the Village's current levels of services for staffing, amenities and infrastructure

The analysis compared the following two alternative scenarios:

- Anmore's current financial situation, based on the 2024 Village budget as outlined in the 2024 Five-Year Financial Plan; and,
- Anmore South neighbourhood at full buildout.

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 took 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.

Anmore South will generate a net fiscal benefit for the municipality through new residential and commercial property taxes. While the estimated specific net benefit differed between Deloitte and the Village's consultant, the analysis identified a net fiscal benefit. This improvement provides the Village with expanded financial options, ranging from new or improved services to accelerated infrastructure renewal to tax reduction.

In addition to net taxation benefit, Anmore South will generate significant revenue for the Village through development cost charges, while also creating opportunities for local businesses to serve the future needs of the growing community.

Refer to Appendix H: Fiscal Impact Analysis for further details.

Economic Impact Analysis

March 2025

Deloitte

The Economic Impact Analysis was prepared by Deloitte to assess the projected economic impact of the proposed Anmore South neighbourhood on the Village of Anmore. The report summarized the economic impacts of Anmore South as they relate to employment, demographics and housing.

The analysis considers impacts on employment resulting from the proposed commercial uses, civic facilities, and expanded range of housing. Based on the analysis, Anmore South is estimated to have a positive local employment impact of 397 jobs. This includes jobs based in Anmore South at the grocery store, specialty food stores, community centre, childcare facilities, home-based employment, and local government and schools.

In addition to the ongoing impacts 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 3,500 person-years.

Refer to Appendix I: Economic Impact Analysis for further details.

6.2 FISCAL + ECONOMIC POLICIES

Policy 6.2.1

LOCAL SERVICE AREA | A Local Service Area shall be established to ensure that fees associated with the regional sanitary sewer are borne by residents and commercial users benefiting from the sewer connection.

Policy 6.2.2

EMPLOYMENT | Maximize local job opportunities to enhance Anmore's economy in accordance with the Economic Impact Analysis (March 2025) (see Appendix I).

Policy 6.2.3

DEVELOPMENT COST CHARGES | The Village shall use Development Cost Charges to ensure that development - not existing Anmore taxpayers - pays the costs of future infrastructure upgrades as identified by the Village.

Policy 6.2.4

COMMUNITY AMENITY CONTRIBUTIONS | Community Amenity Contributions as determined by the Village must be provided for Anmore South in accordance with a future rezoning agreement to provide community benefits.





Neighbourhood Implementation

7. NEIGHBOURHOOD IMPLEMENTATION

7.1 NEIGHBOURHOOD PHASING STRATEGY

Anmore South is projected to build-out through a phased development over 20-25 years to accommodate community needs, while respecting the semi-rural character of the existing village. Allowing for an orderly provision of community development and services, the Neighbourhood Plan provides a high-level framework for phasing. Future detailed planning will provide analysis and recommendations on refined neighbourhood phasing.

Anmore South will be phased to ensure that the infrastructure and services required to support the growth of the new community are in place in phases. The neighbourhood is expected to develop according to the following sequence of phases:

- Phase 1 | Fernwood
- Phase 2 | Ridge
- Phase 3 | Glade
- Phase 4 | Crossing
- Phase 5 | Terrace
- Phase 6 | Creekside

The phasing strategy is to be further developed during the rezoning and development agreement process, also involving external agencies, including School District 43 and utility companies as they plan future infrastructure and facility decisions.

Refer to Schedule J: Conceptual Phasing.

7.2 IMPLEMENTATION POLICIES

Policy 7.2.1

REGIONAL DESIGNATION | The Anmore South neighbourhood will be fully within the regional Urban Containment Boundary following consideration by Metro Vancouver.

Policy 7.2.2

PHASING | Development within the Anmore South neighbourhood will be gradual and on a phased basis.

Policy 7.2.3

STREET STANDARDS | Livable Street Standards for Anmore South must be prepared by a Professional Engineer and accepted by Village staff to provide engineering design criteria for the Collector and Local street cross-sections presented in Figure 7A + 7B.

Policy 7.2.4

SERVICING | Detailed engineering plans and infrastructure cost estimates for linking water and sanitary services to Anmore South must be prepared by a Professional Engineer.

Policy 7.2.5

DEVELOPMENT PERMITS | Applicable Development Permits must be obtained for all Anmore South development in accordance with Development Permit Areas and guidelines described in Section 8 of the Neighbourhood Plan.

Policy 7.2.6

ZONING | Implementing zones for Land Use Designations shall be prepared as part of the future Anmore South Comprehensive Development Zone.

Policy 7.2.7

SD43 | The Village will continue to work with School District 43 on servicing the expected population growth in the Anmore South Neighbourhood as well as potential facility improvements at Anmore Elementary.

Policy 7.2.8

GHG Reduction | Encourage use of energy efficient technologies and building materials in Anmore South developments.

Policy 7.2.9

DESIGN GUIDELINES | Design Guidelines should be prepared by the master developer to ensure quality and consistency of neighbourhood development over build-out.





Development Permit Areas

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8. DEVELOPMENT PERMIT AREAS

8.1 DEVELOPMENT PERMIT AREAS + GUIDELINES

Under the British Columbia Local Government Act, an official community plan may designate Development Permit Areas (DPA) where they relate to the purposes set out in Section 488 (1). The following purposes are applicable to the Neighbourhood Plan, as they relate to the type of proposed development, respond to existing site conditions, and will help preserve the existing character of Anmore:

- **Section 488 (1) (a):** protection of the natural environment, its ecosystems and biological diversity;
- **Section 488 (1) (b):** protection of development from hazardous conditions; and,
- **Section 488 (1) (f):** establishment of objectives for the form and character of commercial and multi-family residential development.

To address the purposes in accordance with the Local Government Act, the Neighbourhood Plan therefore includes the following DPAs:

- **Development Permit Area 1:** Multi Unit Residential (DPA 1);
- **Development Permit Area 2:** Commercial Mixed Use (DPA 2);
- **Development Permit Area 3:** Natural Environment (DPA 3); and
- **Development Permit Area 4:** Hillside Development (DPA 4).

These DPAs will guide development in areas with special conditions. Development within DPAs will require submission of a Development Permit Application to the Village of Anmore with application requirements specific to each DPA. As not all applications warrant the same level of detail, a pre-application meeting with the Village will be required to determine the application requirements.

The following sections describe the purpose and justification for the inclusion of these DPAs within Anmore South. For DPA 1 and 2, high level objectives are set guiding the overall tone and key requirements for development within these DPAs. However, currently specific design guidelines are understood to be premature for setting the form and character of built form. A comprehensive list of design guidelines will be detailed at the time of rezoning and subdivision to further guide development under these DPAs.

DPA 3 and 4 are site conditional, relating to existing constraints within Anmore South and are for the protection of the natural environment as well as future development. As such, design guidelines can be set and are outlined within the Neighbourhood Plan.

It should be noted that a specific development site may require multiple development permits to facilitate development.

See Schedule K: Development Permit Area Plan.

8.2 DPA 1: MULTI UNIT RESIDENTIAL

Purpose of Designation Category

Pursuant to subsection 488 (1) (f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of multi-family residential development.

Justification

The Multi Unit Residential DPA is applicable to all duplex, townhome and apartment building forms in Anmore South within the Residential – Multi-Family | Attached, Multi-Family | Apartment and Mixed-use land use designations. This DPA is designated to establish high level guidelines for the form and character of multi unit residential development. This is with the intention to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant residential neighbourhood meeting the following objectives:

- to ensure that developments are compatible in scale, form and character with the adjacent uses and consistent with the overall neighbourhood plan;
- to encourage developments that serve to preserve and enhance any special natural, or aesthetic features which help define the identity of the area;
- to provide ease of access for residents, regardless of physical capabilities;
- to ensure that, where necessary, the design creates suitable transition between differing land uses or residential densities;
- to ensure that multi-family development is designed to provide the features and amenities suitable for the needs of future residents.

Multi-Unit Residential Development Permit Guidelines (DPA 1):

General Design

1. CHARACTER | The character of multi-family development at Anmore South will generally:
 - a. celebrate and respect the west coast character;
 - b. be designed to integrate into the existing topography and natural landscape;
 - c. incorporate a variety of local, natural building materials into the design of the buildings wherever feasible;
 - d. be designed to respond to the local climate and situated to maximize views and natural sunlight wherever feasible; and,
 - e. encourage buildings to address the street, or greenway/other public space or both, to create a highly permeable public realm edge and allow direct access to suites from ground elevations where possible.

2. **OUTDOOR SPACE** | Outdoor patios, landscaped commons and/or amenity areas are encouraged.
3. **STREET FURNITURE** | Street furniture, such as benches, light fixtures, bicycle racks, signage, and recycling/refuse containers, shall be incorporated in the landscape design. These shall be consistent, similar, or identical in character to the architectural character of the development. A standard shall be established as part of a future rezoning application.
4. **PEDESTRIAN** | Public open space and pedestrian walkway linkages to adjacent neighbourhoods (to complement recreational opportunities and reduce automobile dependence) shall be encouraged.

Building Siting, Height, Size & Massing

5. **SITING** | Building placement and design shall consider setting buildings into the hillside and stepping upper storeys back to respect views from the adjacent buildings where feasible.
6. **MASSING** | Buildings shall be designed to avoid presenting an overly dominant appearance using varying architectural massing, roof line and balcony/terrace design, window treatments, and landscaping to reduce monolithic forms and improve their aesthetic appearance.
7. **ARCHITECTURE** | Human-scaled architectural elements are required to minimize the visual impact of larger multi-unit forms. This could involve framing taller multi-family buildings with 2 to 3 storey structures at street level.
8. **OVERHANGS** | Deep overhangs and/or covered balconies and patios adjacent to the primary living areas shall be provided where feasible.
9. **SHELTER** | Continuous weather protection over main entrances and over building facades shall be encouraged.
10. **SHADING** | Building siting and internal spaces should be designed to promote natural ventilation, reducing reliance on mechanical means. Shading devices should be used to control solar heat gain during summer months while permitting sunlight into living space during the cold months.
11. **ROOFS** | Stepped roof lines that scale buildings from major to minor elements are strongly encouraged.

Materials & Exterior Finishes

12. MATERIAL | The use of non-combustible building materials is encouraged.
13. MATERIAL | Where feasible, a variety of locally responsive and/or natural building materials should be incorporated into the design without compromising the building or structure's fire resistance.
14. MATERIAL | Select exterior building materials for their functional and aesthetic quality. These materials should exhibit high qualities of durability, longevity and ease of maintenance.
15. MATERIAL | Continue higher quality materials used on the principal façade around any building corner or edge which is visible to the public.
16. FINISHING | Authentic detailing and application of exterior finishes is strongly encouraged. Unfinished building walls, including exposed basements, are discouraged.
17. COLOUR | Colours shall be selected to complement the natural environment, inspired by site vegetation and vistas: earth-based warm greys, browns and umbers, and moss greens as well as cooler colours inspired from the sea and sky, such as pale blues and greys. Lighter tones can be used to provide accent trim and in base areas, projecting elements and entries. Bolder colours will be acceptable, assuming the overall palette is complementary.

Parking and Loading

18. LANDSCAPE | Parking areas should be integrated with the topography where feasible consisting of a series of smaller parking areas, screened through landscape design to establish a pedestrian-friendly environment while reducing the visual impact of surface parking areas. Underground parking is preferred, where feasible
19. ORIENTATION | Where feasible, parking and loading areas shall be to the rear of the front-face of buildings.
20. LOADING | Shared loading areas will be considered when compatible uses are in the same development.

Landscaping and Screening

21. LANDSCAPE | Landscape Plans shall be prepared by a BCSLA landscape architect and shall satisfy the following objectives:
 - a. to use a variety of native or similarly hardy, drought tolerant deciduous and evergreen plant species, perennials and grasses that are best suited to the site specific growing conditions;
 - b. to minimize water consumption through means such as micro-irrigation and xeriscaping;
 - c. to provide visual separation from and compatibility with surrounding single family dwelling uses;
 - d. to improve the aesthetic appeal of the development;
 - e. to assist in the safe movement of pedestrians throughout the site while limiting access to sensitive areas;
 - f. to reduce the amount of impervious surfaces on the site;
 - g. to complement the development and surrounding uses;
 - h. to preserve natural character and delineate between amenity space and natural areas; and,
 - i. to establish or enhance habitat values on the development site where appropriate.
22. VEGETATION | Retention of natural vegetation is encouraged wherever possible both during construction and throughout the life of the development.
23. VEGETATION | Plant species used in replanting, restoration and enhancement shall be selected to suit the soil, light and groundwater conditions of the site with temporary irrigation required, should be native to the area, and be selected for erosion control and/or habitat values as needed.
24. RAINWATER | Low impact rainwater control measures shall be integrated into paving treatments and landscape design to encourage detention and improve water quality.
25. BUFFERS | Where appropriate, establish landscape buffers that create a natural transition between the public, semi-public and private uses through the use of hard and soft landscaping, such as areas containing layers of shrubs, trees and low walls where required.

- 26. **GARBAGE** | Garbage and recycling containers (bear/animal resistant), utilities, service kiosks, meters, elevator housing, exhaust elements, satellite dishes, etc. shall be screened or enclosed with a combination of landscaping, trees, fencing and gates to a minimum height of 2.0 metres. Any outside storage areas shall be located to the rear of buildings unless adequately screened.
- 27. **FENCING** | Chain link fencing shall be used only when screened by landscaping. Decorative fences are encouraged.
- 28. **FOUNDATIONS** | Exposed foundation walls should match the exterior finish of the building – including parkade structures and/or exposed basements.
- 29. **INTERSECTIONS** | Landscaping at intersections shall protect visual triangles.

Pedestrian + Cycling Considerations

- 30. **PATHS** | Pedestrian sidewalks and pathways should provide direct/ convenient connections between building entrances, parking areas and sidewalks/pathways of adjacent streets.
- 31. **ACCESS** | Sidewalks and parking areas designed according to barrier free access standards are required.
- 32. **SIGHTLINES** | Walls, fences, landscaping, grade changes or other site features should not obscure vehicle driver vision of pedestrian or bicycle routes or provide for concealment.
- 33. **PEDESTRIAN** | Where appropriate, pedestrian facilities shall be provided to separate pedestrian and traffic circulation on a site and minimize vehicle/pedestrian conflicts.
- 34. **AMENITIES** | Public and private street designs shall provide pedestrian amenities such as benches, human-scaled lighting, street trees, and recycling/refuse receptacles where appropriate.
- 35. **SAFETY** | Safe pedestrian routes shall be provided to link commercial and multi-unit residential developments to and through existing neighbourhoods, parks and neighbourhood destinations.
- 36. **PATHS** | All internal pedestrian walkways shall be distinguished from driving surfaces through the use of attractive clearly delineated pathway or durable, low maintenance surface materials such as pavers, bricks, or concrete with consideration of pedestrian safety, abilities and comfort.

Site Illumination + Signage

37. SIGNAGE | Signage shall complement the design of buildings and structures and be grouped, where possible, in multiple development sites. The use of natural materials is encouraged. A consistent signage approach is encouraged.
38. SIGNAGE | The size, location and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and landscaping. The design of fascia signs containing individual signage shall be integrated into the design of the building.
39. SIGNAGE | No roof top signs shall be permitted. Multi-tenant buildings shall provide combined tenant signage.
40. SIGNAGE | Signage should be visually unobtrusive; signage should be designed to be aesthetically pleasing and require a minimal amount of lighting or boldness to be effective.
41. LIGHTING | The use of indirect and/or accent lighting on signage is encouraged.
42. DARK SKY LIGHTING | Lighting should be designed, both outside and inside developments, in accordance with Dark Sky guidelines to improve safety, minimize glare and preserve the ambiance of the night sky. The use of video signage is not permitted.
43. LIGHTING | All new, replacement and upgraded exterior lighting in existing and proposed developments shall use Full-Cut Off/Flat Lens (FCO/FL) luminaries as required for roads, parking, loading and pedestrian areas. Exterior building lighting will also be required to use FCO lighting fixtures.

8.3 DPA 2: COMMERCIAL MIXED USE

Purpose of Designation Category

Pursuant to subsection 488 (1) (f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial development.

Justification

The Commercial Mixed Use DPA is applicable to all properties in Anmore South that contain a mix of residential and commercial related uses within the Mixed-Use land use designation. The intention is to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with vibrant community nodes and commercial areas with the following objectives:

- to ensure that commercial development contributes to the economic vitality of the area and the creation of a more complete community, as well as, remaining sensitive to the residential component in mixed-use buildings;
- to ensure that development is designed to reduce the reliance on vehicles and enhance the pedestrian environment;
- to ensure that multi-family development respects the character of surrounding lower density residential uses through its siting, design and exterior finishings;
- to discourage low density single storey commercial development;
- to discourage auto-oriented commercial uses including drive-through uses;
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents;
- to eliminate conflict between the commercial and residential components and address issues such as loading and garbage.

Commercial Mixed-Use Development Permit Guidelines (DPA 2):

1. ENTRANCES | Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.
2. BUILDING HEIGHT TRANSITIONS | Building height transitions shall be considered to ensure compatibility between multi storey buildings and lower intensity development on adjacent properties. Unfinished side walls are not permitted.
3. COMMERCIAL | Maximize active uses (e.g. shop fronts) along the public interface, including along streets and public thoroughfares.
4. COMMERCIAL | Orient primary retail or commercial unit entrances towards the street/plazas rather than to parking areas.
5. COMMERCIAL | Maximize retail/commercial glazing at the street frontage and avoid overhanging building arcades. Avoid the use of signage or other images on windows to prevent visual connections to the street.
6. COMMERCIAL | Provide a finer grain of detailing of ground level frontages to add interest and character and opportunities for outdoor patios.
7. SHELTER | Continuous weather protection over main entrances and over building facades shall be encouraged.
8. SHADING | Building siting and internal spaces should be designed to promote natural ventilation, reducing reliance on mechanical means. Shading devices should be used to control solar heat gain during summer months while permitting sunlight into living space during the cold months.
9. ROOFS | Stepped roof lines that scale buildings from major to minor elements are strongly encouraged.
10. PEDESTRIAN | All Commercial Mixed-Use developments shall be designed with consideration to integration with the Anmore South Pedestrian Network and creating a positive pedestrian realm.
11. ACCESSIBILITY | Wherever possible, all outdoor public areas of Commercial Mixed-Use developments are to be accessible to persons with physical disabilities.
12. PARKING | Convenience surface parking shall be provided to ensure ease of access and support commercial viability.
13. LOADING | Loading areas for commercial uses should be provided behind buildings.
14. SCREENING | Garbage and recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles.

15. GARBAGE | Garbage and recycling containers should be wildlife resistant.
16. SIGNAGE | Commercial signage shall complement the design of buildings and structures and be grouped, where possible, in multiple development sites. The use of natural materials is encouraged. A consistent signage approach is encouraged.
17. SIGNAGE | The size, location and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and landscaping. The design of fascia signs containing individual signage shall be integrated into the design of the building.
18. SIGNAGE | No roof top signs shall be permitted. Multi-tenant buildings shall provide combined tenant signage.
19. LIGHTING | The use of indirect and/or accent lighting on signage is encouraged.
20. DARK SKY LIGHTING | Lighting should be designed, both outside and inside developments, in accordance with Dark Sky guidelines to improve safety, minimize glare and preserve the ambiance of the night sky. The use of video signage is not permitted.
21. LIGHTING | All new, replacement and upgraded exterior lighting in existing and proposed developments shall use Full-Cut Off/Flat Lens (FCO/FL) luminaires as required for roads, parking, loading and pedestrian areas. Exterior building lighting will also be required to use FCO lighting fixtures.

8.4 DPA 3: NATURAL ENVIRONMENT

Purpose of Designation Category

Pursuant to subsection 488 (1) (a) of the Local Government Act, the purpose of this designation is to protect the natural environment, its ecosystems and biological diversity.

Justification

The Natural Environment DPA is applicable to all properties in the Neighbourhood Plan that may be developed.

The Village of Anmore has extensive natural areas that include significant forested areas, streams, riparian areas, wetlands and steep hillsides and rock features. These areas are ecosystems that provide many functions necessary for the health and well-being of fish, wildlife and people.

The intent of this DPA is to guide development to avoid negative effects on environmentally sensitive and significant areas, habitat, water quality, biodiversity, air quality, greenhouse gas emissions, watercourse maintenance, outdoor recreation opportunities, and other tangible and intangible benefits of natural areas.

To ensure the protection of riparian areas the Anmore OCP outlines in Schedule F the Watercourse Protection DPA. The guidelines for the Watercourse Protection DPA, consistent with the requirements of the Province's Riparian Areas Regulation (RAR), are to be contained in the Village's Zoning Bylaw. The following guidelines are intended to be in addition those outlined in the OCP to guide development outside the watercourse zones.

Natural Environment Development Permit Guidelines (DPA 3):

1. HABITAT | Design and implement artificial habitat features, such as nesting boxes or spawning beds, where natural features are not present or practical, and as recommended by a Qualified Environmental Professional (QEP).
2. HABITAT | Design roadways and connections to mitigate habitat fragmentation, disruption and impedance to wildlife travel, with a preference for open-bottom culverts or clear-span bridges for stream crossings.
3. HABITAT | Prevent ecosystem fragmentation by preserving natural area connectivity.
4. INFILTRATION | Limit impervious surfaces to improve stormwater absorption by using permeable materials and techniques, including permeable pavers and structural grass fields.
5. LAYOUT | Limit encroachment into adjacent environmentally sensitive areas by adjusting building construction and site layouts.
6. LAYOUT | Locate development on portions of the site that are least environmentally sensitive by retaining a QEP to complete a bio-inventory prior to site design in accordance with industry standard best practices, including Develop with Care (2014).
7. LIGHT | Design development to limit ambient light pollution and reduce impacts on those habitat areas reliant on darkness.
8. LIGHT | Develop phase-specific plans to comply with Dark Sky policies.
9. MITIGATION | Implement QEP recommendations approved by the Village of Anmore, including environmental mitigation measures.
10. MONITORING | Require environmental monitoring by a QEP during construction adjacent to or within a watercourse or wetland.
11. RAINWATER | Incorporate rainwater Best Management Practices into development so as to mimic pre-development creek flows and groundwater infiltration.
12. RIPARIAN | Enhance and, where feasible, restore watercourses that are compromised by riparian invasive plants to improve watercourse quality.
13. SEDIMENT + EROSION | Install both temporary and permanent sediment/pollutant containment and erosion control measures for any development.

14. SEDIMENT + EROSION | Require phased and site-specific Erosion and Sediment Control Plans to be prepared for developments by Professional Engineers, including requirements for discharge water quality and monitoring during construction with reports provided to the Village.
15. VEGETATION | Create continuous vegetated corridors, wherever possible, through planting or linking tree retention areas from within the development to other retained natural habitats.
16. VEGETATION | Mitigate impacts on mature trees or require replacement planting as recommended by a QEP. Replacement plantings should be native to the Coastal Western Hemlock Biogeoclimatic Zone (preferably drought-tolerant species). Ensure the root systems are protected from disturbance.
17. VEGETATION | Prevent disturbance of animal and bird nesting sites and breeding areas by preserving adequate animal habitat through the retention of appropriate trees and vegetation and by timing construction activity to avoid bird breeding windows as directed by a QEP.
18. VEGETATION | Retain existing vegetation across developing neighbourhoods where practical to ensure the health and integrity of the urban forest and topography.
19. VEGETATION | Revegetate unavoidable interruptions along ridgelines with timely landscape plantings in clusters to mimic the natural environment.
20. VEGETATION | Require a Vegetation Restoration Plan to be designed and implemented under the supervision of a QEP or Registered Landscape Architect for areas of vegetation impact.
21. VEGETATION | Collaborate with local stewardship organizations (e.g., Mossom Creek Watershed Society) on appropriate native planting species lists.
22. DESIGN | Consider Bird-Friendly Design into building and landscaping.
23. DESIGN | Design and incorporate access deterrents for Environmentally Sensitive Areas.
24. DESIGN | Require incorporation of landscape plants which benefit birds and invertebrate pollinators.
25. MITIGATION | Implement mitigation recommendations included in the AquaTerra Environmental Impact Assessment report (Appendix C).
26. ISMP | Require implementation of an Invasive Species Management Plan prepared by a QEP.

8.5 DPA 4: HILLSIDE DEVELOPMENT

Purpose of Designation Category

Pursuant to subsection 488 (1) (b) of the Local Government Act, the purpose of this designation is to protect development from hazardous conditions.

Justification

The Hillside Development DPA is applicable to all properties in the Neighbourhood Plan that may be developed.

The Anmore South neighbourhood includes both gentle and sloped lands, with the steepest slopes primarily associated with the incised ravine systems of Doctors and Schoolhouse Creeks. This DPA is applied to protect development from potential hazards associated with slope stability as well as to ensure neighbourhood development that works with the existing terrain to maintain landscape character.

Hillside Development Permit Guidelines (DPA4):

The following common guidelines should be applied for all development in the Hillside Development Permit Area:

1. GEOTECH | Require a geotechnical report to be completed for all Hillside Development Permit Applications to establish the feasibility of development in a safe manner.
2. HILLSIDE | Retain and, where possible, enhance significant natural scenic features, such as gullies, rock outcrops and knolls.
3. HILLSIDE | Consider use of single loaded streets or split lanes with narrow roads to avoid scenic features and reduce grading.
4. CLEARING | Limit vegetation clearing, stripping of top-soils, and bulk grading, to the extent required by development phase.
5. GRADING | Recognize the existing topographic conditions and locate development and infrastructure - including building layouts and roads - in a manner that manages the need for significant cuts and fills.
6. GRADING | Where practical, avoid large cuts/fills to create 'build-able lots' or flat yards.
7. GRADING | Avoid site and lot grading that negatively impacts designated visual impact buffers.

8. GRADING | Situate manufactured slopes behind buildings.
9. RETAINING | Where possible, design final lot grades to mimic the natural slope thereby limiting use of retaining walls.
10. RETAINING | Utilize stepped building foundations and terraced retaining walls to manage lot grade changes.
11. RETAINING | Integrate retaining structures with the onsite architectural character to reduce slope disturbance.
12. RETAINING | Limit the total height of new building lot retaining walls across the property.
13. RETAINING | Design road, driveway, and retaining walls to conform to the natural terrain, where possible. Retaining walls to remain in private ownership where practical.
14. MITIGATE | Re-vegetate recontoured slopes promptly using native plant palette.
15. BUILDINGS | Design buildings to limit the visual impacts associated with development along ridgelines and edge of steep ravines and hillsides greater than 30% slope.
16. BUILDINGS | Set back buildings, retaining walls and fences from the edge of natural features, such as ravines, cliffs, rock knolls or outcrops.
17. BUILDINGS | Ensure building and retaining design, color and finish complement natural features and terrain.
18. MITIGATE | Incorporate scenic natural features into the subdivision design.
19. MITIGATE | Limit individual lot impacts through the use of extensive screening with mature landscape materials, greater rear yard setbacks, stepped building massing, planted hedges in place of fencing.
20. MITIGATE | Avoid uniform retaining walls or mitigate with mature landscaping.





Figures + Schedules

Figure 1
CONTEXT PLAN

LEGEND

MAY 2025

- Site Boundary
61.14 ha / 151.08 ac
- Village of Anmore Boundary
- Property Line
- Surveyed Watercourse

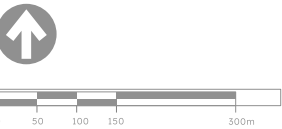


Figure 2
AERIAL ANALYSIS

LEGEND MAY 2025

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

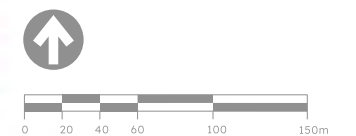


Figure 3

LANDFORM ANALYSIS

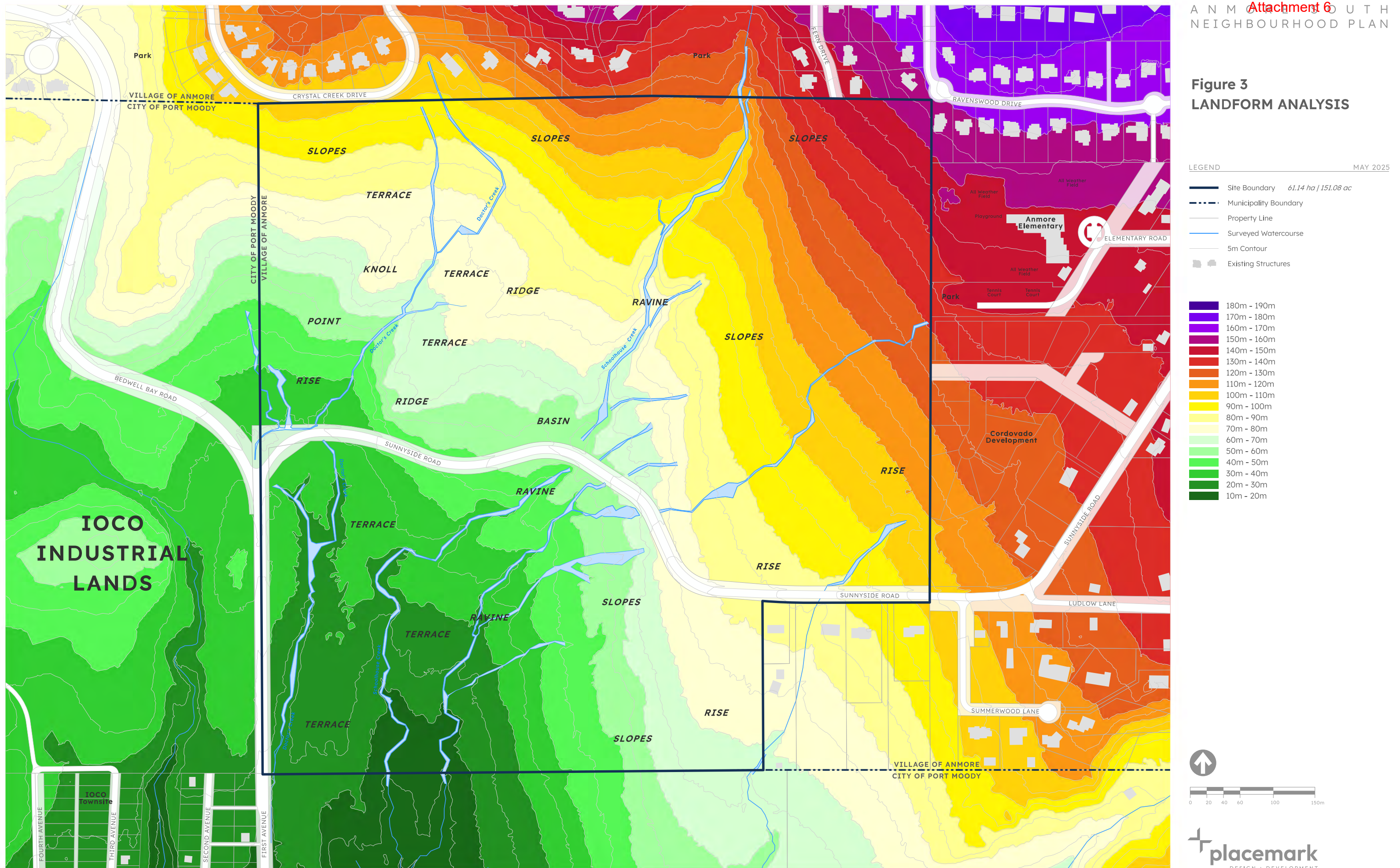


Figure 4
SLOPE ANALYSIS

LEGENDMAY 2025

- Site Boundary61.14 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

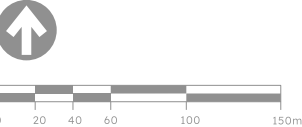
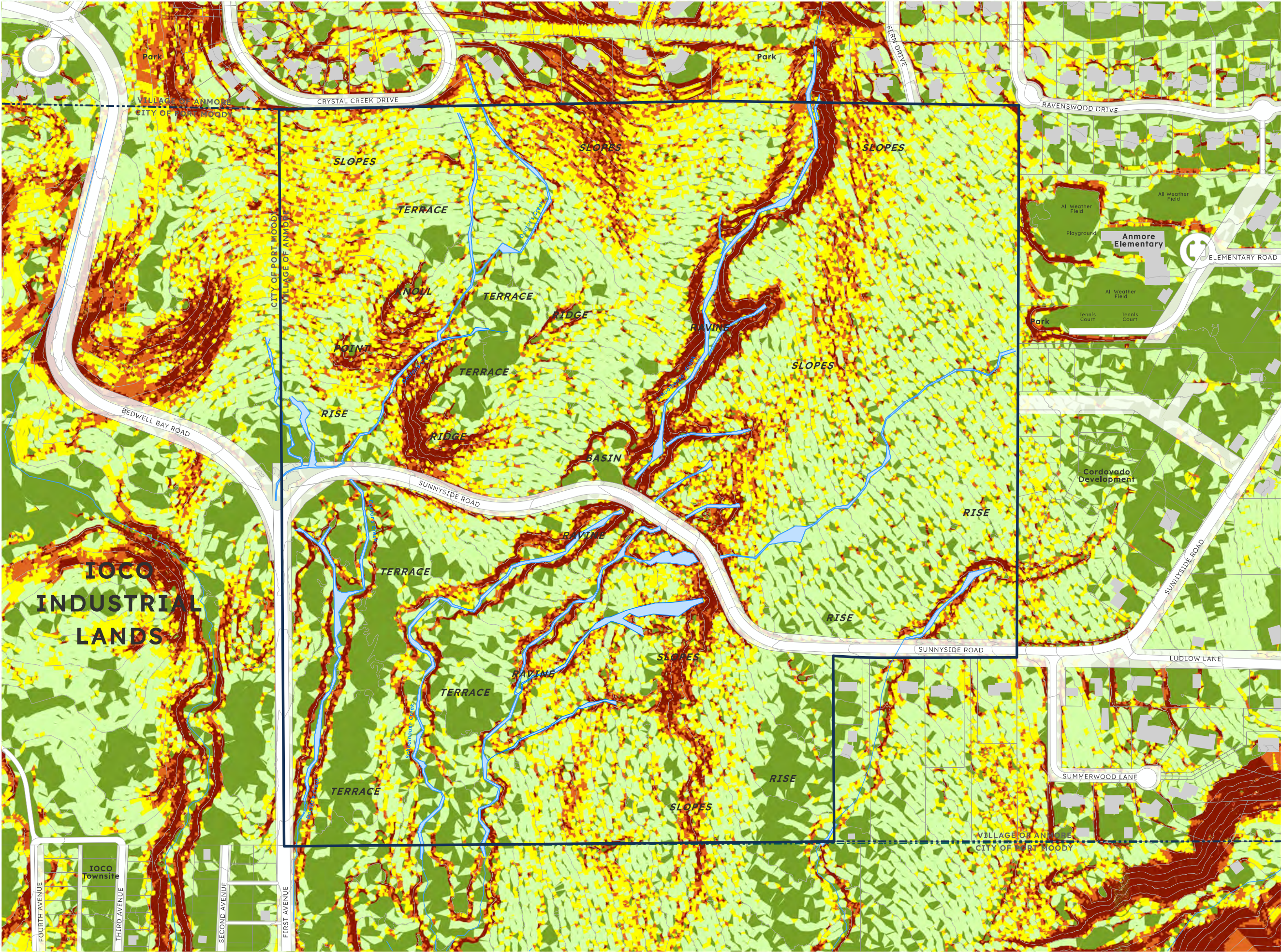
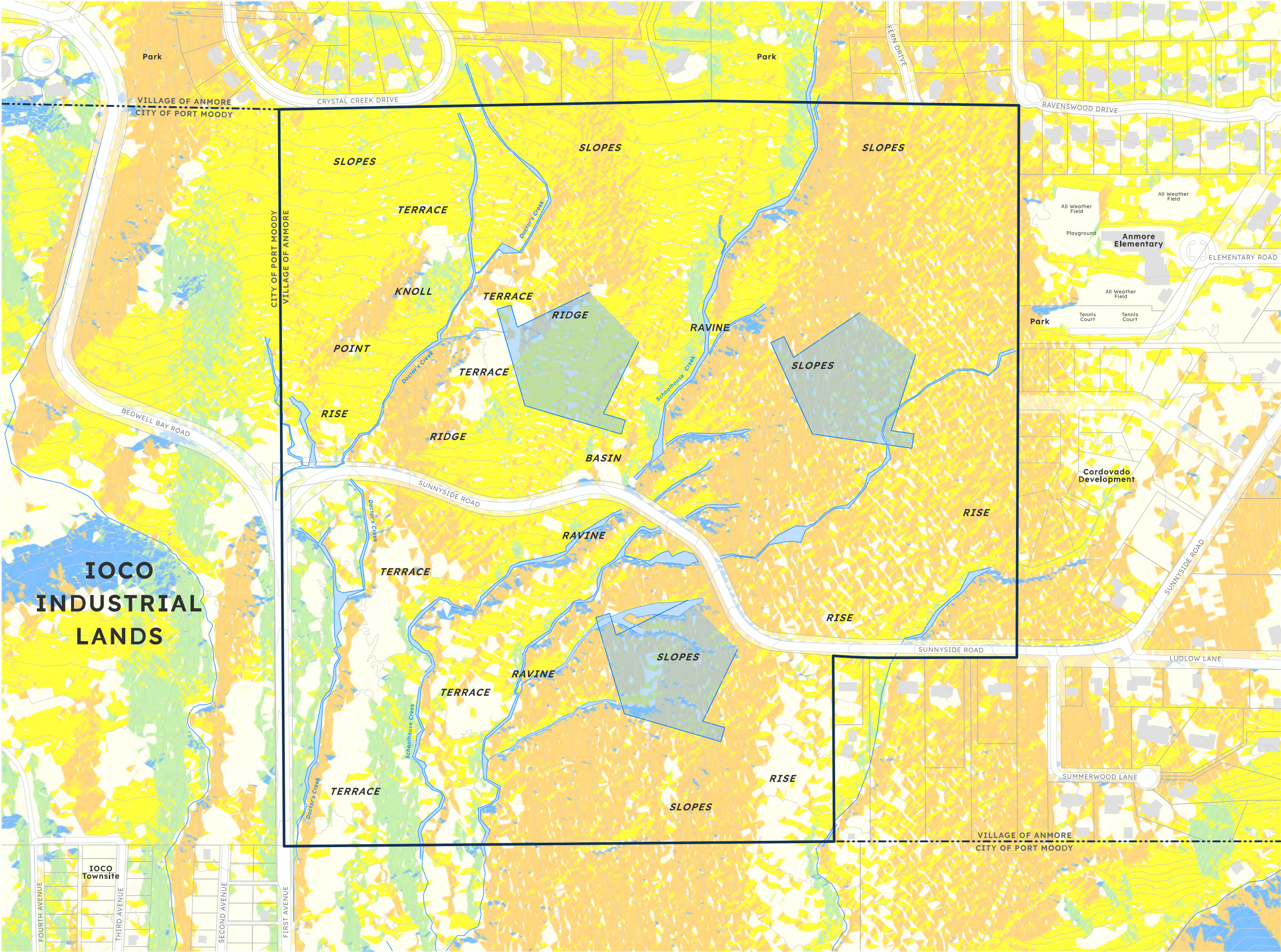


Figure 5
ASPECT ANALYSIS



LEGEND MAY 2025

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- 5m Contour
- Existing Structures
- Significant SW Views towards Burnaby Mountain

0-10% Slope | Flat

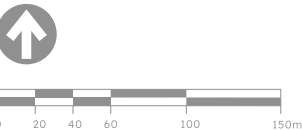
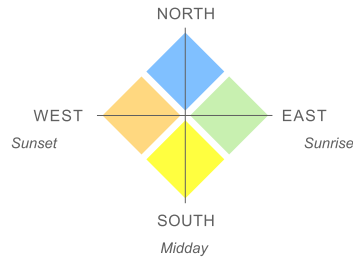


Figure 6:
ILLUSTRATIVE
CONCEPT PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- Potential Offsite Field Upgrade
- Civic Community Centre
- Single Family / Duplex
- Townhome
- Apartment
- Mixed-Use

Note: Plan is for Illustrative Purposes Only.

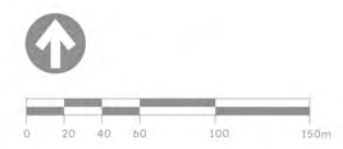


Figure 7A
COLLECTOR
STREET CROSS SECTION

LEGEND

MAY 2025

- 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.

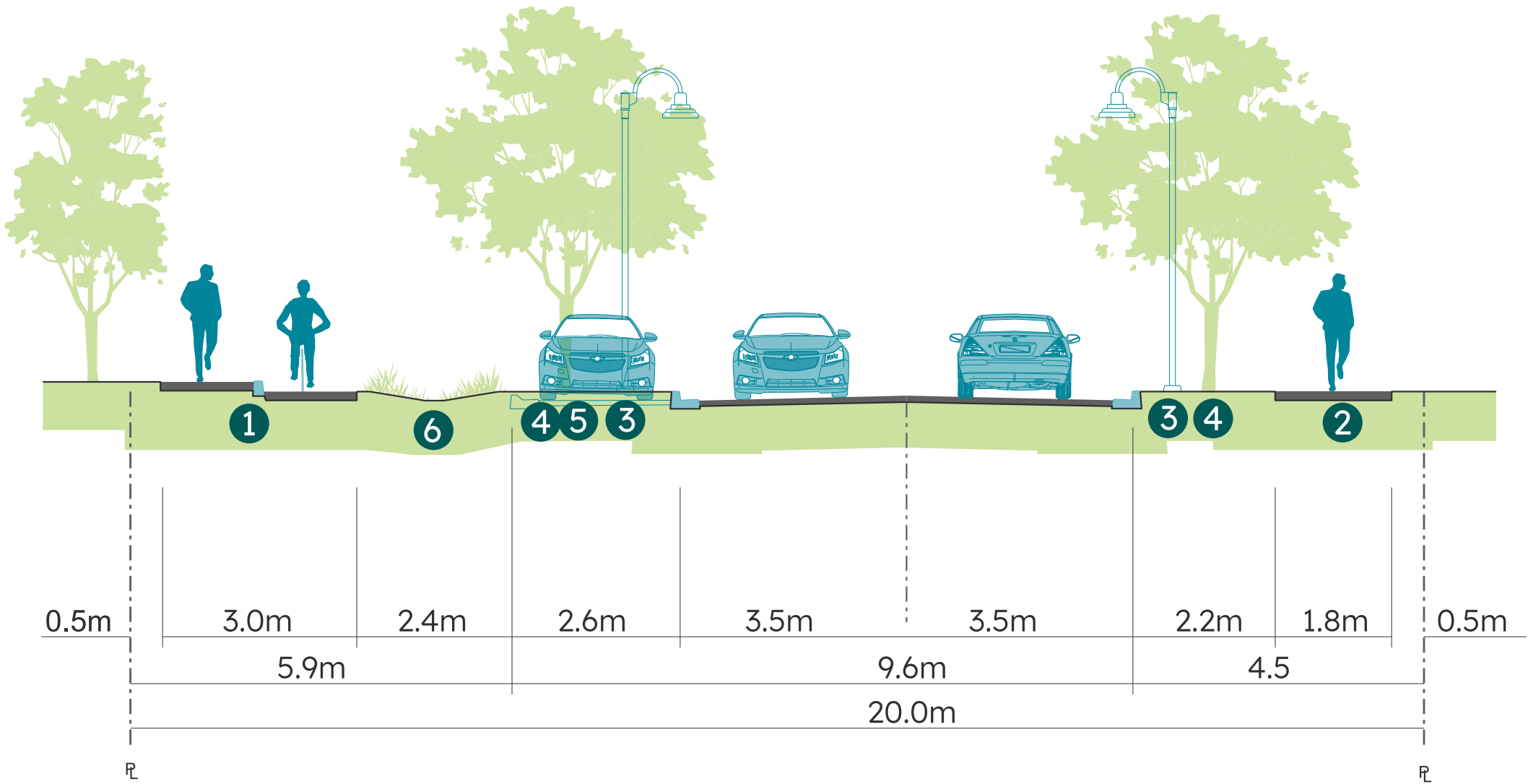
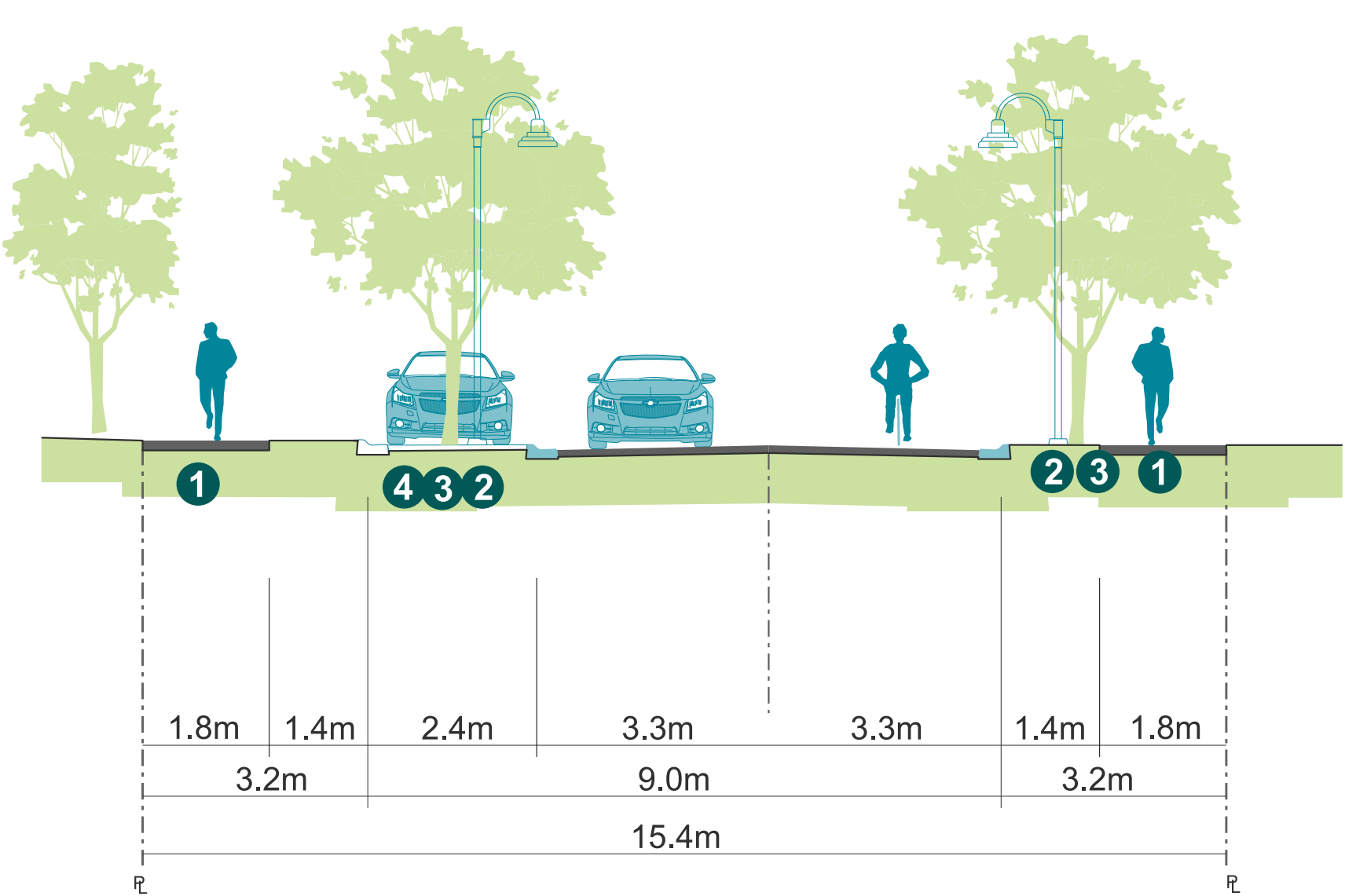


Figure 7B
LOCAL
STREET CROSS SECTION



LEGEND MAY 2025

- 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 7C
MULTI-USE PATHWAY
CROSS SECTION

LEGEND

MAY 2025

MULTI-USE PATHWAY FEATURES

- 1

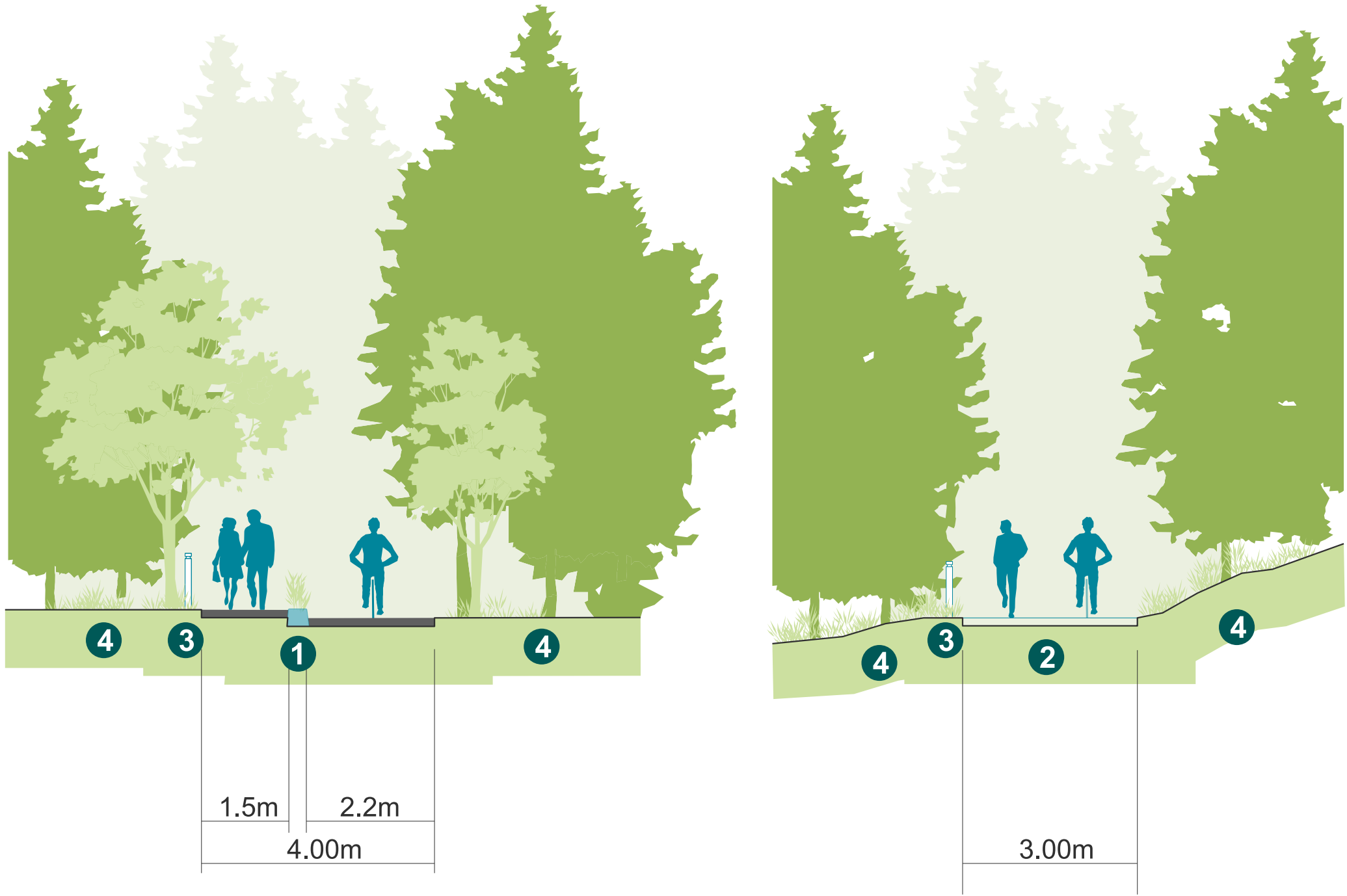
Grade Separated Multi-Use Pathway
- 2

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.



Schedule A

LAND USE PLAN

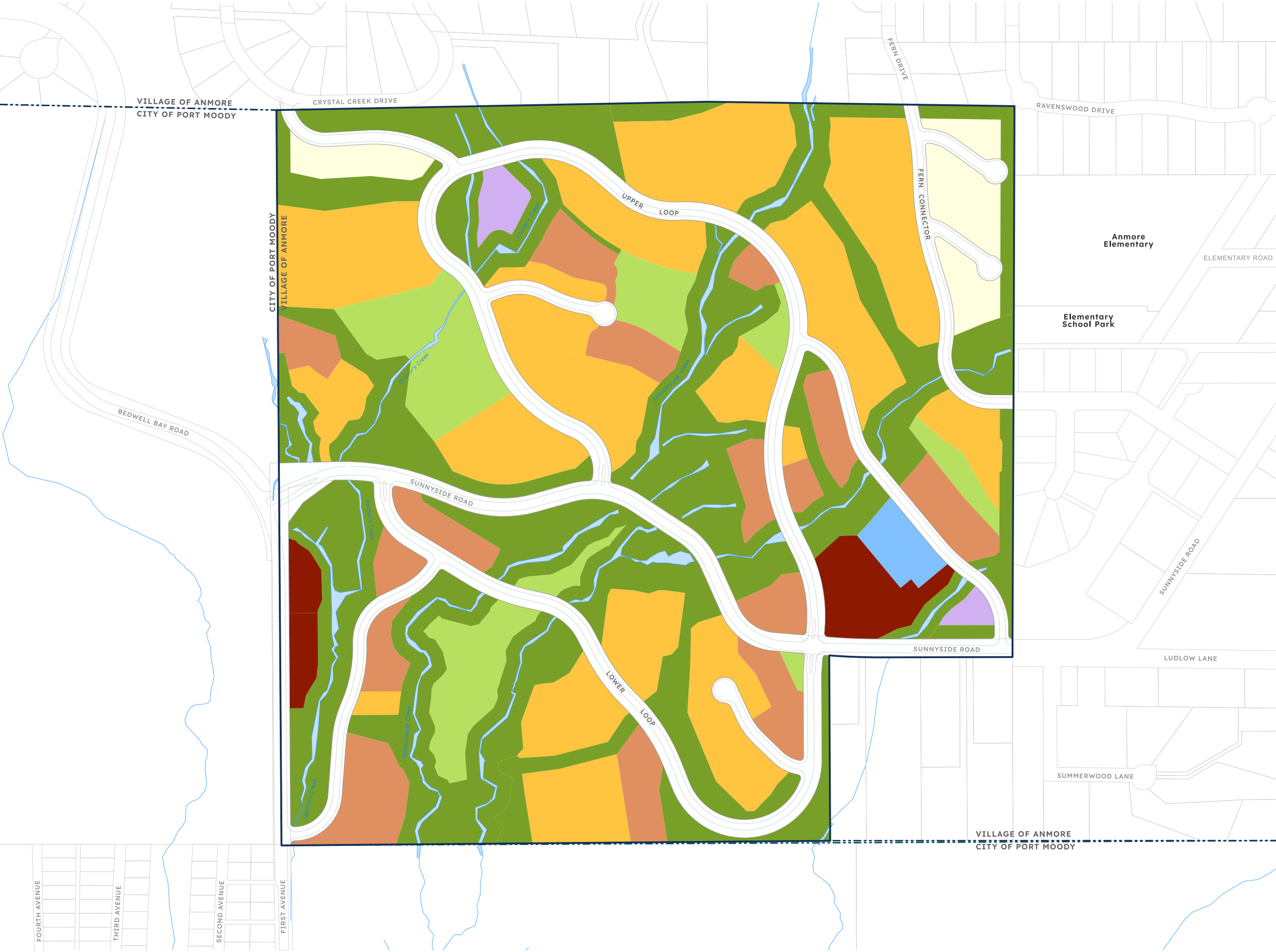
LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

LAND USE

3%	Ground Oriented 1.84 ha 4.55 ac
26%	Multi-Family Townhome 15.79 ha 39.02 ac
10%	Multi-Family Apartment 5.99 ha 14.80 ac
2%	Mixed Use 1.50 ha 3.70 ac
1%	Civic Community Centre 0.49 ha 1.21 ac
1%	Civic Development Reserve 0.48 ha 1.19 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac



Schedule B
PARK + TRAIL
NETWORK PLAN

LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

PARK + TRAIL NETWORK

43%	Development Areas 26.09 ha 64.47 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac

- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Pavilion



Schedule C
ENVIRONMENTAL
NETWORK PLAN

LEGEND

MAY 2025

- Site Boundary
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

ENVIRONMENTAL NETWORK		
43%	Development Lands 26.09 ha 64.47 ac	} 58%
15%	Road ROW 9.36 ha 23.13 ac	
19%	Retained Riparian Area 11.28 ha 27.87 ac	} 42%
7%	Neighbourhood Park 4.34 ha 10.72 ac	
16%	Conservation + Recreation (Non-Riparian) 10.07 ha 24.88 ac	
100%	61.14 ha 151.08 ac	100%

- Class A Streams
- Class B Streams
- Class C Streams



Schedule D

STREET HIERARCHY
PLAN

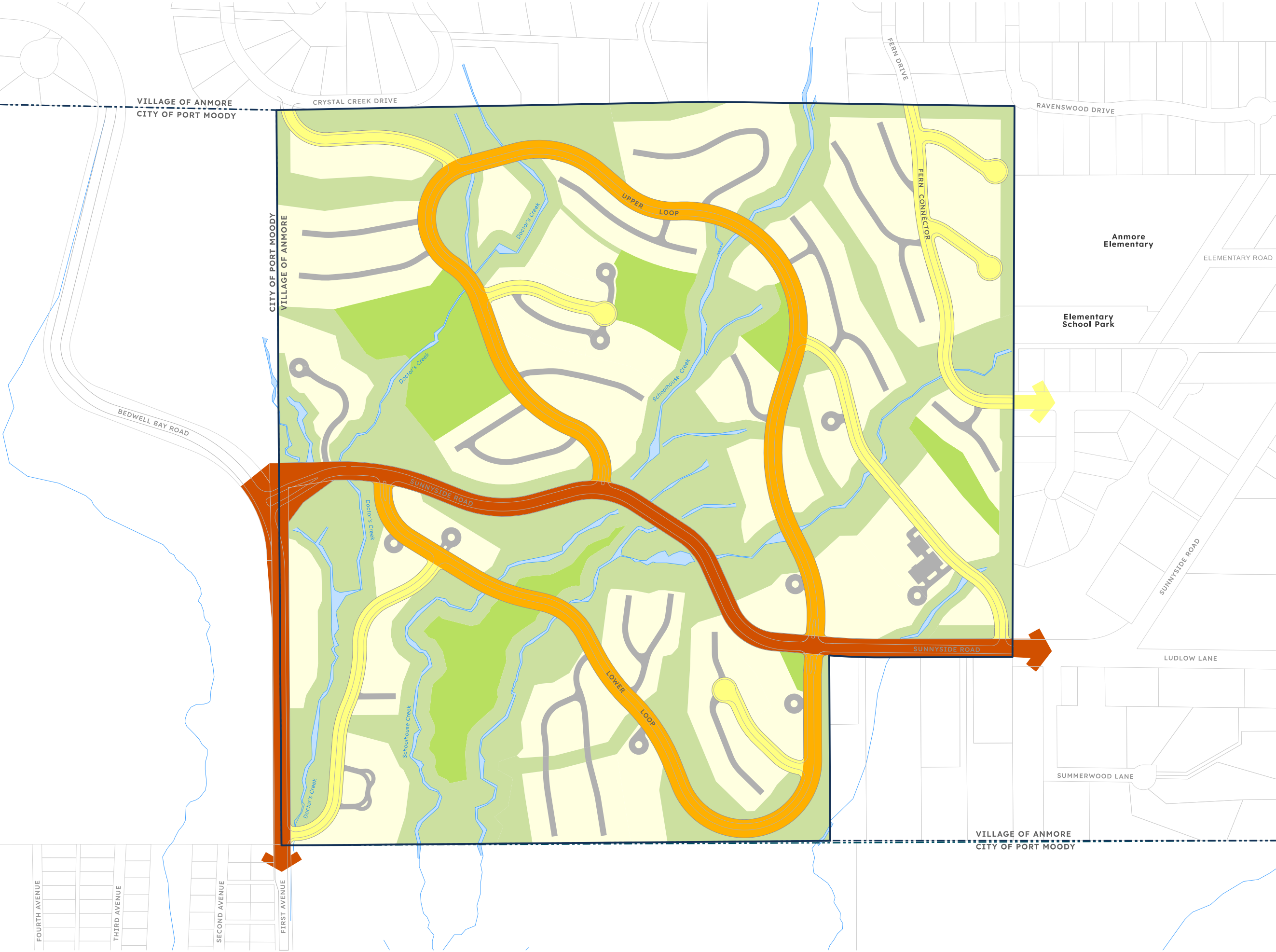
LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

EXISTING MAJOR ROAD NETWORK

- Existing Collector | Sunnyside + First Avenue
- Collector
- Local
- Strata, Private Drive + Access



Schedule E
PEDESTRIAN
NETWORK PLAN

LEGEND

MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

PARK + TRAIL NETWORK

43%	Development Areas 26.09 ha 64.47 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac

- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- 3.0 m | Multi-Use Sidewalk
- 1.8 m | Sidewalk
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Pavilion



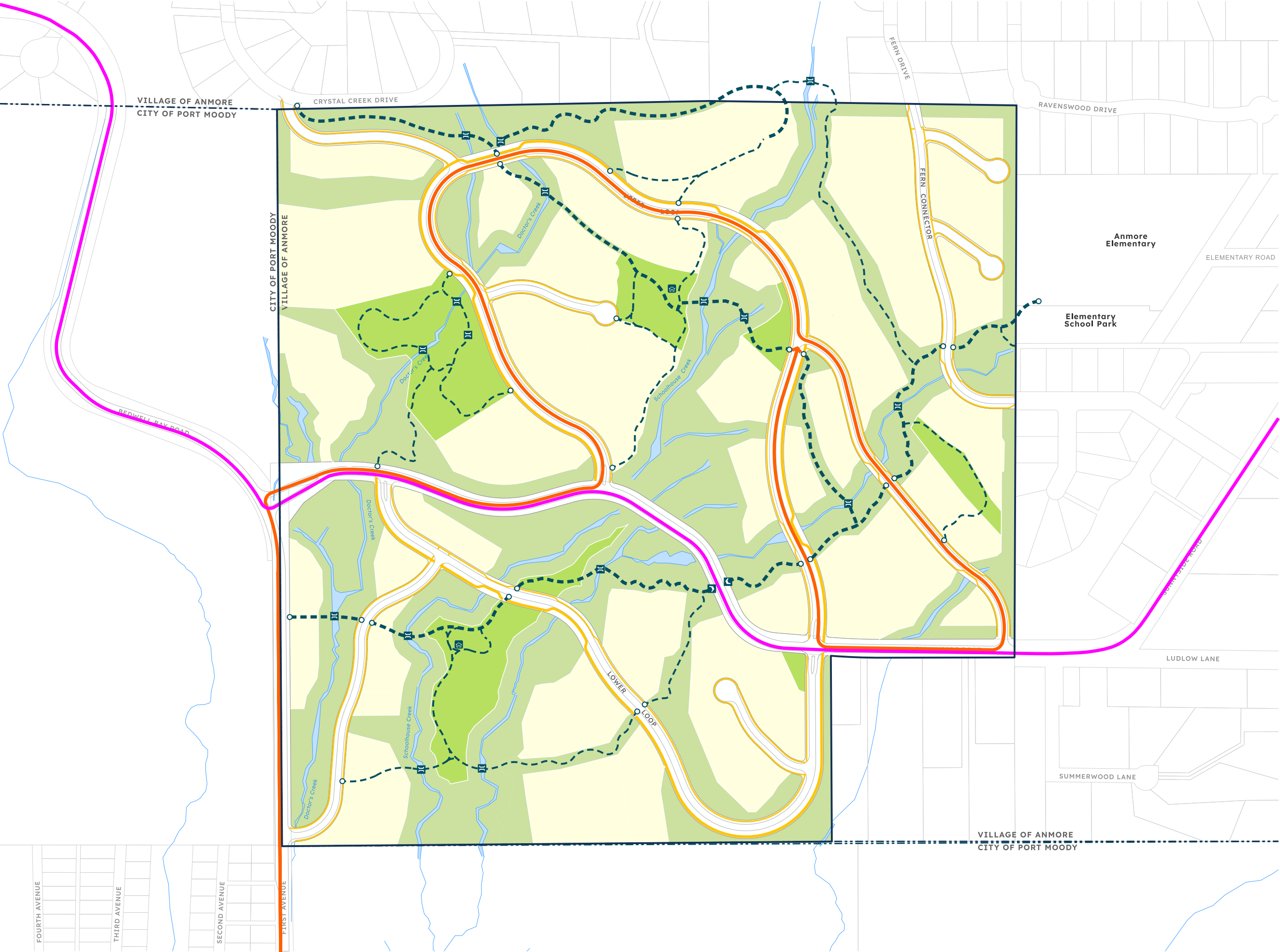
Schedule F
TRANSPORTATION
PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

TRANSPORTATION PLAN

- Existing Route 182
- Proposed Route 181 Extension
- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- 3.0 m | Multi-Use Sidewalk
- 1.8 m | Sidewalk
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Parking Area
- Pavilion



Schedule G

WATER SERVICING
CONCEPT

LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour

- WATER SERVICING
- Pressure Zone Boundary
- 190m Zone
- 150m Zone
- 125m Zone
- 95m Zone
- Existing Distribution Main
- Proposed Distribution Main
- Proposed Feeder Line
- Proposed Reservoir
- Proposed Tie-in Point
- Proposed Pump Station
- Proposed Pressure Reducing Valve

Note:

The servicing design is conceptual and subject to change through detailed design



Schedule H

SANITARY SERVICING
CONCEPT

LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour
- SANITARY SERVICING**
- Neighbourhood Development Area
- Neighbourhood Park
- Conservation + Recreation
- Sanitary Main
- Proposed Tie-in Point

Note: The servicing design is conceptual and subject to change through detailed design



Schedule I
DRAINAGE
CONCEPT

LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour

- DRAINAGE SERVICING
- Neighbourhood Development Area
- Neighbourhood Park
- Conservation + Recreation
- Drainage Main
- Main Outfall
- Culvert

Note: The servicing design is conceptual and subject to change through detailed design



Schedule J

CONCEPTUAL PHASING

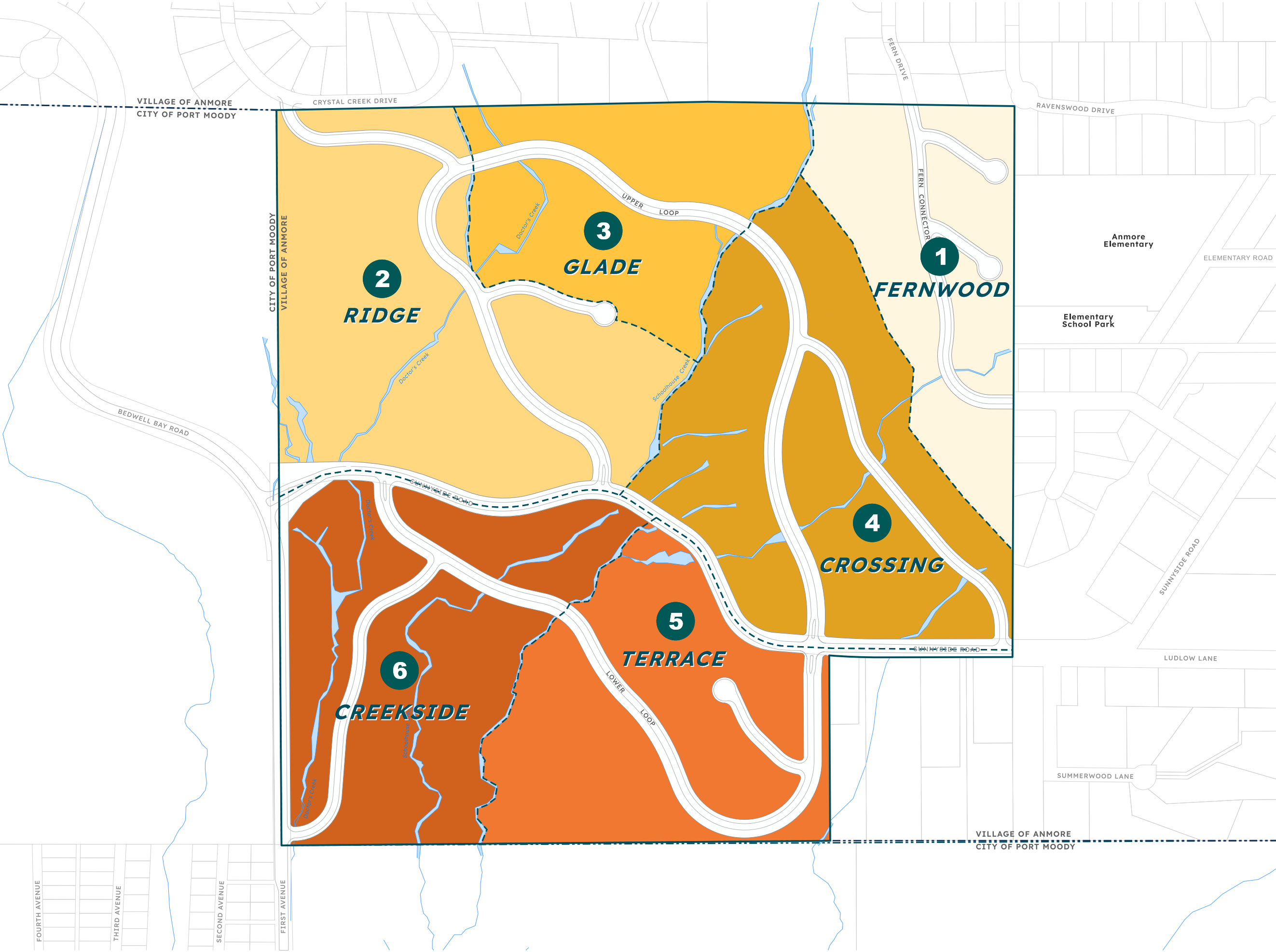
LEGEND

MAY 2025

- Site Boundary61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

CONCEPTUAL PHASING

- Phase Boundary
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



Schedule K
DEVELOPMENT
PERMIT AREAS

LEGEND MAY 2025

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

DEVELOPMENT PERMIT AREAS

- Hillside Development
- Natural Environment
- Multi-Unit Residential
- Commercial Mixed Use

LAND USE

- Multi-Family | Townhome
- Multi-Family | Apartment
- Mixed Use



0 20 40 60 100 150m



Infrastructure Servicing Report Summary

Anmore South Neighbourhood Plan

Purpose of the Study

The Infrastructure Servicing Report was prepared by Aplin & Martin. The report summarizes the proposed water, sanitary, and drainage infrastructure servicing strategy and cost estimates for the Anmore South Preferred Plan.

- The proposed infrastructure services have been designed to service the Anmore South area at full build-out and address the area's topographical constraints. This anticipates the required infrastructure to service 2,202 total homes as well as commercial and institutional use. Conservative values of population equivalency were used for the servicing plans to ensure the infrastructure is adequately sized to deliver resilient services to future developments.
- The report provides detailed infrastructure servicing plans that demonstrate the layout of these networks.
- The proposed infrastructure systems design criteria have been derived in accordance with the Village's Subdivision and Development Control Bylaws.
- Through the public neighbourhood planning process, and as the rezoning of land use designations (residential, civic, parks, recreation, etc.) is confirmed, further detailed refinements to the servicing plans are expected at future design stages.

What we Learned

Existing Conditions

Water Servicing:

- The Village currently licenses water from the City of Port Moody, received from twinned mains running along East Road.
- Review of the existing infrastructure suggests limited hydraulic redundancy due to the single supply connection from Port Moody and the large number of dead-end mains. Storage infrastructure does not currently exist within the Village.

Sanitary Servicing:

- Most properties within Anmore currently rely on privately owned onsite septic systems for sanitary collection, treatment and dispersal.
- Municipally owned and operated sanitary infrastructure, such as wet well storage, pumping facilities and tie-in connections to Metro Vancouver wastewater conveyance systems do not currently exist within the Village.

Drainage Servicing:

- The Preferred Plan area consists of an undeveloped natural forest with elevations ranging from 25m to 160m and a general slope of 10% from northeast to southwest. Stormwater mainly runs overland and drains into Doctor's Creek, Schoolhouse Creek, and their tributaries. These watercourses leave the Plan Area at four distinguished outflow locations ultimately discharging to the Burrard Inlet.

Future Water Servicing

Purpose

- Water servicing infrastructure is proposed to service the entire Anmore South Preferred Plan area with a water system tie into the Metro Vancouver water supply main at the southwest corner of the Plan area.
- The infrastructure proposed also provides redundancy for the neighbouring Village of Anmore water system, with the potential for future tie-in locations at Fern Dr to the north and Sunnyside Rd to the east.

Infrastructure Design

- Topographical constraints and the current lack of water infrastructure mean a comprehensive system of booster pumps, pressure-reducing valves (PRV), feeder mains, distribution mains, and a reservoir contained within utility easements and public road right of ways is required.
- To maintain safe system operating pressures specified by the design criteria, four pressure zones were designed by setting pressure reducing valves to maintain the hydraulic grade across specific service areas.

Future Sanitary Servicing

Purpose

- A new sanitary system is proposed for Anmore South with the potential for future branch connections at Fern Dr to the north and Sunnyside Rd to the east.
- The proposed sanitary servicing plan is sized to service the projected population of Anmore South and provide potential for Village sanitary system expansion into neighbouring areas, ensuring infrastructure is prepared for long-term growth.

Infrastructure Design

- Topographical constraints and the current lack of municipal sanitary infrastructure within the Village, mean a comprehensive system of gravity mains (including private, strata operated low-pressure mains) along utility easements and public road right of ways will be required.
- The proposed servicing design utilizes steep grades for gravity-based outflow across the Plan area, with a land use block off the lower loop that may require a strata operated low-pressure systems to convey sanitary loads uphill.

Future Drainage Servicing

Purpose

- A new drainage system is proposed to maintain existing hydrology and ecological health within Anmore South and the wider neighbourhood area. The system is designed to preserve the predevelopment drainage pattern, minimize inconvenience with surface runoff under frequent events and allow for safe conveyance of major event runoff and no damage to life and property under extreme flood conditions.

Infrastructure Design

- The proposed servicing system includes underground storm mains (minor system), culverts and overland flow paths (major system) for conveyance to Schoolhouse Creek and surrounding unnamed tributaries to maintain predevelopment flow patterns.
- The proposed infrastructure is sized using 2050 climate projections, with the minor system designed for 1:10-year events under free flow conditions and the major system (creek channels and culvert crossings) capable of handling 1:100-year flows to minimize flooding risk and protect public safety.

- Key components of the servicing plan include:
 - New Storm sewers ranging from 300 mm to 450 mm in diameter.
 - Upgrades to the existing culverts under Sunnyside Rd, with new culverts at proposed road crossings (ranging from 750mm diameter circular to 1.5 m x 2.4 m box culvert).
- Oversized on-lot Low Impact Development (LID) best management practices, such as source control structures, are also proposed to facilitate flow control, volume reduction, and water quality targets, which eliminate the requirement for offsite detention facilities.

Key Takeaways

The proposed infrastructure services have been designed to service the Anmore South area at full build-out and address the area's topographical constraints. The proposed water servicing provides for improved supply and redundancy of water distribution. The proposed sanitary servicing provides Anmore South with a direct connection to the Metro Vancouver sewer district. The drainage management systems have a focus on redundancy, ecological sustainability, and alignment with long-term climate conditions. Detailed designs and further feedback are required at later design stages.

Recommendations

Water Servicing Infrastructure

- Implement the proposed water servicing infrastructure, including booster pumps, pressure reducing valves (PRVs) and a reservoir to ensure reliable water pressure and fire flow capacity for the Preferred Plan area.

Sanitary Servicing Infrastructure

- Implement the proposed gravity-based sanitary system design, leveraging steep grades to maintain efficient flow without backwater effects.
- Use low-pressure sewer system where needed in specific southern areas (e.g., Lower Loop) to convey waste uphill.

Drainage Servicing Plan

- Follow the proposed drainage plan, which integrates underground storm sewers with existing watercourses to maintain pre-development flow patterns while addressing infrastructure needs.
- Use climate projections to size systems for future conditions, including designing minor systems to manage 1:10-year events and major systems (e.g., creeks) to handle 1:100-year flows for flood risk reduction and public safety.
- Incorporate Low Impact Development (LID) techniques, such as:
 - Directing runoff from impervious areas to pervious zones for single-family lots and roadways.
 - Installing oversized bio-infiltration facilities for multi-family, mixed-use, and institutional areas to improve water retention, quality and flow control without conventional detention systems.

Retail Market Analysis Summary

Anmore South Neighbourhood Plan

Purpose of the Study

A Retail Market Analysis was prepared by City Squared Consulting based on the Anmore South Preferred Plan.

- This analysis focused on the two proposed retail nodes:
 - A cornerstone of the Plan is a village retail node at the centre of the community. The retail node is envisioned in a mixed-use centre on Sunnyside Road, co-located with a recreation facility. The existing community of Anmore does not have neighbourhood retail services, so the main retail node would serve both existing and future residents.
 - An additional retail node is being considered on First Avenue, in order to serve residents of the community and visitors to Belcarra Park.
- The purpose of the Retail Market Analysis is to assess demand for retail space based on the build-out population of the project and the demographic profile of the community. This includes identifying the total floorspace that could be supported by residents of the community and the likely types of stores (e.g. grocery store, retail and service space).

What we Learned

Retail Demand Analysis

Trade Area

A trade area (which is a geographical area from which a business draws its customers) was identified for a retail node at Anmore South. The trade area includes Anmore (and Anmore South), Belcarra and part of Port Moody. The trade area was determined through:

- proximity to residential areas;
- relative proximity, scale and quality of competitive retail projects;
- the transportation network; and
- site size and general scale of anticipated retail node.

Supportable retail per capita based on expenditure data

An analysis of supportable local retail floorspace based on expenditure data shows that each resident within the trade area supports between 17 and 20 square feet (sq ft) per capita of local serving retail floorspace. Anmore South could capture a share of this retail demand.

For the purpose of this analysis, a grocery store was used as an example to illustrate how population levels affect the size of the store that could be supported. Grocery stores are important drivers of retail demand in a community. If there is sufficient demand for a grocery store, there will be a range of other local serving retail which will co-locate with the grocery anchor to capitalize on foot traffic and exposure to the grocery.

- Population of 5,000 (by 2031): Supports a small grocery store (10,000–12,500 sq ft).
- Population of 7,500 (by 2041): Supports a mid-sized grocery store (15,000–19,000 sq ft).
- Population of 9,809 (by 2050 at build out): Supports a grocery store (19,500 – 24,500 sq ft)

Case Studies

Case studies of existing neighbourhood retail centres were reviewed to understand total supportable retail floorspace in a village node in Anmore South. Two case studies were selected which reflected a similar vision to Anmore South. This includes a creative mixed-use format in a suburban context that is anchored by a grocery store. The projects were characterized by unique design, ground floor retail and residential apartment on upper floors. The case studies are:

1. Northwoods Village (North Vancouver):
 - 64,000 sq ft of retail, anchored by Stong's Grocery (22,000 sq ft).
 - Residents support 5.7 sq ft of retail per capita, boosted by inflow traffic.
2. Willoughby Town Centre (Langley):
 - 87,430 sq ft of retail, anchored by a 27,000 sq ft grocery store.
 - Residents support 6.3 sq ft of retail per capita.

The case studies show that neighbourhood retail centres in other Metro Vancouver communities capture about one third of the demand for local serving retail demand, ranging between 5.7 and 6.3 sq ft per capita.

Results from Demand Assessment

Total supportable retail space

- Based on the estimated supportable retail floorspace range of between 5.7 sq ft and 6.3 sq ft per capita and the population projection for the trade area, retail demand was calculated over the phased development of Anmore South.
- The total retail demand is estimated to be between 55,900 to 61,800 sq ft of supportable floorspace at the Anmore South village retail node by 2050.

Specific recommendations by expenditure category

Also reviewed were the population thresholds that are needed for different types of retail. The projected trade area population could support a range of categories. Specific recommendations by expenditure category include:

- Grocery store of between 15,000–24,500 sq ft.
 - A grocery store is likely supportable in 2031, but reduced rents may be required until the population in the trade area reaches 7,500 residents in 2041. At full build-out in 2050, the population of 9,809 could support a grocery store of 24,500 sq ft.
- Food & beverage: 10,000 sq ft (restaurants, bars, quick-service).
- Services: 10,000–13,000 sq ft (fitness, spa, financial, medical, etc.).
- Pharmacy: 8,000–10,000 sq ft.
- Specialty Food: 1,000–2,000 sq ft.
- Liquor store: 2,500–3,000 sq ft.
- Pet store: 1,000–1,500 sq ft.
- Small retail (clothing, hobby): 1,000–2,000 sq ft.

Additional opportunities for retail and office space

- In addition to the demand assessment for 55,900 to 61,800 sq ft of retail within the village retail node at the centre of Anmore South, there is an opportunity for some convenience and food and beverage retail at a second mixed use retail node in the plan. This would be located along First Avenue and would capture inflow spending from day visitors to the area's parks and trails. This includes 3,000–4,500 sq ft of convenience and food/beverage retail targeting day visitors to the area's parks and trails.
- In addition to local serving retail, there is an opportunity for some local serving office space of approximately 10,000 sq ft for professional services.

Key Takeaways

- Anmore South has a sufficient population to support a neighbourhood commercial centre. The trade area has the population threshold to support a grocery store, which would attract a range of other local serving retail.
- There is also significant visitor inflow to the area's parks and trails, which could help support convenience retail, larger food and beverage retail and some region serving retail stores (small clothing, hobby, homewares stores).
- The following supportable retail and office space within Anmore South was estimated:
 - Village retail node within Anmore South: Based on a trade area population of 9,809 residents, it is expected that Anmore South could support a neighbourhood commercial centre that includes 55,900 to 61,800 sq ft of local serving retail.
 - Additional retail node along First Avenue: There is the opportunity for an additional 3,000–4,500 sq ft of convenience and food and beverage retail along First Avenue.
 - There is the opportunity for 10,000 sq ft of locally serving office space integrated into the neighbourhood.

Transportation Impact Assessment Summary

Anmore South Neighbourhood Plan

Purpose of the Study

A detailed Transportation Impact Assessment was prepared by Bunt & Associates to assess traffic management, alternative transportation, and the capacity of the street network within Anmore South and its effect on the wider area.

Background

- The project study area is a 61.14-hectare (150.08-acre) property at the south end of the Village of Anmore, BC.
- Based on information provided by icona and Placemark Design, land use data from the “Preferred Plan” has been used as the basis for the study.
- The study area for intersection-specific analysis focused on intersections within Anmore, including site accesses and on-site intersections, as well as corridor-wide capacity for the two arterial corridors providing vehicle access to Anmore, namely loco Road and East Road.
- Traffic counts were completed around the Anmore South site during peak periods in summer and fall 2023 for the weekday AM, weekday PM, and Saturday PM. When comparing the 2023 counts, weekday AM and weekday PM traffic was highest during the summer, while Saturday PM traffic was highest during the fall. As such, these respective seasons were used for analysis.
- Given Anmore South’s vision as an urban mixed-use neighbourhood with improved mobility options, industry standard information for these types of neighborhoods was used to project vehicle volumes.

What we Learned

Existing Conditions

- Anmore is accessed by two roads via Port Moody – loco Road and East Road. These roads generally have rural cross-sections, with minimal sidewalk facilities and many driveway accesses connecting directly to these corridors.
- Transit service is provided in Anmore year-round at frequencies of 30 minutes on weekdays and 60 minutes on weekends, which connect to the regional SkyTrain rapid transit service. Additional bus service is provided in the peak summer period to accommodate increased visitors to regional parks in the area.

Traffic Volumes

- 2023 traffic counts throughout Anmore show a decrease in traffic volumes compared to 2017 due to post-Covid travel patterns like working from home and the introduction of parking reservations at Buntzen Lake and paid parking at Belcarra Regional Park.

Capacity Analysis

- Capacity analysis found that the intersections within the study area currently operate well within capacity, with no more than 15 seconds of delay per vehicle on average.

- Beyond the study area, East Road and loco Road have spare capacity but due to rolling terrain, curving road alignment, side friction from driveway intersections, and transit buses stopped for passenger loading/unloading their theoretical capacity is reduced.

Future Conditions with the Project

Anmore South will fundamentally change Anmore from a transportation perspective. It will support viability of increased transit, improve connections for active modes, and introduce new commercial space that together will provide existing and future Anmore residents with new options within their community. The new neighbourhood will also substantially increase the number of vehicle trips to/from the village over the 20-year build out.

The anticipated vehicle trips from full build out of Anmore South coupled with an assumed 1% per year of background traffic growth (new traffic from development other than Anmore South) can be accommodated on roads within Anmore but would likely require transportation upgrades on the corridors and intersections leading to Anmore. The impact of development and densification in the study area and nearby, including Port Moody and industrial land west of Anmore, will have a significant influence on transportation decisions (like upgrades to roadways, intersections, public transit and active transportation) over the 20-year timeframe anticipated for the buildout of the Anmore South community.

Traffic Volumes

- Traffic is assumed to grow in Anmore by 1% annually whether or not the Anmore South neighbourhood development proceeds. The true background traffic growth will depend on which areas see development, and may be higher or lower than 1%. For example, there could be more background traffic growth if the loco Lands and Imperial Oil Industrial site were to redevelop, or post-covid parking pre booking for the regional parks may limit this growth during peak times, leading to growth below 1%.
- At full buildout, Anmore South is expected to add 750-850 new vehicle trips during peak hours to the regional corridors accessing Anmore (12-14 vehicles per minute).
- Including the assumed annual 1% increase in background traffic growth, phased analysis indicated that up to 40% of the proposed density at Anmore South can be constructed without the need for new road capacity. This is estimated to occur in year 8 assuming 110 new dwellings per year are built at Anmore South.

Intersections

- New intersections within and connecting to Anmore South, as well as internal neighbourhood roads were found to operate acceptably with stop signs only – no traffic lights or roundabouts were found to be needed.
- Three existing intersections within Anmore were found to have operational constraints at full buildout of Anmore South and may require upgrades at some point prior to buildout:
 - East Road & Sunnyside Road – either all-way stop or a new traffic light.
 - 1st Avenue/Bedwell Bay Road & Sunnyside Road – roundabout.
 - 1st Avenue & loco Road – to be determined based on the future of the loco Lands and industrial parcels nearby.
- Intersections outside of Anmore, particularly along the loco Road corridor, are expected to be at or overcapacity in 2045 with buildout of Anmore South and an assumed 1% increase in background traffic growth.

Key Takeaways

- Anmore South will advance the Village's rural transportation network, by providing new multi-modal street connections to the existing network at Sunnyside Road, Crystal Creek Drive, and Fern Drive.
- Road and intersection capacity was calculated with increased traffic volumes that assumed the full buildout of Anmore South, along with an annual 1% increase in background traffic growth (from other development in the area).
- Roads and intersections within Anmore are expected to be able to accommodate this increase, subject to achievable upgrades at three identified intersections, such as roundabouts or signalization.
- Regional roads leading into Anmore (loco Road and East Road) and intersections along these corridors are expected to be overcapacity with this increase. Future improvements would involve discussions with TransLink, Metro Vancouver and neighbouring municipalities. Phased analysis estimates that without these future improvements, up to 40% of full buildout can be accommodated with the current regional road network.
- Several measures and improvements are recommended to reduce traffic and traffic impact.

Key Measures to Reduce Traffic Impacts

The Transportation Impact Assessment recommends the following Transportation Demand Management (TDM) measures to be implemented to offer people viable travel alternatives to their private vehicle. These measures include:

- Sidewalks on all streets, plus multi-use paths and trails for car-free walking and cycling routes to neighbourhood parks, community centre, and commercial stores.
- Reduced parking ratios in all phases of development, naturally catering to households with fewer vehicles.
- Car-share program (20 vehicles planned, including specialized vehicles).
- Neighbourhood shops and civic services to introduce the option to stay local for many trips.
- Funding and discussions with TransLink to enhance public transit and bus shelter facilities:
 - Phase 1: Extend bus route #181 from loco Road to loop into Anmore South with current frequencies to provide a more direct connection to Port Moody.
 - Full buildout: Frequent bus service (15-minute intervals all week), which could involve an express bus to Suter Brook/Newport and Port Moody rapid transit locations.

Ongoing monitoring is also recommended through updated Transportation Impact Assessments after each 300 new housing units, which helps account for the uncertainty in background traffic growth and reassess any impacts. This allows for the incremental development of the Anmore South lands within the means of the evolving transportation networks. These studies will determine if/when the following recommended upgrades should be built to reduce the effects of increased traffic:

- Small-scale upgrades to slightly increase capacity and reduce delay on the two existing access corridors to Anmore that presented operation constraints – East Road and loco Road. These could include adding left turn lanes to high-volume locations, designated bus pullout stops at high ridership locations, removing on-street parking where possible, and introducing or expanding traffic signals at high-volume locations.
- Intersection upgrades within Anmore at East Road & Sunnyside Road, 1st Avenue & loco Road, and 1st Avenue/Bedwell Bay Rd & Sunnyside Rd.
- Further collaboration with stakeholders, including TransLink, Metro Vancouver, and local municipalities, to discuss transit improvements and develop a coordinated approach to transportation planning on regional roads, including road capacity in Anmore/Belcarra/Port Moody.

Economic Impact Analysis Summary

Anmore South Neighbourhood Plan

Purpose of the Study

The Economic Impact Analysis was prepared by Deloitte to assess the projected economic impact of the proposed Anmore South development on the Village of Anmore. The report summarizes the economic impacts of Anmore South as they relate to employment, demographics and housing.

- The basis of the analysis is the Anmore South Preferred Plan which proposes a 61.14-hectare / 150.08-acre mixed-use community.
- The proposed neighbourhood comprises approximately 2.8 million square feet (sq ft) of residential floorspace across 2,202 units, 55,000 sq ft of commercial space and a 20,000 sq ft community centre, over a 20-year phased build out.

What we Learned

Employment Impacts

Current Situation

- Analysis shows that total jobs based in Anmore was 770 as of the 2021 Census, which is contrasted with Anmore's total of 1,230 employed residents. The ratio of jobs to employed residents is 0.63, meaning the community is a net exporter of 37% of its workers to other municipalities. This is the lowest ratio of any municipality in Metro Vancouver.
- Most Anmore residents are commuters, with the majority commuting to other municipalities, which is explained in part through their above average income. The median employment income for an Anmore resident working full-time is 23% higher than the regional average. They are also more likely to have senior positions (2.8 times the concentration of managers compared to the regional average). These two factors suggest that residents typically need to commute to where the high-paying jobs and large companies and institutions are located.
- For those Anmore worker residents that work within Anmore, there is a high proportion that work at home (31% compared to 26% in the region), which is consistent with having more well-educated professionals living in the community.
- Out of the 1,230 employed Anmore residents, less than 100 had a regular place of work in Anmore outside their home.
- While there is no reason to expect a balance between local jobs and resident workers in Anmore, the current situation indicates that Anmore residents who might wish to work closer to home (such as students or seniors seeking part-time work) have limited opportunities to do so.

Anmore South Employment Impacts

The number and type of jobs that will be created in the Village of Anmore from the Anmore South development fit into the following categories of ground floor commercial, public recreation centre, and home-based employment.

There is also expected to be employment growth in local government and primary education, based on estimated growth in local services required to accommodate the additional population and development.

- The estimated employment growth due to Anmore South Neighbourhood is:
 - 122 jobs in ground-floor commercial based on 55,000 sq. ft. of space;
 - 25 jobs in the public recreation center based on a 20,000 sq. ft. facility;
 - 198 jobs through home-based employment based on 2,202 new housing units;
 - 9 additional local government jobs based on municipal revenue growth; and
 - 43 local primary education jobs to support a 171% increase in the age 5 to 12 population.
- In total, the estimated employment increase is 397 jobs, all of which are based in Anmore.
- In addition, there will also be significant temporary employment generated by project construction. Using 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 3,500 person-years.

Alignment with Anmore's current employment

- Creation of retail and service businesses will provide entry-level, part-time, and flexible work opportunities, particularly for youth, parents, and seniors.
- Given Anmore has a higher rate of working from home than the regional average, availability of public spaces for meetings, or temporary working, provides a useful service. While proposed office space provides alternative work opportunities without a long commute for future residents.
- Anmore's labour force is much better-paid and higher-skilled than the regional average, so only a modest number of jobs in the new retail and services businesses and the public recreation centre would fit with existing employment needs.
- The proposed commercial space could be a good fit for small offices that cater to the public, such as insurance, real estate, or health services - capitalizing on the cluster of health professionals that reside in the community.

Demographic and Housing Impacts

Current Situation

- Anmore's current population (~2,600) is aging, with a high concentration of residents aged 45–64 compared to other municipalities in Metro Vancouver.
- The population is notably lower in the 25-44 range, which is a prime age for first-time homeowners. Anmore is one of five municipalities in the region where the population share in this “young working prime” range is below 20% (regional average is 30%).
- According to the 2021 Census, Anmore has the lowest proportion of renters in Metro Vancouver at 8.8%. Anmore, along with Belcarra and Lions Bay are the only three municipalities in Metro Vancouver that do not have below-market rental housing.

- Lifecycle Evolution of Housing Demand:
 - Housing type preferences typically change over a lifetime. The current housing stock in Anmore is almost entirely comprised of large, high-cost, single-family housing that is a poor fit with typical housing demand over a lifetime.
 - Statistics Canada show that the share of household maintainers living in apartments (person responsible for paying the household bills) are more likely to be young adults and seniors.
 - There are currently no apartment buildings in Anmore. This means that as the existing population ages and some residents wish to move to an apartment to stay in the community, that option is not currently available.
 - Similarly, young adults who are looking to get into the housing market with a smaller, more affordable unit are not able to do so in Anmore.

Anmore South Demographics and Housing Impacts

- Apartments and townhomes at Anmore South will provide the opportunity for residents to stay in the community and find their preferred housing options over the course of their lifetime.
- Population projections including Anmore South would lead to a very balanced population between senior citizens, prime working-age adults, younger adults and children.
- Providing housing options, including more affordable townhomes and apartments, can alleviate some of the constraints that Anmore residents face when considering their local housing options over the entire lifecycle.

Key Takeaways

Employment

- There are currently few employment opportunities within Anmore, with residents typically commuting to other municipalities for work. While this may be necessary for the current high concentration of highly skilled and paid workers who live in Anmore, residents who might wish to work closer to home (such as students or seniors seeking part-time work) have limited opportunities to do so.
- This analysis found that Anmore South will support new employment opportunities in the commercial and public spaces on site, through home-based employment, and by increasing demand for various public services that result in additional local jobs. In total, the estimated employment increase is 397 jobs based in Anmore.
- The project also would include significant construction-related employment during project development including an estimated 3,500 person-years.

Demographic and Housing

- The current housing stock in Anmore is almost entirely comprised of large, high-cost, single-family housing that is a poor fit with typical housing demand over a lifetime. This is particularly for young adults and seniors, where Anmore has a notably lower population in these two age ranges.
- Anmore South would expand the range of housing options available in Anmore, supporting a greater diversity and balance of lifestyles, life-stages, and incomes for current and future residents.

Environmental Impact Assessment Summary

Anmore South Neighbourhood Plan

Purpose of the Study

The Environmental Impact Assessment (EIA) prepared by AquaTerra Environmental Ltd. is a comprehensive document that spans the period of 2014 to 2024. It includes a summary of historical site conditions, database and mapping query results, and robust field assessments evaluating various environmental components spanning the Anmore South site.

- The EIA assessed the site environmental features, identified potentially adverse impact in the absence of appropriate mitigation, and developed appropriate site-specific mitigation measures and strategies to avoid, reduce, and/or offset these potential effects.
- The EIA identifies the following Valued Ecosystem Components (VECs), which are each evaluated separately with respect to existing habitat conditions and inventory/assessment findings, potential risks associated with development, and residual effects, if any:
 1. Wildlife and Terrestrial Habitat;
 2. Fish and Aquatic Habitat;
 3. Surface Water Quality and Stormwater Runoff;
 4. Soils and Local Geology;
 5. Air Quality; and
 6. Noise and Light Pollution.

What We Learned

Existing Environmental Site Conditions

The Anmore South site consists of 60 hectares comprised predominantly of second and third growth coniferous forests, as well as watercourses, a pocket wetland, and associated riparian zones. The site is environmentally consistent with the wider regional area, and provides habitat for a variety of species.

Current Environmental Design Considerations

Throughout the neighbourhood planning process of Anmore South, findings from AquaTerra have been circulated for incorporation into design iterations, in conjunction with input from the public and stakeholders through the engagement process. This includes consideration of aquatic and terrestrial habitats, environmentally sensitive areas, unique habitat features, and sensitive species, as well as potential development opportunities and constraints.

Environmental design considerations that have been incorporated into the Anmore South Preferred Plan consist of the following:

- A total of 22-hectares (35%) of the land is proposed for dedication as Natural Protection Areas, with 11-hectares (18%) retained as riparian area buffer zones, and an additional, 4-hectares (7%) proposed for neighborhood parks.
- Public roadways have been designed to minimize the number of stream crossings. The greenway and trail network, including the 4 metre wide multiuse greenway was developed to link public destinations with walkways as an attempt to reduce car use and minimize wildlife interactions during the operational phase.

Terrestrial Areas / Wildlife Design Elements

- Development is limited to a clustered form which does not require clear cutting, and reduces tree and habitat loss, while maintaining core habitat corridors, buffer / setback areas, and habitat nodes.
- Design of neighbourhood considers hillside conditions including soils and local geology.
- Underpass / oversized crossings providing wildlife / movement corridors.
- Proposed public street cross section with planted and tree lined boulevards as part of urban canopy response.
- Lighting that adheres to dark sky lighting principles.
- Forested buffered areas retained along existing neighbourhoods and existing roads.
- Phased development allows for adaptive management and monitoring of mitigation approaches.

Aquatic Areas / Fish and Fish Habitat Design Elements

- The Preferred Plan avoids watercourses and associated riparian areas with the exception of proposed crossings.
- Rainwater management plan including bioswales within street cross sections and on-site detention to manage both quantity and quality of rainwater and will be modeled to mirror pre-development base and peak flow conditions.
- The Preferred Plan provides a 'Conservation Framework' in conjunction with the riparian areas as well as buffers to existing neighbourhoods (35% of total area).
- Comparison with existing subdivision plan:
 - The Anmore South Neighbourhood Plan more than doubles the total lands dedicated to green space (including parks) in comparison to the current approved subdivision plan using RS-1 zoning (42% vs 20%).
 - The Anmore South Neighbourhood Plan is subject to higher development standards and will ensure improved environmental outcomes than what is required.

Wildlife + Terrestrial Habitat

Assessment

- Variably suitable habitats are present throughout the site for a variety of terrestrial species groups, including invertebrates, mammals, birds, amphibians and reptiles, and native plant communities.
- Mature coniferous forests dominate the site consisting primarily of Western Hemlock with lesser amounts of Western Redcedar and Douglas-fir. The area to the south of Sunnyside Road is comprised of more varied habitat types due to historical land use (e.g., gun range) and regenerating forest, as well as the introduction of invasive species as a result of anthropogenic effects. The prevalent invasive species include English Ivy, Scotch broom, Himalayan Blackberry and Japanese Knotweed.

- Species at risk that were confirmed as being present on-site, or noted as being historically documented within close proximity (i.e., 1-2 km) from the site include the Pacific Water Shrew, Northern Red-legged Frog, Olive-sided Flycatcher, and Coastal Tailed Frog.

Potential Impacts, Residual Effects and Mitigation

- The project will result in some loss of terrestrial habitat and potential habitat fragmentation.
- The residual effects are considered local, and not significant at a regional level as similar habitat types exist throughout the region and can be mitigated via incorporation of habitat nodes, wildlife corridors of variable widths, and utilizing oversized culverts and underpasses to direct wildlife through the site while minimizing wildlife/human interactions.

Fish + Aquatic Habitat

Assessment

- 16 watercourses have been identified in Anmore South, consisting of the two main watercourses: Schoolhouse Creek and Doctors Creek, and their associated tributaries. The Mossom Creek watershed is not associated with the site area.
- Development will require the crossing of three fish-bearing watercourses and 10 non-fish bearing watercourses, which contribute to aquatic habitats both on-site and downgradient of the site.
- Identified fish include Coho Salmon and Cutthroat Trout.

Potential Impacts, Residual Effects and Mitigation

- Localized aquatic and riparian habitat loss is expected to occur, predominantly to accommodate proposed road crossings.
- Other residual effects were considered not significant where mitigation measures are implemented coupled with environmental monitoring and water quality testing.
- Habitat offsetting (i.e., planting and enhancement of existing habitat, and creation of new aquatic habitat areas) coupled with oversized culverts, box culverts, and clear span bridges, and stormwater retention measures are recommended to minimize aquatic impacts, maintain and improve fish passage, and ensure pre-development flows are maintained.

Surface Water Quality and Stormwater Run-off

- Maintaining the existing drainage pattern and water quality during both the construction and operational phases of the project present unique challenges given the topography, rainfall levels and watercourses and associated tributaries.
- Through the implementation of the recommended mitigation measures, inclusive of stormwater modelling and retention features (i.e., rain gardens, bioswales, detention facilities etc.), no significant adverse environmental impacts to surface and storm water run-off are expected to occur.

Soils and Local Geology

- Soils and local geology impacts were assessed given the steep grades and soil stripping, blasting, and cut-and-fill construction components of the project.

- With the mitigation measures proposed, including input from geologists and geotechnical assessments during the detailed design phase, there are unlikely to be significant adverse soil and local geology effects resulting from construction activities or operations.

Air Quality

- Air quality was evaluated given the potential effects associated with construction works, including fugitive dust from excavated materials and mobile equipment, stockpiling and clearing and grubbing activities, as well as emissions from vehicles and equipment. The increased traffic volumes within the area were also assessed.
- The EIA identified several mitigation measures and Best Management Practices (BMPs) relating to the management of air quality during construction, including the recommendation to develop a phased Construction Environmental Management Plan (CEMP), with air quality management provisions, to be implemented and monitored over the duration of construction works.
- With the recommendations implemented, as intended, the residual effects associated with Air Quality were not deemed to be significant.

Noise and Light

- During the construction phase there is expected to be occasional periods of time when noise levels will be elevated associated with blasting and construction equipment.
- Following completion of the project, noise levels would be elevated because of on-site traffic.
- Residual noise effects in the absence of appropriate mitigation consists of potential disruption to nesting / reproduction for wildlife. Monitoring and noise mitigation strategies (e.g., blast mats) and appropriate timing are proposed to minimize potential impacts.
- Until detailed project-related information is included, the significance of the impacts from light cannot be evaluated. However, the project has been proactively designed to comply with the 'Dark Sky' policy that guides development to design exterior lighting to reduce the potential for impact to environmental receptors.

Key Takeaways

- The Anmore South site is predominantly forested, consistent with the wider regional area and associated habitats. With mature second and third growth trees and riparian areas, including watercourses, it provides the habitat for a variety of terrestrial and aquatic species.
- The EIA acknowledges that the Anmore South Preferred Plan incorporates environmental design considerations that provide mitigation measures for the VEC's identified. The Plan has been developed to balance residential growth with the conservation of natural habitats, promoting sustainability, and minimizing the impact on the surrounding ecosystem and affording a larger percentage of retained natural areas and greenspace relative to traditional development under the current zoning. Specifically, the plan, proposes the dedication of 22-hectares (35%) of the land area to a natural conservation framework, which well exceeds the typical conservation targets set by the Village of Anmore per Official Community Plan (OCP) Policy P&TLU-7.
- Potentially adverse effects on terrestrial and aquatic species including habitat loss, as well as effects to surface water and storm runoff, soils and local geology, air quality, and noise and light were identified and evaluated for the construction and operational phases.

Key Recommendations to Mitigate Environmental Impacts

To effectively reduce the significance of the identified adverse effects, a detailed range of supplementary mitigation measures and recommendations are proposed for the detailed design and construction phases . Key recommendations identified include:

- Implement and adhere to a site-specific Construction Environmental Management Plan (CEMP). This will include sub-plans including, but not limited to, a Sensitive Species Management Plan, Emergency Spill Response Plan and Erosion Control Plan.
- Habitat restoration or offsetting, where loss has been identified.
- Design and implementation of an invasive species management plan.
- Wildlife-friendly designs for stream crossings and riparian zone buffers.
- Monitoring sensitive species and ensuring compliance with environmental regulations (e.g., Riparian Areas Protection Regulation).

Fiscal Impact Analysis Summary

Anmore South Neighbourhood Plan

Purpose of the Study

The Fiscal Impact Analysis was prepared by Deloitte to assess the net fiscal impacts of the Anmore South Preferred Plan on the Village of Anmore. The analysis is designed to test the financial feasibility of the project using the Village's current levels of services for staffing, amenities and infrastructure.

- The basis of the analysis is the Anmore South Preferred Plan which proposes a 61.14-hectare / 150.08-acre mixed-use community.
- The proposed neighbourhood comprises approximately 2.8 million square feet (sq ft) of residential floorspace across 2,202 units, 55,000 sq ft of commercial space and a 20,000 sq ft community centre, over a 20-year phased build out.

Approach

- Only the specific revenues and costs that will be impacted by the addition of Anmore South are included in the analysis. The analysis compares two alternative scenarios:
 - First is Anmore's current financial situation, based on the 2024 budget as outlined in the Village's 2024 Five-Year Financial Plan.
 - Second is an alternative scenario that imagines that Anmore South is fully built today, with no change in service levels. This means that all current tax and fee rates, grant funding formulas, and other revenue and cost ratios are in effect, unless otherwise noted.

What we Learned

Revenue Impacts from Anmore South

Municipal Property Tax

- The main driver for increased revenue is municipal property taxes (from the 2,202 residential units, 55,000sq ft of commercial space, and the 20,000 sq ft recreation centre). This is based on the estimated value of properties, applied to current tax rates.
- Because Anmore does not have the type of units that Anmore South proposed (like townhomes and apartments), the estimated value of a fully built Anmore South is based on market comparisons to 2024 sales data in Port Moody. The value of apartment units in Anmore is discounted slightly (5%) compared to Port Moody to reflect the additional distance from the Vancouver Skytrain.
- Estimated property tax revenue would increase from \$2.94 million to \$6.58 million, an annual increase of more than \$3.63 million.
- To be conservative in this analysis, the business tax rate is maintained at the same level as the residential rate. If Anmore charged a business tax rate equivalent to the average multiple in the Tri-Cities (where the average business tax rate is 2.60 times higher than the residential rate), Anmore South would generate an additional \$80,000 per year in property tax revenue for the Village.

Other Revenue Items

- Permits, Fees and Charges total an annual increase of \$54,000. This includes anticipated business licenses, dog license fees, and smaller miscellaneous incomes from administrative fees.
- Grants total an annual increase of \$158,000 which includes:
 - Grants in lieu which are paid to the Village by utility and telecom companies based on gross revenue from resident's accounts in Anmore.
 - Provincial Small Community Grant provided by the BC government to smaller municipalities.
- Interest and other revenue sources totaling \$80,000 annually, which include penalties and interest, revenue from community events, income on other investments, and miscellaneous income.

Total Revenue Impact

- The analysis shows estimated revenue would increase from \$5.46 million under the 2024 Financial Plan to \$9.39 million with Anmore South, an annual increase of \$3.93 million, or 72%.

Cost Impacts from Anmore South

General Government

- General government costs, which include the day-to-day costs of operating the Village, as well as community events are indirectly affected by Anmore South, such as increased operating costs to service a larger population. The estimated annual cost increase is \$399,000.

Public Works

- Annual public works spending includes regular maintenance and repair of existing municipal assets and facilities, including roads, parks, and public buildings. It is "operational" spending that occurs every year and is different from capital spending on major repairs or new infrastructure. Anmore South will have an indirect impact on this cost due to additional usage of public infrastructure. The estimated annual cost increase is \$97,000.
- Annual public works spending will also increase to cover new infrastructure including roads, multi-use paths and underground water and sewer pipes. This has been calculated based on the estimated increase in the length of these assets. The estimated annual cost increase is \$196,000.

Planning and Development

- Planning and development costs are primarily associated with new construction and renovations; however, once Anmore South is built, this cost is expected to be minimal. The estimated annual cost increase is \$47,000.

Amortization of New Assets

- Any new local government infrastructure that is built for Anmore South becomes a municipal responsibility. This is reflected in the current budget by estimating the "average annual lifecycle cost" of each new capital asset, which includes the estimated replacement cost and anticipated maintenance or refurbishment costs, divided by the expected useful life of the asset.
- The annual lifecycle costs for Village-owned assets were calculated, which include roads, pathways and trails, water and storm sewer infrastructure that is proposed for Anmore South.

- The calculations show that the average annual lifecycle cost for new capital assets at Anmore South is an estimated \$813,000 for future Village-owned assets.

Sanitary Sewer

- The other type of proposed infrastructure in Anmore South is sanitary sewer, which does not currently exist elsewhere in the municipality. There will be new costs associated but due to the physical boundary of the new assets being limited to Anmore South, it is assumed these new costs would be covered by a local area service tax that would be paid only by Anmore South properties.
- An additional estimated annual cost of \$111,000 for sanitary sewer assets would be covered by this local area service tax.

Police Service Costs

- As a municipality with a population under 5,000, policing in Anmore is currently provided by the RCMP and funded by the federal and provincial governments. The Anmore South development will cause Anmore's population to exceed 5,000, which means the municipality will become responsible for paying 70% of its policing costs.
- Projecting policing costs is uncertain due to a variety of factors, including that Anmore Council will have discretion over the level of policing service it prefers and the cost implications of that decision.
- For calculation purposes, policing costs in other BC municipalities with similarities to Anmore were collected and averaged. The average policing cost per capita across six chosen municipalities is \$153.
- Using this average to project future policing costs in Anmore with Anmore South, the estimated policing cost is \$1.08 million or a net annual increase of \$766,000.
 - While police service costs are not currently part of the municipal budget and are paid directly to the Province of BC, for ease of comparison this cost of \$313,000 is calculated as a 2024 cost to the municipality.

Fire Service Costs

- Fire service in Anmore is provided by the Sasamat Volunteer Fire Department (SVFD), which is a Metro Vancouver service shared between Anmore and Belcarra and funded through the regional district property tax. Operating costs are shared between Anmore and Belcarra taxpayers based on each municipality's share of total property assessment (which is 70% Anmore/30% Belcarra in 2024). Capital costs are evenly split.
- Due to Anmore South, Anmore's share of future assessment is projected to increase to 84%. In calculating the fire service costs the following was taken into consideration:
 - future combined population of Anmore (with Anmore South) and Belcarra;
 - staffing and training increases required to provide fire service to the higher buildings at Anmore South;
 - increase in capital items like equipment as labour costs increase;
- The estimated cost increase is \$1.19 million which is an annual increase of \$852,000 over the current operating contribution. This cost is not part of Village finances but is funded through the regional property tax and represents taxing room that is not available to the Village.
- In addition, there is an estimated annual increase of \$62,500 to cover lifecycle costs of new fire service assets and new capital expenditures, such as a new fire truck.

Considerations

- The cost impacts do not consider the proposed public recreation centre, or upgrades to Anmore Elementary field that would serve the entire Anmore community, but the details of which will be subject to future review and direction of Anmore Council.
- Off-site water/sewer infrastructure are also excluded from the assumed cost impacts, as they are assumed to be a regional asset and will not affect Village finances.

Total Cost Impact

- The estimated additional cost to the Village from the Anmore South development, after including policing costs, is \$2.32 million. When considering the increased costs for fire services and the annual lifecycle costs of new fire service assets (paid for by Anmore residents to Metro Vancouver), the total annual cost increase is \$3.23 million.

Net Fiscal Impact

Anmore South is estimated to bring an annual net fiscal benefit of \$1.29 million to the Village, with a revenue impact of \$3.93 million and cost impact of \$2.32 million (\$2.63 million not accounting for the Police Service Tax). However, while fire service costs are not part of the Village budget, they also represent an additional cost for local taxpayers. After accounting for an increase of \$914,000 in fire service costs, there is an annual net fiscal benefit of \$696,000 per year from Anmore South.

Key Takeaways

- Municipal property tax on the proposed residential, commercial and civic properties within Anmore South (based on 2024 tax rates) is a main driver for increased revenue for the Village of Anmore. Along with other revenue items, the total revenue estimated with Anmore South is an increase of \$3.9 million (representing a more than 70% increase) from the current Anmore 2024 Financial Plan.
- Cost impacts with Anmore South are spread across several categories, including increased costs in general government, public works, planning and development, and amortization of new assets. The total cost impacts estimated with Anmore South is an increase of \$2.6 million from the current Anmore 2024 Financial Plan.
- The net impact on Village finances from Anmore South is positive. The result is a net annual fiscal improvement of nearly \$1.3 million for the Village.
- While not currently part of the Village budget, police and fire services must also be factored into the analysis and were calculated. This reduces the net fiscal benefit to \$696,000 per year for the Village with Anmore South.

VILLAGE OF ANMORE

BYLAW NO. 686-2023

A Bylaw to amend the Official Community Plan Designation (OCP) Bylaw No. 532-2014

WHEREAS the Local Government Act authorize a municipality to amend its Official Community Plan bylaw from time to time:

NOW THEREFORE the Municipal Council of the Village of Anmore, in open meeting assembled, enacts as follows:

CITATION

1. That this bylaw may be cited for all purposes as “Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023”.

AMENDMENTS

Table of Contents

- 1) In the Introduction and Context – add Anmore South OCP Update Process following “The Official Update Process.”
- 2) In Section 2 Growth Management Strategy replace first heading, “Growth Management Strategy9” with Growth Management Strategy – Outside Urban Containment Boundary.....9”
- 3) Following ‘Growth Summary-Outside Urban Containment Boundary ...9” add “Anticipated Growth Within the Urban Containment Boundary”.
- 4) In Land Use section add “Anmore South Neighbourhood – Former IOCO Lands” as the last heading.
- 5) In Heading 7. Environment - replace “Environmental stewardship” with “Environmental Stewardship”
- 6) In Chapter 11 – Regional Context Statement delete the entire section and replace with:
 - “Outside The Urban Containment Boundary (Rural Lands)”
 - “Support Sustainable Transportation Choices”
 - “Within The Urban Containment Boundary (Urban And Conservation Recreation Lands)”
- 7) Add reference to a new “Chapter 12. Anmore South Neighbourhood Plan” new page number to be determined once formatted.

INTRODUCTION AND CONTEXT

- 8) Delete Paragraph #2 on page 1:

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

And Replace Paragraph #2 on page 1 with the following

“In reflection of its semi-rural character of the lands outside the Urban Containment Boundary, the Village of Anmore (“the Village”) aspires to growth, largely in step with the prevailing settlement pattern. For the lands within the Urban Containment Boundary, Council remains open to innovative proposals including higher density forms of development.”

- 9) Insert the following after Paragraph #2 on page 1

“Lands in Anmore that are within the Urban Containment Boundary include Eagle Mountain Middle School, Anmore Green Estates, and the Anmore South Neighbourhood, of which only Anmore South has remaining development potential.”

INTRODUCTION AND CONTEXT - OUR COMMUNITY PROFILE

- 10) Delete the following paragraphs:

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

The Metro Vancouver Regional Growth Strategy (RGS) sets out land use policies intended to focus regional growth within urban service areas, supported by transportation networks, regional infrastructure and community services. Anmore is identified in the RGS as a rural community and is not expected to absorb a large proportion of regional population growth (0.2%), or be connected to regional services, as it is outside the Urban Containment Boundary.”

And replace them with the following:

“In the next 25 years, Metro Vancouver is expected to grow by 800,000 residents, reaching 3.8 million by 2050. To varying degrees, this increase will take place in all communities. By 2050, Anmore’s current population of approximately 2,400 is expected to reach about 8,500 residents.

The Metro Vancouver Regional Growth Strategy (RGS) sets out land use policies intended to focus regional growth within urban service areas, supported by transportation networks,

regional infrastructure and community services. The Anmore South Neighbourhood (former IOCO Lands) is identified in the Regional Growth Strategy (RGS) as a Special Study Area for an alternate land use and potential future inclusion within the Urban Containment Boundary.”

INTRODUCTION AND CONTEXT - OUR EXISTING LAND USE

11) Delete the third paragraph as follows:

“The Imperial Oil Lands (IOCO Lands), located in the southwest of the Municipality were for sale at the time of this OCP Update. As of April 2014, no plan or proposal has been submitted by the current property owner. It is anticipated that any planning for the Imperial Oil Lands with a new owner, will be through a separate and comprehensive process, involving the community to discuss questions relating to land use and density, environmental attributes, parkland potential, servicing requirements, transportation and community amenities.”

And replace it with the following:

“The Anmore South Neighbourhood located in the southwest of the municipality will be developed in accordance with the Anmore South Neighbourhood Plan (see Chapter 12) and will provide the opportunity for a variety of land uses.”

1. INTRODUCTION AND CONTEXT - OUR FINANCIAL SUSTAINABILITY

12) Delete the following bullet point:

“Be flexible with respect to lot size restrictions to suit market demand, while preserving the semi-rural character;”

And replace it with the following:

- “Be flexible with respect to lot size restrictions to suit market demand, while preserving the semi-rural character; and”

13) Delete the following bullet point:

- “Monitor growth to avoid crossing the 5,000 population threshold that would trigger significant policing costs, and likely add to other infrastructure costs.”

1. INTRODUCTION AND CONTEXT - THE OFFICIAL PLAN UPDATE PROCESS

14) Add the following clarification statement as a new paragraph after: “Throughout the update process, the Advisory Planning Commission provided insight and guidance into policy directions.”

“The process described above focused on lands outside of the current Urban Containment Boundary”.

Add the following after “The process described above focused on lands outside of the current Urban Containment Boundary” as a new paragraph.

“ANMORE SOUTH OCP UPDATE PROCESS

The OCP was updated in response to the Anmore South Neighbourhood Plan intended to facilitate future development of a walkable mixed-use neighbourhood within the Urban Containment Boundary in the Village’s southwest (see Schedule B1-B1, Land Use Maps). The Anmore South Neighbourhood Plan includes site-specific policies applicable to development of these lands and was the outcome of a public engagement process facilitated by the Village of Anmore from 2024-2025 (see Chapter 12).”

2 -GROWTH MANAGEMENT STRATEGY

15) Delete the first paragraph as follows:

“As an Official Community Plan is intended to provide a general framework about future land use, development and services, the key element of the Plan is the strategy by which future growth is to be managed. Even though Anmore is not expected to absorb a significant portion of regional growth, it is anticipated that by 2041 our current population of about 2,200 will almost double to an anticipated build-out population of approximately 4,000 residents. This overall growth threshold remains unchanged from earlier targets determined by the Village and Metro Vancouver. Further, it is anticipated that over the next 5 – 10 years and beyond, development activity in the Village will be limited to residential dwelling units. Therefore, the strategy outlined in this Section focuses on managing the new residential growth expected up to the Village’s build out.”

And replace it with the following:

“As an Official Community Plan is intended to provide a general framework about future land use, development and services, the key element of the Plan is the strategy by which future growth is to be managed. It is anticipated that by 2050 our current population of about 2,400 will increase to an anticipated build-out population of approximately 8,500 residents. Therefore, the strategy outlined in this Section focuses on:

1. managing residential growth in areas that are designated Rural which remain outside of the Urban Containment Boundary; and
2. managing growth within the Anmore South property as a new development area within the Urban Containment Boundary from 2025 onward and in accordance with any approved Neighbourhood Plan.”

2 GROWTH MANAGEMENT STRATEGY

- 16) Add the following between the title “Growth Management Strategy” and first paragraph:

“Anticipated Growth in Rural designated areas outside the Urban Containment Boundary in 2014

The region’s growth strategy is intended to guide the future development of the region and support the efficient provision of transportation, regional infrastructure and community services.

This section examines growth in the context of 2014 at the time of adoption of this plan for those Anmore lands outside the Urban Containment Boundary which will continue to remain Rural designated.”

- 17) Delete the following sentence from the end of the Growth Management Strategy on page 9;

“In an effort to better anticipate the level of growth that may occur within the Village in the future, three growth scenarios were developed and assessed.”

And replace it with the following:

“In an effort to better anticipate the level of growth that may occur within the Village in the future, three growth scenarios were developed and assessed for areas outside of the Urban Containment Boundary.”

- 18) Delete the last sentence under subtitle HIGH GROWTH SCENERIO as follows:

“This scenario exceeds expected build-out in terms of number of lots available in the future - under current development conditions, Anmore’s remaining development capacity is approximately 476 lots.”

And replace it with the following:

“This scenario exceeds expected build-out in terms of number of lots available in the future - under current development conditions, Anmore’s remaining development capacity is approximately 476 lots for lands outside the Urban Containment Boundary.”

- 19) Delete GROWTH SUMMARY title and replace it with:

“GROWTH SUMMARY – Outside Urban Containment Boundary”

20) Delete the following first sentence in the GROWTH SUMMARY section:

“In summary, the three possible growth scenarios are compared in the below table:”

And replace it with the following:

“In summary, the three possible growth scenarios for lands outside the Urban Containment Boundary are compared in the table below:”

21) Add the following as a new paragraph at the end of the GROWTH SUMMARY SECTION:

“Anticipated Growth within the Urban Containment Boundary

At the time of the adoption of the OCP in 2014, all of Anmore was located outside of the regional urban containment boundary. The section above anticipated limited growth based on this constraint.

In response to the Special Study Area identified in the OCP and Regional Growth Strategy, the Anmore South Neighbourhood Plan was prepared through a public planning process with community consultation. Identification of this area for future growth is a strategic move by the municipality to accommodate new residential and infrastructure development while preserving Anmore’s distinct semi-rural character outside of this new neighbourhood.

The Anmore South Neighbourhood Plan is an integral part of Anmore’s growth strategy from 2025 onward reflecting a new direction in the Village’s development pattern. The shift is in alignment with the goals of the adopted Metro 2050 Regional Growth Strategy, reflecting Anmore’s commitment to contributing to the creation of a complete, connected and resilient communities within the region.”

22) Delete OBJECTIVE #1 PROTECT THE SEMI-RURAL CHARACTER under OBJECTIVES – GROWTH MANAGEMENT STRATEGY as follows:

“Objective #1: Protect the Semi-Rural Character

Many people choose to live in Anmore because of the community’s semi-rural character. This character expresses itself in terms of the lifestyles of the residents and a relaxed “country type” style of community that is close to nature and within minutes of urban amenities. This type of ambience and character is vitally important to residents, and must be respected as growth and development occurs over the next decade.”

And replace it with the following:

“OBJECTIVE #1: PROTECT THE SEMI-RURAL CHARACTER OUTSIDE OF THE URBAN CONTAINMENT BOUNDARY

Many people choose to live in Anmore because of the community's semi-rural character. This character expresses itself in terms of the lifestyles of the residents and a relaxed "country type" style of community that is close to nature and within minutes of urban amenities for lands outside the Urban Containment Boundary. This type of ambience and character is vitally important to residents and must be respected as growth and development occurs over the next decade."

4. LAND USE

23) Delete the introductory sentence as follows:

"This section of the OCP contains policies pertaining to land use – residential, commercial, institutional, parks and trails, industrial, and a "special study area'."

And replace it with the following:

"This section of the OCP contains policies pertaining to land use – residential, commercial, institutional, parks and trails, and industrial. As well, the Anmore South Neighbourhood Plan Area is referenced. These lands were previously referred to as the Imperial Oil Company Lands and designated as a Special Study Area in this OCP and the regional growth strategy."

24) Delete the following sentence from the RESIDENTIAL LAND POLICIES subsection:

"The residential policies set out below are intended to provide a framework for future residential development that will prioritize environmental protection, enhance the semi-rural character of the Village and minimize infrastructure costs."

And replace it with the following:

"The residential policies set out below are intended to provide a framework for future residential development that will prioritize environmental protection, enhance the semi-rural character of the Village outside the Urban Containment Boundary and minimize infrastructure costs."

25) Delete Policy RLU-1 as follows:

Policy RLU-1

"New residential subdivisions will be directed to those areas designated Residential and Hillside Residential on Schedules B1 and B2 — Land Use Map."

And replace it with the following:

Policy RLU-1

"New residential subdivisions will be directed to those areas designated for residential uses on Schedules B1 and B2— Land Use Maps."

26) Delete the first sentence of Policy RLU-2 as follows:

Policy RLU-2

“The Village supports the subdivision of larger properties to accommodate anticipated levels of population growth in Anmore.”

And replace it with the following:

Policy RLU-2

“The Village supports the subdivision of larger properties to accommodate anticipated levels of population growth in Anmore for areas outside of the Urban Containment Boundary.”

27) Delete the last bullet point in RLU-6 as follows:

- “Proposed development does not exceed a gross density of 1.5 lots per acres.”

And replace it with the following:

- “Proposed development outside the Urban Containment Boundary does not exceed a gross density of 1.5 lots per acres.”

28) Delete the following bullet point in RLU-8 as follows:

“Proposed development does not exceed a gross density of 1.8 lots per acre;”

And replace it with the following:

“Proposed development outside of the Urban Containment Boundary does not exceed a gross density of 1.8 lots per acre; and”

29) Add the following as a new bullet point to RLU-8 following the bullet point above as follows:

- “Proposed development within the Urban Containment Boundary requires the preparation of comprehensive Neighbourhood Plan that includes a clear indication of proposed uses and density for Council’s consideration.”

30) Add a new policy as RLU-16 as follows:

“Policy RLU-16

Residential Development within the Anmore South Neighbourhood (former Special Study Area) will be in accordance with the Anmore South Neighbourhood Plan (see Chapter 12)”

4. LAND USE - COMMERCIAL LAND USE POLICIES

31) Under the Commercial Land Use Policies subsection, delete the following sentence;

“There are currently two commercial operations in Anmore – the Anmore Grocery Store and the Anmore Camp and RV Park, which are supported by local residents and visitors drawn to destinations such as Buntzen Lake.”

And replace it with the following:

“There are currently two existing commercial operations in Anmore — the Anmore Grocery Store and the Anmore Camp and RV Park, which are supported by local residents and visitors drawn to destinations such as Buntzen Lake.”

32) Delete the first sentence of Policy CLU-4 as follows:

“Future commercial uses, that are in keeping with the semi-rural character of the Village, may be considered, subject to an appropriate application and approval process.”

And replace it with the following:

“Future commercial uses outside of the Urban Containment Boundary, that are in keeping with the semi-rural character of the Village, may be considered, subject to an appropriate application and approval process.”

33) Delete Policy CLU-5 as follows:

“The Village supports the exploration of commercial uses as part of the planning and ultimate development process involved in any future development of the Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete.”

And replace it with the following:

“Commercial development within the Anmore South neighbourhood will be in accordance with the policies of the Anmore South Neighbourhood Plan (see Chapter 12). Acceptable locations for commercial uses include along First Avenue and Sunnyside Road as shown on Schedule B2.”

4. LAND USE - SPECIAL STUDY AREA – IMPERIAL OIL LANDS (IOCO LANDS)

34) Delete the following introductory paragraphs as follows:

“SPECIAL STUDY AREA- IMPERIAL OIL LANDS (IOCO LANDS)

The Imperial Oil Lands (IOCO Lands) in the southwest part of Anmore is considered as a major future development area. Its development will be subject to the preparation of a comprehensive development plan that would address land use and density, environmental attributes, servicing, transportation, community amenities, parkland and financial implications.

The development of the IOCO Lands will take place in accordance with the fundamental principles of this Plan and should differentiate itself through its commitment to environmental preservation, high-levels of sustainable building performance and its creation of a walkable community that is well-integrated with the existing community.

Conversations regarding the future of the IOCO Lands have been ongoing for many years. The Special Study Area designation highlights the need for further discussion and study. While no plan or proposal has been submitted by the property owners, the lands are currently for sale, which has spurred much discussion within the community about what these lands could become if and when redeveloped.”

And replace it with the following:

“ANMORE SOUTH NEIGHBOURHOOD – FORMER IOCO LANDS

The Anmore South neighbourhood (formerly IOCO Lands) in the southwest part of Anmore have long been considered as a major future development area. Future development of the neighbourhood will be in accordance with the Anmore South Neighbourhood Plan (see Chapter 12), which was prepared through a public neighbourhood planning process with extensive community consultation.

Anmore South is envisioned as a walkable mixed-use neighbourhood with a diversity mix of 2,202 homes, parks, a community centre, and neighbourhood shops, all linked with an active transportation and forest trail network and connected to the regional sanitary and water systems.”

Policies AS-1, AS-2 and AS-3, while relabeled from IOLU 1, IOLU 2 and IOLU 4, were adopted with the OCP in 2014 as follows.”

35) Rename Policy IOLU-1 as Policy AS-1, and Policy IOLU-2 as Policy AS-2.

36) Delete Policy IOLU-3 as follows:

“Policy IOLU-3

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:

- 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.”

And replace it with the following:

“Policy AS-3

Development of the Anmore South Neighbourhood will be in accordance with the policies of the Anmore South Neighbourhood Plan (see Chapter 12).”

37) Delete Policy IOLU-4 as follows:

Policy IOLU-4

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.”

And replace it with the following:

“Policy AS-4

In consideration of the future, development of Anmore South should strive to achieve high 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.”

5. TRANSPORTATION

38) Under Active Transportation Policies, delete Policy T-2 as follows:

“Policy T-2

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

And replace it with the following:

“Policy T-2

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

39) Under Major Road Policies, delete Policy T-14 as follows:

“Policy T-14

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

And replace it with the following:

“Policy T-14

At the time when the Anmore South neighbourhood is developed, the Village will secure a road allowance that will provide a link between Crystal Creek Drive and Sunnyside Road.”

40) Add clarification to the first sentence of Policy T-22, under Road Dedication Policies as follows:

At the time of subdivision, where a new “**collector**” road is being proposed, the Village will seek a 20 metre road dedication.

41) Delete Policy T-23, under Road Dedication Policies as follows:

“Policy T-23

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

And replace it with the following:

“Policy T-23

Where a subdivision is adjacent to an existing Village road **and not subject to a Neighbourhood Plan**, the Village supports the securing of land, the width being the difference between the current road width and 20 metres, for the purposes of facilitating the widening of the existing road.”

6. MUNICIPAL SERVICES

42) Delete the first paragraph as follows:

Village of Anmore Official Community Plan Amendment Bylaw No. 686-2023
Page 13

“As a semi-rural community, outside Metro Vancouver’s Urban Containment Boundary, the Village provides only limited services.”

And replace it with the following:

“As a semi-rural community, the Village provides only limited services for areas outside Metro Vancouver’s Urban Containment Boundary. Areas in Anmore within the Urban Containment Boundary will be connected to regional sanitary and drinking water service with Metro Vancouver approval.”

43) Delete Policy MS-5 under Water Service Policies as follows:

“Policy MS–5

Subdivision of land into parcels less than 1.2 ha (3 acres) will only be permitted if such subdivision can be connected to the Community Water system, as outlined in the Anmore Works and Services Bylaw. The existing water system has sufficient capacity to accommodate Anmore’s current growth projections.”

And replace it with the following:

“Policy MS–5

Subdivision of land outside of the Urban Containment Boundary into parcels less than 1.2 ha (3 acres) will only be permitted if such subdivision can be connected to the Community Water system, as outlined in the Anmore Works and Services Bylaw.”

44) Delete Policy MS-7 under Liquid Waste Collection and Disposal Policies as follows:

“Policy MS–7 (Bylaw No. 590-2019) The Village will join the Greater Vancouver Sewage and Drainage District to accommodate the connection of Anmore Green Estates to the Greater Vancouver Sewage and Drainage District System. During the time frame of this Plan, the Village will not develop a municipal-wide sewer system.”

And replace it with the following:

“Policy MS–7

The Village will join the Greater Vancouver Sewage and Drainage District to accommodate the connection of Anmore Green Estates to the Greater Vancouver Sewage and Drainage District System. During the time frame of this Plan, the Village will not develop a municipal-wide sewer system for lands outside of the Urban Containment Boundary. The Anmore South neighbourhood will be connected to regional sanitary sewer as described in the Anmore South Neighbourhood Plan (see Chapter 12).”

45) Delete Policy MS-10 Under Stormwater Drainage Policies as follows:

“Policy MS–10

During the time frame of this Plan, the Village will not install an enclosed piped stormwater drainage system; however, improvements to the existing network of green infrastructure systems throughout the Village, such as drainage ditches and engineered bioswales, as well as the introduction of new systems such as groundwater infiltration and recharge areas, green roofs, pervious surfaces, etc., is anticipated.”

And replace it with the following:

“Policy MS–10

During the time frame of this Plan, the Village will not install an enclosed piped stormwater drainage system for areas outside of the Urban Containment Boundary; however, improvements to the existing network of green infrastructure systems throughout the Village, such as drainage ditches and engineered bioswales, as well as the introduction of new systems such as groundwater infiltration and recharge areas, green roofs, pervious surfaces, etc., is anticipated.”

11. REGIONAL CONTEXT STATEMENT

46) Delete Section 11. REGIONAL CONTEXT STATEMENT in its entirety and replace it with the following:

11. REGIONAL CONTEXT STATEMENT

Section 446 and 447 of the *Local Government Act* requires that Official Community Plans include a “regional context statement”. The purpose of such a statement is to demonstrate the ways in which the OCP supports the fundamental strategies of the **Metro Vancouver 2050 Regional Growth Strategy (RGS)** and, where necessary, to specify how the OCP is to be made more consistent with the required growth strategy over time.

The vision of Metro Vancouver 2050 is to achieve the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment. In achieving this vision, Metro Vancouver 2050 specifies five fundamental goals:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment, address climate change, and respond to natural hazards;
- Provide diverse and affordable housing choices; and
- Support sustainable transportation choices.

The majority of Anmore's land base is designated as RURAL area in the RGS. The Urban Containment Boundary extends into Anmore to include the Eagle Mountain Middle School site as well as the Anmore Green Estates in the General Urban land use designation. Additionally, the Anmore South neighbourhood is anticipated to be included within the Urban Containment Boundary, enabling connection to regional sanitary sewer for the purpose of developing a walkable mixed-use neighbourhood with a diversity of housing choices, as described in the Anmore South Neighbourhood Plan (ASNP). Based on the Special Study Area designation recognized in the OCP and the RGS, the inclusion of the Anmore South neighbourhood within the Urban Containment Boundary is a strategic move by the Village to accommodate new forms of residential development while also contributing to the creation of more complete, connected and resilient communities within the region.

This updated Regional Context Statement signifies Anmore's proactive approach to regional collaboration and its dedication to balancing regional growth objectives with its community values and environmental stewardship. It underscores Anmore's role in fostering a sustainable and prosperous future, in accordance with both the local aspirations of its residents and the broader objectives of the Metro Vancouver 2050 strategy.

The following describes how the Anmore Official Community Plan relates to the goals and strategies of the RGS for lands both outside and within the Urban Containment Boundary.

OUTSIDE THE URBAN CONTAINMENT BOUNDARY (Rural Lands)

CREATE A COMPACT URBAN AREA

The purpose of this goal is to concentrate Metro Vancouver's growth in compact communities with access to a range of housing choices close to employment, amenities and services. The RGS strategies to achieve this goal involve focusing urban development within the Urban Containment Boundary in Urban Centres and Frequent Transit Development Areas. The Village of Anmore supports this goal's objectives in principle through the Rural land use designation applied to the majority of the municipal land base as identified on Map 3 – Regional Context Map, and intent for these lands to remain a primarily low-density residential community. These factors will prevent Anmore from drawing significant urban development out of the Urban Containment Boundary and away from Urban Centres.

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Between 2006 and 2011, Anmore's population increased by an average of 61 people per year, with the population equalling 2,246 in 2012. Corresponding to this population increase, the number of dwelling units in the Village increased by 110 to a total of 742.

Section 2 of the OCP outlines several potential future growth scenarios for lands outside the Urban Containment Boundary, forecasting out to 2032. The Growth Management Strategy focuses on the “middle scenario” as the level of growth expected in the municipality. Based on the population projections established for the OCP, Anmore anticipates growth to continue at a relatively consistent rate, of on average, approximately 61 people per year, and approximately 24 units per year. The projections of the Growth Management Strategy are generally consistent with the RGS projections, however, the total number of residents in 2041 is expected to be just under 4,000 as the population ages and people per unit decreases slightly from current levels.

Population Projections	2021	2031	2041
RGS	2,800	3,600	4,400
Anmore	2,900	3,400	3,900

Dwelling Unit Projections	2021	2031	2041
RGS	850	1,080	1,310
Anmore	930	1,180	1,350

In keeping with the Anmore's Rural designation and existing residential land use pattern typified by large detached homes on large lots, densities outside the Urban Containment Boundary will remain consistent with a scale and form that embraces open spaces, environmental preservation and a semi-rural character. Policy F-4 indicates the Village will be flexible in terms of lot sizes, however, average density for new subdivision outside the Urban Containment Boundary will remain at one lot per one acre, consistent with existing RS-1 zoning. Policy RLU-6 emphasizes use of the Village's cluster zoning for hillside residential areas and allows for a density increase to 1.5 lots per acre in order to facilitate clustered development that minimizes environmental impacts. Policy RLU-8 outlines circumstances where the Village would consider an increase in density to 1.8 lots per acre, utilizing Comprehensive Development zoning. Anmore expects most development to occur on currently undeveloped lands, with some infill or redevelopment in existing residential areas. Future development outside the Urban Containment Boundary is expected to be compatible with on-site sewer servicing, consistent with the Rural land use designation.

SUPPORT A SUSTAINABLE ECONOMY

The RGS supports regional employment and economic growth through the protection of the land base and transportation systems required to nurture a healthy business sector. Anmore's limited infrastructure constrains its ability to contribute to the larger regional economy on lands outside the Urban Containment Boundary. Within these lands, Anmore supports the general RGS strategies that protect employment lands for economic activity, through identifying areas of commercial, industrial and institutional lands. Policies CLU2 and CLU-3 identify the potential to accommodate additional commercial opportunities in the Village Centre Institutional designation, within the Special Study area (Policy CLU-5), and support for home-based businesses.

PROTECT THE ENVIRONMENT, ADDRESS CLIMATE CHANGE, AND RESPOND TO NATURAL HAZARDS

Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to

encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards.

As identified on Map 3, Conservation and Recreation areas within Anmore comprise regionally significant natural assets, major parks, watersheds and ecologically important areas. These areas include Indian Arm Provincial Park, Buntzen Lake Recreation Area, portions of Belcarra Regional Park, and the headwaters of salmon-bearing Mossom Creek, North Schoolhouse Creek, Anmore Creek and other smaller watercourses. Additional parks, representing a range of recreational and protected sensitive environmental areas, are found within the Village settlement area and are identified on Schedule E – Parks and Trails in the OCP.

The guiding objectives and policies in this OCP emphasize the importance of preserving the natural environment. Environmental Policies E-1 and E-2 promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the community. Policies E-4, E-5, and E-6 emphasize environmental protection through partnerships with local regional and provincial organizations to promote stewardship and education initiatives.

Land Use Policy P&TLU-1 recognizes the health and well-being benefits associated with access to outdoor recreation, supported by Policy P&TLU-3, which highlights the importance of linking municipal parks, trails and open spaces with regional and provincial recreation areas, which would also include the Regional Recreation Greenway, as generally indicated on the RCS Map.

Applying to lands within the Rural designation, Residential Land Use Policies RLU-2 and RLU-8 provide the policy context for the Village consider proposals for development approaches that will protect hillsides and environmental features through clustering or other innovative approaches. RLU-3 specifies measures to design “with the land” and minimize environmental impacts. RLU4 emphasizes residential design to respect natural features, maintain native species and limit light pollution through use of Dark Sky strategies and fixtures. Landowners are additionally encouraged to retain mature vegetation, provide planted landscape or fencing and situate buildings to buffer Conservation and Recreation lands from new development (Policy RLU-13).

Municipal Servicing Policies MS-10, MS-12 and MS-13 emphasize low impact development approaches and green infrastructure to address stormwater and drainage. Within Section 7: Environment, Policy E-9 introduces the intent to create a Watercourse Protection Development Permit Area (DPA) in the Zoning Bylaw to provide guidelines for development in riparian areas, consistent with the Province’s Riparian Areas Regulation. Following adoption of the OCP, the Village will undertake a Zoning Bylaw update, which will include creation of DPA guidelines.

Anmore’s efforts to reduce Greenhouse Gas Emissions are primarily focused on increasing energy efficiency in buildings through promoting alternative energy sources or energy retrofits (Policies RLU-5, GHG1, GHG-2, GHG-3, GHG-4) and supporting alternative transportation

options by prioritizing pedestrian and cycling infrastructure and enhancing public transportation access to reduce vehicle emissions (Policies GHG-11, GHG-12, GHG-13, GHG-14, GHG-15 and GHG-16, as well as Policies T-1 and T-2). Policies aimed at addressing GHGs from solid waste focus on increasing waste diversion through recycling and organics pickup (Policies GHG-18, GHG-19 and GHG-20).

Through establishing comprehensive environmental protection policies and implementation tools such as the Tree Management Bylaw, Anmore will be equipped to maintain the integrity of the natural environment; safeguarding significant watersheds and providing a regional carbon sink. As the potential effects of climate change (including earthquake, flooding, erosion, subsidence, mudslides, fires) become more apparent over time, the policies in the OCP regarding watercourse setbacks (Policies E-9 and E-10), identification of hazard lands (Policy E-1) and best practices in hillside development (E-16, RLU-6 and RLU-7) will help to ensure that developed areas are resilient and minimize risk.

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

The RGS supports municipalities in creating communities with a diverse range of housing choices and employment opportunities that enable residents to live and work in the same community through any stage of life. By providing a variety of housing choices, distributing employment and enabling residents' access to a variety of social, cultural and commercial services and amenities, complete communities contribute to fostering healthy lifestyles.

A number of factors contribute to the challenges Anmore faces in providing for the type of complete community envisioned by the RGS on lands outside the Urban Containment Boundary; namely, the rural land use designation and lack of supportive infrastructure.

For lands outside the Urban Containment Boundary, the OCP sets out a vision for Anmore that seeks to build on the elements the community values, balancing the need to grow and accommodate the housing needs of its population with preserving the environment and semi-rural character of the Village, promoting active lifestyles, fostering a strong sense of community and striving to be financially sustainable.

To meet estimated future housing demand for lands outside the Urban Containment Boundary, the Village has identified areas for residential development within the Rural designation. Policies RLU-8, S-3 and S-4 encourage a range of lot sizes and housing types to address a variety of housing needs. The Village also intends to undertake a Housing Action Plan to assess housing needs and determine priorities for the Village (Policy S-6).

Also contributing to the development of a complete community, the OCP provides the policy context for the Village to consider future commercial opportunities (Policy C-2) and continue to support home-based businesses (Policy C-3); enhance social sustainability (policies within Section 8); and emphasize community use and enjoyment of the many local recreational opportunities (Policy P&TLU-1).

SUPPORT SUSTAINABLE TRANSPORTATION CHOICES - Outside Urban Containment Boundary

The RGS promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region.

In view of Anmore's secluded location, most residents depend on private vehicles. However, alternative forms of transportation such as transit, cycling, walking and multiple-occupancy vehicles (e.g. car-pooling or ride-sharing) are supported by the OCP. Several sections of the OCP, including Recreation, Transportation and GHG Emission Reduction provide policy to outline how Anmore will develop and support alternative transportation infrastructure.

Policies T-1, T-2, P&TLU-3 specifically address Anmore's commitment to developing a well-connected trail and pathway system to support walking and biking. Policies T-5, T-6, T-8, T-9 and T-10 identify ways the Village can work with TransLink to improve transit access for residents and visitors to Anmore, while T-4 advocates for carpooling and rideshare programs as alternatives to the car.

WITHIN THE URBAN CONTAINMENT BOUNDARY (Urban and Conservation Recreation lands)

With its strategic location and Special Study Area designation, the Anmore South neighbourhood allows the Village to contribute towards achieving Metro 2050 Goals.

Inclusion of the Anmore South neighbourhood within the Urban Containment Boundary, as described in the Village's Anmore South Neighbourhood Plan (ASNP), provides the opportunity for a complete mixed-use community with a compact footprint within Anmore. The neighbourhood will provide a diversity of housing forms, including more affordable options, all while publicly dedicating 42% of the land for Neighbourhood Parks and Conservation + Recreation. With a mixed-use residential and commercial centre node accompanying a new public community centre along the Major Road Network on Sunnyside Road, Anmore South will provide the Village with much needed local services, employment opportunities, and amenities.

The neighbourhood has been designed with the following core planning principles in mind which are consistent with Metro 2050:

- Conserve Ecological Integrity
- Create Networks of Parks and Natural Spaces
- Celebrate our Natural Heritage
- Foster a Vibrant and Diverse Community
- Design Compact, Walkable Neighbourhoods
- Celebrate Local Art and Culture
- Support a Financially Sound Community
- Plan for Alternative Transportation

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- Employ Green Infrastructure

The following table demonstrates the Village of Anmore's OCP alignment with Metro 2050 Goals + Strategies for lands within the Urban Containment Boundary.

Metro 2050 Strategy	Description + Policies
Goal 1 Create a Compact Urban Area	
Strategy 1.1.9 a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	<p>Village of Anmore lands both outside and within the Urban Containment Boundary are presented on Map 3: Regional Context Statement.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 7.2.1 REGIONAL DESIGNATION The Anmore South neighbourhood will be fully within the regional Urban Containment Boundary following consideration by Metro Vancouver.</p>
Strategy 1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;	<p>The Anmore South neighbourhood is anticipated to provide:</p> <ul style="list-style-type: none"> • 2,202 dwelling units • Project population of approximately 4,500 residents • Positive local employment impact of 397 jobs • Estimated 3,500 person-years of construction employment

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<p>Strategy 1.2.23 b) v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);</p>	<p>The Village's ASNP allows Anmore to accommodate urban densification by connecting the neighbourhood to the regional sanitary sewer.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.2 HOUSING YIELD The total number of homes permitted in Anmore South is 2,202.</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p>
<p>Strategy 1.2.23 b) vi) consider support for the provision of childcare spaces in Urban Centres and Frequent Transit Development Areas;</p>	<p>The Village will support development of childcare spaces in the Anmore South neighbourhood with an emphasis on the Anmore South mixed-use centre located on the Major Road Network of Sunnyside Road.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.1.10 CHILD CARE The neighbourhood shall accommodate child day care services where appropriate.</p> <p>Policy 4.7.8 CHILDCARE Consider opportunities for child care at the Community Centre.</p>

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<p>Strategy 1.2.23 b) vii) consider the implementation of green infrastructure</p>	<p>The Village will encourage use of green infrastructure in Anmore South neighbourhood development.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.4.6 RAINWATER Implement rainwater management systems through detailed design that support pre-development surface and groundwater flow regimes in natural areas to the extent feasible.</p> <p>Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.</p>
<p>Strategy 1.2.23 b) viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;</p>	<p>The Village will encourage infrastructure and amenity investments in the urban neighbourhood of Anmore South, with an emphasis on the mixed-use centre located on the Major Road Network of Sunnyside Road.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p>

<p>Strategy 1.2.23 c) iv) encourage neighbourhood-serving commercial uses.</p>	<p>The ASNP designates lands within the Urban Containment Boundary for neighbourhood-serving commercial uses, allowing Anmore residents to access local shops and services without the need to drive outside of the community.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.6.2 USES Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.</p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 4.6.5 SIZE Provide for a range of commercial and residential unit sizes in the Mixed Use designation based on analysis at the time of rezoning.</p> <p>Policy 4.6.8 PEDESTRIAN ORIENTED Establish a ground level retail core within the Mixed-use designation to support a range of neighbourhood retail, commercial services and amenities within a pedestrian-oriented</p>
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	environment.
Strategy 1.2.23 f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.	<p>The Village of Anmore will work with adjacent municipalities, First Nations, TransLink, and Metro Vancouver to support transportation planning for transit corridors with adjacent jurisdictions.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>

<p>Strategy 1.3.7 a) support compact, mixed-use, transit, walking, cycling and rolling-oriented communities;</p>	<p>The Anmore South neighbourhood is designed as a walkable, mixed-use community with multi-modal active transportation network.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.6.9 PEDESTRIAN ORIENTED Ensure safe and secure pedestrian connections to Commercial Retail space through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings.</p> <p>Policy 4.6.17 ELECTRIC VEHICLES Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.</p> <p>Policy 4.10.9 CONNECTIVITY Provide trail and greenway connections to existing neighbourhoods and Anmore Elementary School.</p> <p>Policy 4.10.10 ACCESSIBILITY Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling</p>
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	<p>networks.</p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p>
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<p>Strategy 1.3.7 c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.</p>	<p>The Village will encourage development of public spaces within the Anmore South neighbourhood to support social connections and engagement.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.1.9 GATHERING Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.</p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 4.7.5 PUBLIC REALM Encourage a vibrant public realm on the Community Centre lands, particularly where connected to public streets and Village Greenways.</p> <p>Policy 4.9.1 PARKS Anmore South must provide a network of public neighbourhood parks and gathering places, that interface with natural areas, streetscapes, and recreational and community facilities to enhance village vibrancy and livability, in accordance with Schedule A: Land Use Plan.</p> <p>Policy 4.9.2 ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</p> <p>Policy 4.9.3</p>
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	<p>PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.</p> <p>Policy 4.9.9 SPORTS FIELD Provide a multi-use playing or sports field within the Neighbourhood Park on the south side of Sunnyside Road where it can be accommodated by gentle lands.</p>
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<p>Strategy 1.3.7 d) respond to health and climate change-related risks by providing equitable access to: i) recreation facilities; ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;</p>	<p>The Village will provide equitable access to recreation facilities, green space, parks and the active transportation network in the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 4.9.2 ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</p> <p>Policy 4.9.3 PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.</p> <p>Policy 4.10.10 ACCESSIBILITY Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling networks.</p>
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<p>Strategy 1.3.7 g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community;</p>	<p>The Village will encourage development that considers promotion of social connections, universal accessibility, and crime prevention through environmental design in the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.1.9 GATHERING Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.</p> <p>Policy 4.6.19 SAFETY Incorporate Crime Prevention Through Environmental Design principles into design of Mixed-Use developments.</p> <p>Policy 4.9.2 ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</p> <p>Policy 4.9.3 PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.</p>
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Goal 2 Support a Sustainable Economy	
Strategy 2.1.10 a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;	<p>Through its inclusion within the Urban Containment Boundary, the Anmore South neighbourhood supports economic activities and employment that cannot be accommodated elsewhere in the Village.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.6.2 USES Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.</p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 6.2.2 EMPLOYMENT Maximize local job opportunities to enhance Anmore's economy in accordance with the Economic Impact Analysis (March 2025).</p>

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards	
Strategy 3.1.9 a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;	<p>The Village has identified new Conservation + Recreation lands in the Anmore South neighbourhood that will be publicly dedicated through implementation of the ASNP.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.10.1 AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</p>

<p>Strategy 3.1.9 b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: ii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers); vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities</p>	<p>Anmore South's Conservation + Recreation land use is the neighbourhood's most significant component for protecting significant ecological and recreation assets and supporting the environmental goals of Metro 2050.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.10.2 COMPONENTS The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.</p> <p>Policy 4.10.3 WATERCOURSES Ensure functional ecosystem protection of watercourses, including Doctors Creek and Schoolhouse Creek, their tributaries and ponds in accordance with industry standard best practices - including Develop with Care (2014).</p> <p>Policy 4.10.5 RAINWATER Preserve rainwater function within the Conservation + Recreation area designation in conjunction with recreational use, where feasible.</p> <p>Policy 4.10.6 RESTORATION Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.</p>
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	<p>Policy 4.10.7 VISUAL BUFFERS Avoid diminishment of significant areas of forest that act as Visual Impact Buffers between Anmore South and existing neighbourhoods unless it can be demonstrated that visual quality objectives are maintained through mitigation.</p> <p>Policy 4.10.11 ECOSYSTEMS Mitigate impacts to Valued Ecosystem Components due to trail and greenway construction through avoidance and/or appropriate mitigation strategies as recommended by a QEP.</p>
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<p>Strategy 3.2.7 b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;</p>	<p>The ASNP was prepared according to a detailed Environmental Impact Assessment encouraging compact higher density residential development than considered by the Village's typical single-family zoning. This allows for the public dedication and protection of ecosystems and recreation areas that would otherwise form part of privately-owned residential parcels.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.10.1 AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</p> <p>Policy 4.10.6 RESTORATION Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.</p>
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<p>Strategy 3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050</p>	<p>Through inclusion within the Urban Containment Boundary, Anmore South will provide a walkable mixed-use neighbourhood with shops, services and a new community centre – allowing Anmore residents to make some daily trips without the need for a car.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p>
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	<p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p> <p>Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.</p>
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<p>Strategy 3.3.7 b) identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: community design, infrastructure, and programs that encourage transit, cycling, rolling and walking.</p>	<p>The Village will encourage reduction of energy consumption and greenhouse gas emissions through development of the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p> <p>Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.</p>
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<p>Strategy 3.4.5 b) include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.</p>	<p>The Village has adopted new Development Permit Areas + Guidelines to prevent and mitigate risks of development in hazardous areas.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 7.2.5 DEVELOPMENT PERMITS Applicable Development Permits must be obtained for all Anmore South development in accordance with Development Permit Areas and guidelines described in Section 8 of the Neighbourhood Plan.</p>
<p>Strategy 3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.</p>	<p>The Village will leverage development in the Anmore South neighbourhood to help reduce fire risk in the wildland urban interface.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.4.7 FIRE FIGHTING Explore opportunities to design water servicing infrastructure to support wildland fire prevention and fire fighting.</p>

Goal 4 Provide Diverse and Affordable Housing Choices	
Strategy 4.1.8 a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;	<p>The Village will encourage residential development to help address the regional housing crisis by permitting a diversity of homes within the Urban Containment Boundary in the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.2 HOUSING YIELD The total number of homes permitted in Anmore South is 2,202.</p>

<p>Strategy 4.1.8 b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options; and</p>	<p>Through inclusion within the Urban Containment Boundary, the Anmore South neighbourhood will provide a greater diversity of homes than can be accommodated on private septic systems, including smaller, more affordable homes.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.4.3 SIZE Provide for a range of attached housing choice including 2, 3, and 4-bedroom options.</p> <p>Policy 4.4.4 TENURE Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family Townhome designation.</p> <p>Policy 4.5.5 SIZE Provide for a range of apartment unit sizes, including units that have more than two bedrooms.</p> <p>Policy 4.5.6 TENURE Encourage the development of rental, and non-market rental within the Multi-Family Apartment designation.</p>
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	Policy 4.6.7 TENURE Encourage the development of rental and/or non-market housing within the Mixed-Use designation.
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<p>Strategy 4.1.8 c) identify policies and actions that contribute to the following outcomes: i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum; ii) increased supply of family-friendly, age-friendly, and accessible housing; iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing; iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit; v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;</p>	<p>The Village will contribute to development of a diversity of homes, including family-friendly and more affordable options, through implementation of the ASNP.</p> <p>Applicable ASNP Policy:</p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.4.3 SIZE Provide for a range of attached housing choice including 2, 3, and 4-bedroom options.</p> <p>Policy 4.4.4 TENURE Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family Townhome designation.</p> <p>Policy 4.5.5 SIZE Provide for a range of apartment unit sizes, including units that have more than two bedrooms.</p> <p>Policy 4.5.6 TENURE Encourage the development of rental, and non-market rental within the Multi-Family Apartment designation.</p> <p>Policy 4.6.7</p>
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	<p>TENURE Encourage the development of rental and/or non-market housing within the Mixed-Use designation.</p> <p>Policy 4.5.15 SVFD Ensure delivery of rental homes in the Apartment designation for use by Sasamat Volunteer Fire Department firefighters as part of a future rezoning process for these lands</p>
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Goal 5 | Support Sustainable Transportation Choices

<p>Strategy 5.1.14 a) identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling;</p>	<p>Inclusion of the Anmore South neighbourhood within the Urban Containment Boundary enables development of neighbourhood shops and services that could not be accommodated elsewhere in the Village, reducing reliance on private vehicle trips into adjacent municipalities.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists,</p>
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	<p>including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>
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<p>Strategy 5.1.14 b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services;</p>	<p>The Village will implement transportation demand management strategies throughout development of the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p> <p>TDM Transportation Demand Management measures should be explored in conjunction with a future rezoning application as outlined in the Anmore South Transportation Impact Assessment (March 2025).</p>
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<p>Strategy 5.1.14 c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling;</p>	<p>The Village will encourage development of a transit-supportive multi-modal transportation network within the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.10 OFF-STREET NETWORK Where a multi-use pathway is constructed offstreet, ensure appropriate lighting is provided for safety, applying Dark Sky lighting principles.</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14</p>
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	TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.
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<p>Strategy 5.1.14 e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10;</p>	<p>The Anmore South neighbourhood's position along the Metro 2050 Regional Greenway enables the Village to support network implementation through the ASNP.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.10.1 AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</p> <p>Policy 4.10.2 COMPONENTS The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.</p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning</p>
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	<p>for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>
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47) Replace existing MAP 3: REGIONAL CONTEXT STATEMENT MAP – Bylaw N0. 590-2019 with revised MAP 3: REGIONAL CONTEXT last updated April 2025 included as **Schedule A** which forms part of this bylaw.

48) Add a new Chapter 12 – Anmore South Neighbourhood Plan included as **Schedule B** to this bylaw which forms part of this bylaw;

SCHEDULES

49) Delete Schedule B1: Land Use Map dated March 2014 and replace it with Schedule B1: Land Use Map last updated April 2025 included as **Schedule C** which forms part of this bylaw

Schedule B2: Land Use Map (Detail)

50) Delete Schedule B2: Land Use Map (Detail) dated March 2014 and replace it with Schedule B2: Land Use Map (Detail) last updated April 2025 included as **Schedule D** which forms part of this bylaw.

Schedule C: Road Network Map

51) Delete Schedule C: Road Network Map dated March 2014 and replace it with Schedule C: Road Network Map dated April 2025 included as **Schedule E** which forms part of this bylaw

Schedule E: Parks and Trails Maps

52) Delete Schedule E: Parks and Trails Map dated March 2014 and replace with Schedule E: Parks and Trails Map dated April 2025 included as **Schedule F** which forms part of this bylaw

53) Renumber all sections and pages of the bylaw accordingly.

GENERAL

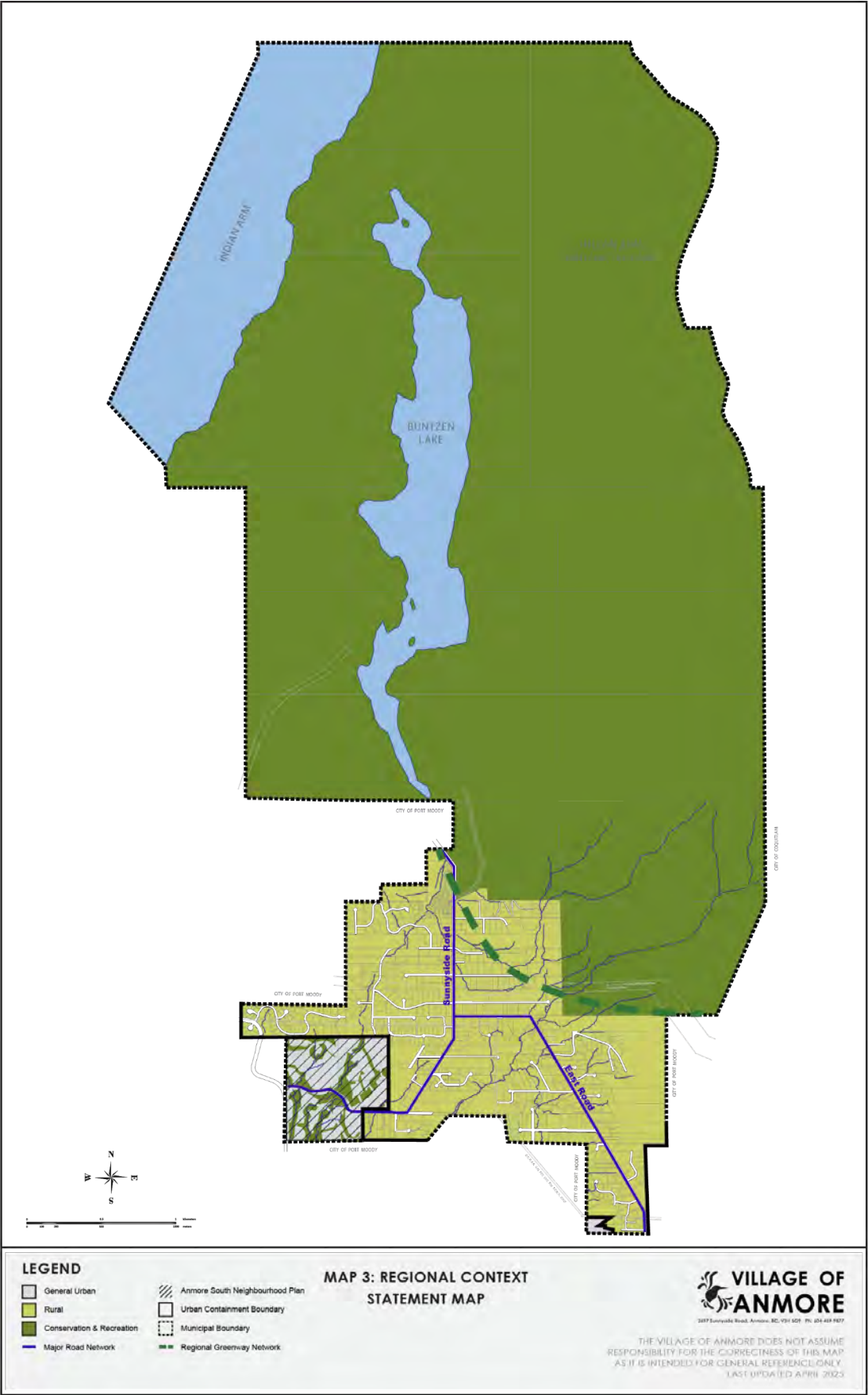
2. In the event that any section of this bylaw is for any reason held invalid by a decision of a court of competent jurisdiction, the invalid section shall be severed from and not affect the remaining provisions of this bylaw.

READ a first time the day of ,2025
READ a second time the day of ,2025
READ a third time the day of ,2025
ADOPTED the day of , 2025

MAYOR

CORPORATE OFFICER

SCHEDULE A - MAP 3 REGIONAL CONTEXT STATEMENT MAP





Anmore South
NEIGHBOURHOOD PLAN

ACKNOWLEDGMENT OF INDIGENOUS TERRITORY

The Village of Anmore acknowledges the many Indigenous peoples of our area, including the following First Nations with communities that are located in the region that we now know as Metro Vancouver: Musqueam, Squamish, Tsleil-Waututh, and Kwikwetlem.

Further, we would like to honour the important place in history occupied by the many territorial keepers of these lands and waters around us since time immemorial.

Anmore South NEIGHBOURHOOD PLAN

PREPARED FOR:



PREPARED BY:



TECHNICAL TEAM:



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- Figure 7B: Local Street Cross-Section
- Figure 7C: Greenway + Pathway Cross-Sections

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- Schedule A: Land Use Plan
- Schedule B: Parks + Trails Plan
- Schedule C: Environmental Network Plan
- Schedule D: Street Hierarchy Plan
- Schedule E: Pedestrian Network Plan
- Schedule F: Transportation Plan
- Schedule G: Water Servicing Concept
- Schedule H: Sanitary Servicing Concept
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- Schedule J: Conceptual Phasing
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TECHNICAL APPENDIX

APPENDIX A: Geotechnical Investigation Report

GeoPacific Consultants Ltd, November 2023

APPENDIX B: Archaeological Impact Assessment

Inlailawatash Limited Partnership, April 2024

APPENDIX C: Environmental Impact Assessment

AquaTerra Environmental Consultants, March 2025

APPENDIX D: Visual Impact Assessment

Placemark Design + Development, March 2025

APPENDIX E: Retail Market Analysis

City Squared Consulting, February 2025

APPENDIX F: Transportation Impact Assessment

Bunt & Associates, March 2025

APPENDIX G: Infrastructure Servicing Report

Aplin Martin, March 2025

APPENDIX H: Fiscal Impact Analysis

Deloitte, April 2025

APPENDIX I: Economic Impact Analysis

Deloitte, March 2025

1



Overview + Context

1. OVERVIEW + CONTEXT

1.1 ANMORE SOUTH CONTEXT

The Village of Anmore is a picturesque community located north of Burrard Inlet, approximately 8 km from downtown Port Moody, spanning 2,714 ha (6,706 ac) with a population of approximately 2,450 residents.

Situated at the southwest corner of the Village and adjacent the regional Urban Containment Boundary, the 61 ha (151 ac) Anmore South Neighbourhood Plan area is 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 (Refer to Figure 1: Context Plan).

Anmore South has a dramatic topographic relief, sloping generally 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 actively logged in the early 1900s, the land today is characterized by 3rd-growth forest with the defining features of Doctor's Creek and Schoolhouse Creek.

1.2 REGIONAL CONTEXT

With a population of over 3 million, Metro Vancouver is the third-largest metropolitan centre in Canada and the social, economic and cultural core of British Columbia. With continued population growth, the Metro Vancouver region faces significant challenges, from housing affordability and social equity to environmental preservation and economic resilience. As one of the 21 member municipalities of Metro Vancouver, Anmore has a role to play in a sustainable future for the region. 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.

Metro Vancouver's 2050 Regional Growth Strategy (Metro 2050) articulates a collective vision for how growth will be managed to support the creation of complete, connected and resilient communities. The Regional Context Statement in Anmore's Official Community Plan (OCP) describes how the Village intends to address the goals of Metro 2050. As an alternative to single-family infill development throughout all of Anmore, the Anmore South Neighbourhood Plan enables the Village to strategically accommodate change in a way that meets regional growth objectives.

1.3 SPECIAL STUDY AREA

The Anmore South Neighbourhood Plan area (formerly IOCO Lands) is designated for major future development within the Official Community Plan (2014). The position, scale, and designation of Anmore South provide an opportunity to accommodate future growth and allow for a more complete community within Anmore.

Historically identified in the Greater Vancouver Regional District's 1996 Livable Region Strategic Plan as a growth concentration area, Anmore South continued to be identified in Metro 2040 and Metro 2050 as a Special Study Area. The Special Study Area designation recognizes the need for preparation of a Neighbourhood Plan to determine land use and housing form, environmental protection, servicing, transportation, community facilities, parkland and financial contributions.

Under Metro 2050 Policy 6.10, the Special Study Area identifies the intention to alter the future land use of Anmore South. Pursuant to this policy, the Anmore South neighbourhood is intended for inclusion within the Urban Containment Boundary and Sewerage + Drainage District, providing for a more complete mix of neighbourhood uses.

1.4 RATIONALE FOR THE NEIGHBOURHOOD PLAN

Adopted as part of the OCP, Neighbourhood Plans provide detailed guidance for new development within a given geographic area, structuring land use and servicing to effectively manage growth towards building a more healthy and complete community.

The Anmore South Neighbourhood Plan (the Neighbourhood Plan) was undertaken to realize the vision of a walkable, mixed-use neighbourhood with a diversity of homes, shops and services within Anmore. Following best practices in community design, the Neighbourhood Plan was prepared in conjunction with a public planning process and extensive Village-led community consultation following a Council-approved Neighbourhood Plan Terms of Reference.

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1.5 FRAMEWORK FOR MANAGING CHANGE

Setting the framework for the phased development of a mixed-use neighbourhood, the Neighbourhood Plan provides the detail required to assist in the reconciliation of land use, environment, density, infrastructure and implementation issues, serving as a comprehensive guide for managing future rezoning, subdivision and development permit applications.

To ensure the long-term build-out of Anmore South is in accordance with the overarching community vision, the Neighbourhood Plan includes Land Use descriptions, schedules and policies, infrastructure servicing concepts and schedules, implementation policies and Development Permit Guidelines.

1.6 ALIGNMENT WITH METRO 2050 REGIONAL GROWTH STRATEGY

The Metro 2050 Regional Growth Strategy structures the actions needed to address identified regional challenges. Outlining the region's shared vision of how projected population, housing, and job growth will be managed over the next 30 years, the strategies and actions of Metro 2050 are structured around five goals:

1. Create a Compact Urban Area;
2. Support a Sustainable Economy;
3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards;
4. Provide Diverse and Affordable Housing Choices; and,
5. Support Sustainable Transportation Choices.

As Anmore's only Neighbourhood Plan area within the region's Urban Containment Boundary, Anmore South is the Village's strategic opportunity to accommodate growth in a way that supports the regional planning objectives. The Regional Context Statement in the Village OCP summarizes the specific Neighbourhood Plan policies that address and support the Metro 2050 goals.

2



Neighbourhood Vision

2. NEIGHBOURHOOD VISION

2.1 VISION FOR THE NEIGHBOURHOOD

The vision for Anmore South is one of a complete mixed-use community – celebrating the Village’s natural character and seamlessly integrating a diversity of homes into the surrounding environment. It is a vision that sensitively manages growth, fostering long-term prosperity, while allowing for a more complete community within Anmore.

The Neighbourhood Plan envisions Anmore South as structured according to walkable neighbourhoods, linked through a network of active parks and forest trails – all supported by new recreational amenities and civic infrastructure.

Marking Anmore’s western gateway, Anmore South proposes a socially diverse neighbourhood. Offering a full range of housing forms, it will accommodate up to 2,202 homes with a projected population of approximately 4,500 residents. Compact neighbourhoods are interwoven with an active transportation network of liveable streets, community greenways, and accessible trails – all within a 5-minute walk of each home.

To be more self-sustaining, Anmore South is envisaged with 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 Neighbourhood Plan seeks to dedicate ~42% (25.6 ha | 63.4 ac) of the land for public use as neighbourhood parks, greenways, and natural areas to ensure the land is protected for future generations.

The Neighbourhood Plan vision will allow Anmore South to be more compact, socially supportive, and land efficient. This land use efficiency serves to protect the environment, reduce greenhouse gas emissions, increase infrastructure efficiency, and foster healthy, diverse communities.

2.2 PLANNING PRINCIPLES

The Neighbourhood Plan reflects sustainable planning that balances the ecological, social and economic aspects of a community by utilizing the following planning principles to help guide the vision:

Ecological | WORKING WITH NATURE

Conserve Ecological Integrity

- Identify and protect both significant and sensitive terrestrial and aquatic habitats.
- Design an interconnected network of wildlife corridors to secure habitat and ensure functional ecology at a landscape scale.
- Minimize future disturbance of natural systems through comprehensive master-planning.
- Promote stewardship of natural systems through interpretive programs and outdoor educational opportunities in cooperation with local stewardship groups.

Create Networks of Parks + Natural Space

- Provide public parks and natural spaces that are accessible within a 5-minute walking distance of each home.
- Link neighbourhoods and natural areas with a pedestrian pathway network.
- Program active and passive community parks for gatherings and recreation.
- Create a variety of parks and natural spaces to accommodate different activities and age groups.

Celebrate Our Natural Heritage

- Promote active education and appreciation of west coast natural history.
- Recognize local history and culture in public realm design.
- Integrate community uses into the landscape, celebrating the unique views and vistas, landforms and natural character.
- Nurture community history and memorialize local people, places and events.
- Design public spaces that reflect the sense of place through use of native plants and local materials.

Social | LIVING LIGHTLY

Foster a Vibrant + Diverse Community

- Accommodate a range of lifestyles and life-stages.
- Provide a variety of housing choices, from compact single family and duplexes to row-homes and village apartments.
- Plan for “aging in place” through a variety of housing choices and encouraging the “Safer Home” standards or similar guidelines in response to a maturing population.
- Promote a variety of housing tenures from fee simple and strata ownership to purpose-built rental and affordable, non-market rental).
- Provide a range of amenities for all age groups throughout the neighbourhood.
- Provide more affordable housing options for first-time buyers.

Design Compact, Walkable Neighbourhoods

- Create a sense of place within each neighbourhood.
- Provide a coherent neighbourhood pattern of streets + pathways with a variety of home + lot sizes.
- Design streets for people and create an enjoyable pedestrian environment.
- Encourage walking through the incorporation of amenities + parks within a 5-minute walking distance of each home.
- Promote neighbourhood safety by designing homes that address the public realm with “eyes on the street.”

Celebrate Local Art + Culture

- Incorporate a sense of place in the design of the public realm.
- Design opportunities to live, work and play in the community.
- Interpret and highlight local cultural history for residents and visitors.
- Plan for the integration of art, theatre, and other local cultural activities into programming of gathering spaces.
- Infuse local art and culture into the public realm, especially streets, parks, plazas, to celebrate civic life.

Economic | SUPPORTING LOCAL LIFESTYLES

Support a Financially Sound Community

- Create a walkable mixed-use centre serving as a focal point for employment, shopping, and social gathering.
- Incorporate residential density to support local businesses and community facilities.
- Diversify municipal revenue sources so support fiscally sustainable local government.
- Plan compact neighbourhoods to reduce servicing networks and maintenance costs.
- Establish a mix of land uses, household types and building forms for a variety of residents.

Plan for Alternative Transportation

- Accommodate all modes of transport, especially walking, cycling and public transit.
- Provide dedicated neighbourhood bike and pedestrian pathways to link community destinations.
- Establish a transit-friendly street network, with future shuttles to transit centres.
- Reduce vehicle trips by providing local neighbourhood shops + services close to home.
- Explore future alternatives, such as community cars, to reduce auto-dependence.

Employ Green Infrastructure

- Foster local food systems through markets, community gardening and outdoor educational opportunities.
- Implement innovative best practices for rainwater and stormwater management.
- Explore alternative energy solutions, such as geo-exchange and passive solar design.
- Design greener streets that minimize the visual, environmental and physical impacts from conventional roads.
- Promote native plantings in landscape design.

2.3 NEIGHBOURHOOD CHARACTER

The character of Anmore South will be established through the relationship between the neighbourhood's built form and its surrounding natural landscape.

The Neighbourhood Plan identifies the following components which will define and preserve the character of Anmore.

Diversity of Homes

A diverse mix of home types, tenures and sizes with an emphasis on expanding the range of affordability and choice, while respecting the character of adjacent neighbourhoods. More urban, compact housing forms better support the overall design intent of the Neighbourhood Plan as a more walkable and complete community that protects a greater proportion of the natural landscape.

Green Network

A significant portion of the Neighbourhood is to be retained in its existing natural state. The Green Network will foster Anmore's character through the protection of defining landscapes, provision of active and passive recreation opportunities, and conservation of functional ecosystem habitat.

Livable Streets

Safe neighbourhood streets designed with pedestrian and cycle pathways that fit the land, complement the system of parks and trails, and provide alternative pedestrian-oriented routes through the community.

Walkable Scale

Built form and orientation of homes within a walkable neighbourhood designed in response to the land, views and solar aspect.

Public Realm

A strong public realm that includes tree-lined, pedestrian oriented streets, a commercial mixed-use village plaza for social gathering and a public community centre that serves as the heart of neighbourhood recreation.

West Coast Landscape

Landscape design that serves to enrich and unify architectural elements and public realm spaces, through the use of west coast materials, forms, colours and native plants that celebrate Anmore's sense of place.

2.4 NEIGHBOURHOOD OUTCOMES

The Neighbourhood Plan realizes a viable community by achieving key performance metrics for community sustainability. Key Neighbourhood Metrics to inform decision making through implementation include the following:

Urban Density

- Average residential density of 14.6 units per acre (upa) or 36.1 units per hectare (uph) within the gross area.
- Average residential density of 35.5 units per acre (upa) or 87.7 units per hectare (uph) within the lands designated for residential development.
- Projected population of ~4,500.

Housing

- 2,202 projected homes, with a unit mix composed of 20 single-family homes, 120 duplexes, 760 townhomes and 1,302 apartments.
- Actual unit mix by housing type may be adjusted provided the overall unit number is not exceeded.

Civic

- A Civic Community Centre on a 0.49 ha (1.21 ac) site, providing for a 20,000 sq ft facility.
- 2 Civic Development Reserves totaling 0.48 ha (1.19 ac) to provide the opportunity for additional civic use.

Commercial

- 2 Mixed-Use sites totaling 1.50 ha (3.70 ac) with the opportunity for ground floor commercial use, anticipating 50,900 – 61,800 sq ft of commercial floorspace, and 10,000 sq ft of professional office space.

Green Network

- Conservation + Recreation lands totaling 21.35 ha (52.76 ac) of retaining existing forest, representing 35% of the Plan area.
- Neighbourhood Parks totaling 4.34 ha (10.72 ac) of public open space distributed within a 5-minute walk of each home.
- Dedicated off-street trails, multi-use paths and greenways totaling ~5km.

Transportation Network

- Safe Livable Streets with new Collector and Local Street standards
- 8 Neighbourhood Street accesses connecting to the existing Village street network.
- Pedestrian and Cycling Network including Village Greenways and Community Pathways through Conservation + Recreation lands, including connection to Anmore Elementary School and Park.

Servicing

- New municipal infrastructure systems as identified in Schedule G: Water Servicing Concept, Schedule H: Sanitary Servicing Concept, and Schedule I: Drainage Concept.

3



Biophysical Findings

3. BIOPHYSICAL FINDINGS

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

3.1 HISTORICAL SETTING

Anmore South is located within the Northwest Coast Culture Area as defined by anthropologists, an immense 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, Kwikwetlem, and Tsleil-Waututh, have lived 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.

Now within the municipality of Anmore, the Anmore South neighbourhood has been identified as a major future development area since the Village's 2014 OCP.

3.2 PHYSICAL + TOPOGRAPHIC ANALYSIS

Characterized by complex landforms with deep ravines and forested hillsides, the Neighbourhood Plan offers dramatic southwest views that reflect a distinct landscape within the Village. The biophysical analysis of the Neighbourhood Plan was completed using 2024 LiDAR data, providing a detailed understanding of the land's topographic complexities, and provides the foundation for the technical studies undertaken.

Landform | Hillside basin

The Neighbourhood Plan spans a significant range in elevation - from 15m in the southwest near First Avenue to 165 m in the northeast near Fern Drive. The topographic range results in 3 'neighbourhood levels' - a lower level below Sunnyside Road; a middle level forming the neighbourhood's heart; and an upper level adjacent to Anmore Elementary School. (Refer to Figure 3: Landform Analysis)

Slope + Geotech | Incised hillside ravines

The Neighbourhood Plan area has a consistent hillside topography of gentle to moderate slopes, with areas of steep slopes (>30%) generally related to the Schoolhouse Creek and Doctor's Creek ravines systems. The hillside quality of the land requires neighbourhood planning and design that works with the topography. In contrast to the Neighbourhood Plan areas northern portions, extensive gentle areas south of Sunnyside Road provide opportunities for programmed community recreation. (Refer to Figure 4: Slope Analysis)

Aspect + Views | Sunny southwest views

The Neighbourhood Plan area's dominant southern and south-western aspect takes advantage of afternoon and evening sunlight, including opportunities for positive solar gain through building siting. Higher elevation portions of the site offer views of Burnaby Mountain and Burrard Inlet (Refer to Figure 5: Aspect Analysis).

3.3 GEOTECHNICAL FINDINGS

Geotechnical Investigation Report

November 2023

GeoPacific Consultants Ltd.

The Geotechnical Assessment Report presents a desktop and field assessment that identifies anticipated conditions for Anmore South. Refer to Appendix A: Geotechnical Investigation Report for further details.

Soil Conditions

Based on Geologic Survey of Canada information, the site is described as 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 8 m thick. Vashon Drift generally consists of lodgment and minor flow till, lenses and interbeds of glaciolacustrine laminated stony silt. Soil conditions noted at test hole locations were generally consistent with published geology for the area.

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 27.4 m below ground surface. Some perched groundwater may form at the contact with the upper weathered soils and the relatively impermeable glacial till in sandier zones with glacial till. The main recharge mechanism for perched groundwater of this nature is the percolation of precipitation. GeoPacific installed four groundwater monitoring wells on-site to further understanding of the perched groundwater conditions.

Geotechnical Recommendations

The Geotechnical Investigation 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 m 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.

3.4 ARCHAEOLOGICAL FINDINGS

Archaeological investigation for Anmore South consisted of a Site Records Request to the Provincial Archaeology Branch and an Archaeological Impact Assessment conducted under applicable provincial permits.

Archaeological Site Records Request

February 2023

Archaeology Branch | Ministry of Forests

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 the underdeveloped nature of the properties and lack of inland surveying.

Archaeological Impact Assessment (AIA) Report

April 2024

Inlailawatash Limited Partnership

Inlailawatash applied for and received heritage permits from Musqueam, Squamish, Stó:lō, Kwikwetlem, and Tsleil-Waututh Nations for an Archaeological Impact Assessment (AIA) on the Anmore South lands.

Results of the initial desktop study indicated potential for archaeological materials to be present in the Project Area. This is supported by the presence and abundance of known archaeological sites nearby. A field survey included walked transects and ground observations covering 92% of the site. The field crew excavated 13 shovel tests across three micro-landforms identified during the survey. All shovel tests were negative for archaeological materials.

Archaeological Recommendations

The AIA determined that no further archaeological investigations or monitoring are required for the Project Area.

As low-density archaeological sites may remain undetected in the Project Area, Chance Find Procedures (CFP) will be implemented during all ground disturbing activities associated with future development of Anmore South, in accordance with recommendations of the AIA.

Refer to Appendix B: Archaeological Impact Assessment for further details.

3.5 ENVIRONMENTAL FINDINGS

Environmental Impact Assessment

March 2025

AquaTerra Environmental Consultants

The Environmental Impact Assessment provides a summary of environmental fieldwork and science-based recommendations for environmental planning objectives to guide the environmentally responsible development planning for Anmore South. Refer to Appendix C: Environmental Impact Assessment 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 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 are required 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 Coastal Tailed Frog (SARA Schedule 1 and provincially blue-listed) within Schoolhouse Creek and some 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, although Anmore South is outside the Mossom Creek Watershed, an unconfirmed record of Pacific Water Shrew (SARA Schedule 1 and provincially red-listed) has been reported off-site within the Mossom Creek corridor.

Environmental Recommendations

The Environmental Impact Assessment identifies the following recommendations to be implemented during neighbourhood development to ensure that environmental impacts are avoided or appropriately mitigated:

- Implement and adhere to a site-specific Construction Environmental Management Plan (CEMP). This will include sub-plans including, but not limited to, a Sensitive Species Management Plan, Emergency Spill Response Plan and Erosion Control Plan.
- Habitat restoration or offsetting, where loss has been identified.
- Design and implementation of an Invasive Species Management Plan.
- Wildlife-friendly designs for stream crossings and riparian zone buffers.
- Monitoring sensitive species and ensuring compliance with environmental regulations (e.g., Riparian Areas Protection Regulation).

3.6 VISUAL IMPACT ASSESSMENT

Visual Impact Assessment

March 2025

Placemark Design + Development

Building on the mapped environmental and community values, the Visual Impact Assessment documents the efficacy of the neighbourhood's retrained forest buffers in preventing visual impacts of Anmore South on existing neighbourhoods.

Using LiDAR data, the terrain and existing tree canopy of the Neighbourhood Plan were modeled using Infracore 3D modeling software to generate an accurate representation of existing conditions.

Owing to the neighbourhood's downslope position and the effectiveness of the retained forest buffers, the 3D Visual Impact Assessment demonstrated that Anmore South's development would not adversely impact views from existing Anmore neighbourhoods.

The Anmore South Neighbourhood Plan minimizes visual impacts on the existing natural landscape through the following mitigations:

- **Conservation Framework** | Dedicates 35% (21.3 ha | 52.7 ac) of Anmore South as Conservation + Recreation lands to preserve the forested character and mitigate the scale of visual impact.
- **Forest Buffer** | Retains a minimum 15 m | 50 ft forest buffer along Sunnyside Road to maintain Anmore's forested arrival sequence.
- **Natural Interface** | Retains a 15 m | 50 ft forest buffer between future development and adjacent residential neighbourhoods.
- **Natural Topography** | Aligns future development and infrastructure with existing landforms and topography to reduce extent of clearing and grading.
- **Clustered Development** | Limits future development to defined areas to reduce clearing and ensure natural landscape connections.
- **Building Heights** | Limits future apartment buildings to six storeys to minimize visual impact above the forest ridgeline.
- **Native Screening** | Employs native plant palette within public spaces and streetscapes to establish new habitat and screen the appearance of buildings.
- **Street Trees** | Incorporates street tree within new public boulevards to provide shade, canopy habitat, pedestrian comfort and safety.
- **Minimize Light Pollution** | Adopts Dark Sky standards with public street lighting that uses shielded and downward-facing lights to reduce glare and preserve night skies.

Refer to Appendix D: Visual Impact Assessment for further details.

3.7 GREEN NETWORK

To protect Anmore's semi-rural character while fostering a more complete community, a Green Network has been identified to structure the Anmore South neighbourhood. Using the technical understanding assembled through topographic analysis and geotechnical, archaeological and environmental studies, the Green Network structures the neighbourhood towards ensuring the following:

- protecting the functional integrity of the natural systems;
- enhancing recreational opportunities for outdoor activities; and
- preserving the natural features that define the area's landscape character.

The Green Network is intended to balance the competing interests of neighbourhood development with environmental planning and is composed of the following two parts:

- Conservation + Recreation lands (21.3 ha | 52.7 ac)
- Neighbourhood Parks (4.3 ha | 10.7 ac)

Green Network:

Target approximately 42% (25.6 ha | 63.4 ac) of Anmore South.

Includes programmed neighbourhood parks, steep slopes (>30% grade), watercourses and typical Riparian Area Regulation (RAR) setbacks, wetlands, wildlife corridors, vegetation buffers from existing neighbourhoods and Sunnyside Road.

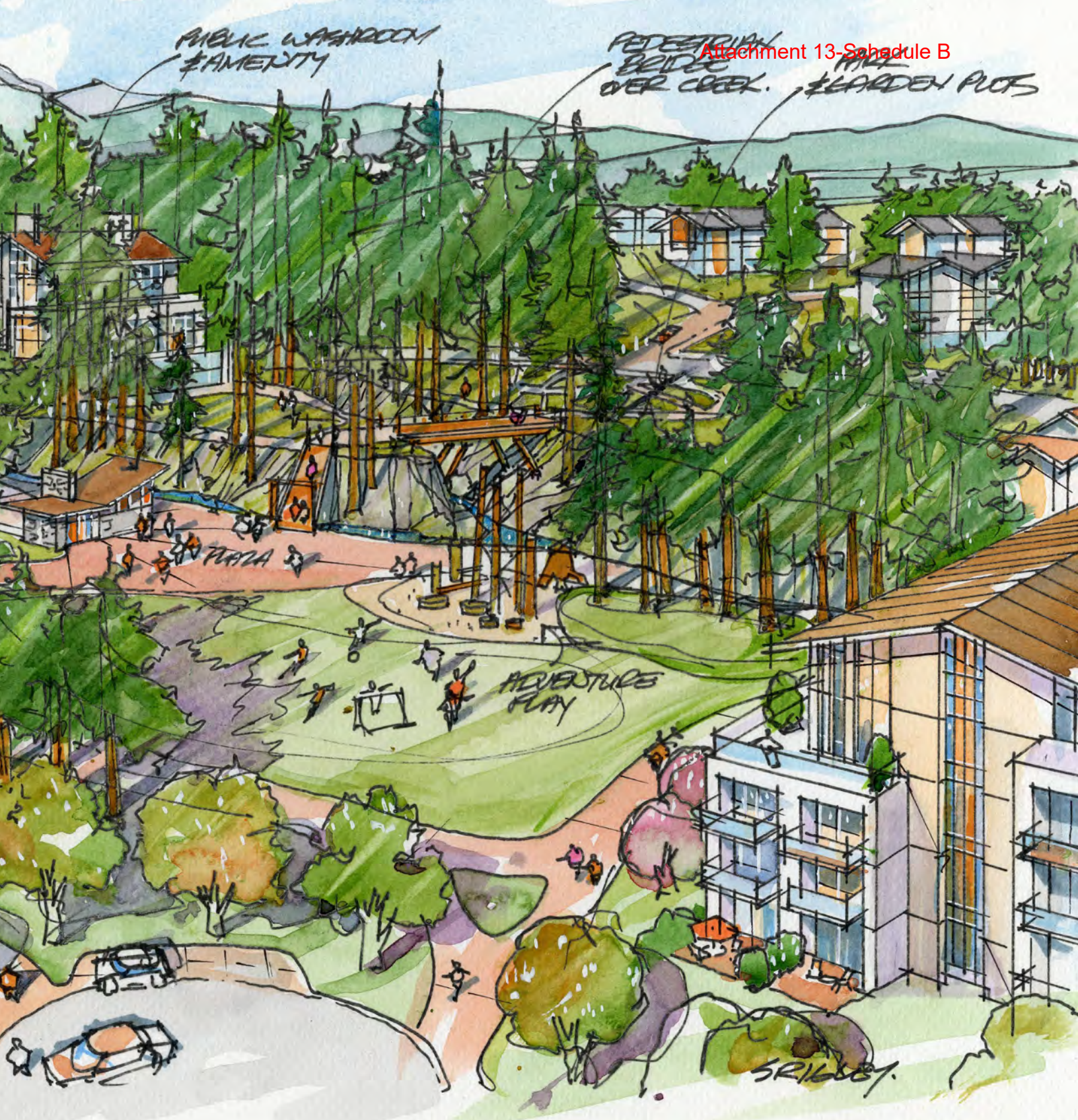
Neighbourhood Development:

Target approximately 58% (35.5 ha | 87.7 ac) of Anmore South.

Includes large congruent areas of gentle and hillside lands with major views and a southwest aspect, outside the defined riparian setbacks and identified retained forest buffers.

The above percentages are average targets with the final proportion between Green Network and Neighbourhood Development areas to be refined through future development applications. This may be through the findings of more detailed technical studies, such as development specific environmental, archaeological, and geotechnical reports.

4



Neighbourhood Land Uses

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4. NEIGHBOURHOOD LAND USES

The general land use designations for the Neighbourhood Plan - as illustrated in Schedule A: Land Use Plan, provide form and function to the vision for the community. This Section describes the land use designations, their planning rationale, and associated development policies to guide the development of Anmore South.

The Anmore South Land Use Plan consists of nine land use designations. Land use designations are broad categories of permitted land uses. A synopsis of the land use designations and areas is presented in Table 1 – Neighbourhood Plan Land Use Summary.

Table 1 – Neighbourhood Plan Land Use Summary

Land Use	Area (ha)	Area (ac)	% of Site	Description
Ground Oriented	1.84	4.55	3%	Single-Family and Duplexes intended to transition between existing neighbourhoods and Anmore South. Heights range up to 3 storeys.
Multi-Family Townhome	15.79	39.02	26%	Attached housing forms including duplexes, townhomes, stacked townhomes, and rowhomes. Heights range up to 4 storeys.
Multi-Family Apartment	5.99	14.80	10%	Mid-rise apartment buildings with integrated townhomes and stand-alone townhomes. Heights ranging from 2 to 6 storeys.
Mixed Use	1.50	3.70	2%	Mid-rise apartment buildings with integrated townhomes, office space, commercial retail units, and public realm.
Civic Community Centre	0.49	1.21	1%	Public Community Centre for use by all Anmore residents.
Civic Development Reserve	0.48	1.19	1%	Flexible reserve lands for future civic use.
Neighbourhood Park	4.34	10.72	7%	Programmed parks for active recreation and community gathering.
Conservation + Recreation	21.35	52.76	35%	Natural areas including retained forest buffers, watercourses, riparian areas, steep slopes, forest trails, and Village Greenways. May include uses for outdoor recreation and education.
Road ROW	9.36	23.13	15%	Public Street Right-of-Ways for pedestrians, vehicles, transit and active transportation.

Land use areas and percentages are approximate, intended for planning purposes only. All designated areas and boundaries are subject to refinement through more detailed site design and engineering at the time of zoning and subdivision.

4.1 GENERAL LAND USE POLICIES

Policy 4.1.1

LAND USE | Development should generally follow the Schedule A – Land Use Plan where the development pattern supports the Planning Principles utilized to create the Neighbourhood Plan. These are outlined in Section 2.2.

Policy 4.1.2

ILLUSTRATIVE CONCEPT | The illustrative land use concept for this site is shown on Figure 6 and is intended to guide a future rezoning application. For reference, where maps and illustrations identify building locations and shapes, they are intended to be representative only. Detailed building designs will be established through a future development permit application.

Policy 4.1.3

REFINEMENTS | Allow minor adjustments to land use designation boundaries as new information (e.g. geotechnical, environmental, archaeological) becomes available during detailed design at the time of zoning and subdivision, where proposed modifications support the Planning Principles and are approved by the Village of Anmore.

Policy 4.1.4

DEVELOPMENT PERMITS | Require Development Permits to be obtained for all developments in this neighbourhood in accordance with the applicable Development Permit Areas (Schedule: K) and associated guidelines (Section 8).

Policy 4.1.5

ARCHAEOLOGY | As recommended by the Archaeological Impact Assessment, all ground disturbing works within the Anmore South Neighbourhood Area are to be conducted under a Chance Find Procedure (refer to Appendix B).

Policy 4.1.6

MITIGATION + MONITORING | Environmental mitigation measures including environmental monitoring by a Qualified Environmental Professional must be conducted for all Anmore South development as specified in the Environmental Impact Assessment (March 2025) (see Appendix C).

Policy 4.1.7

ENVIRONMENTAL PERMITTING | Applicable Water Sustainability Act notifications or approvals are required for all changes in and about a watercourse or wetland.

Policy 4.1.8

GREEN NETWORK | Prioritize the function and integrity of Anmore South's Green Network (Neighbourhood Parks and Conservation + Recreation lands) through neighbourhood build-out.

Policy 4.1.9

GATHERING | Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.

Policy 4.1.10

CHILD CARE | The neighbourhood shall accommodate child day care services where appropriate.

Policy 4.1.11

DARK SKY LIGHTING | Implement Dark Sky standards for all public streets and exterior lighting to limit ambient light and preserve the night sky.

Policy 4.1.12

INFRASTRUCTURE | Civil servicing infrastructure may be permitted in all Land Use designations.

Policy 4.1.13

STREET ROWS | Policies governing the Road ROW land use designation are described in Section 5 | Neighbourhood Infrastructure.

4.2 GENERAL RESIDENTIAL LAND USE POLICIES

The Neighbourhood Plan provides for a wide range of housing forms, from detached residential to townhouse and apartment, towards fostering a vibrant, socio-economic and age-mixed neighbourhood. The Neighbourhood Plan recognizes the need for a range of housing types, sizes and tenures to meet the needs of the community. A variety of housing choices provides a vibrant community experience, allowing for future growth with a range of lifestyles, life-stages and incomes.

Clustering development establishes a positive relationship between walkable residential enclaves and community destinations, while also providing access to parks and natural areas. Increased residential density serves to reduce infrastructure networks and maintenance costs, while allowing for greater retention of natural character, landscape and ecological systems.

Policy 4.2.1

HOUSING DIVERSITY | Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.

Policy 4.2.2

HOUSING YIELD | The maximum number of homes permitted in Anmore South is 2,202.

Policy 4.2.3

FOOTPRINT | Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.

Policy 4.2.4

HILLSIDE | Ensure that built forms respond to the hillside topography and manage the physical, visual and environmental impacts of hillside development, per the Hillside Development Permit Area (Refer to Section 8).

Policy 4.2.5

TRANSITIONS | Consider appropriate transition areas, landscape buffers, and/or other mitigating built form elements between adjacent land uses and housing types where there may be potential conflicts of scale and interface.

4.3 RESIDENTIAL – GROUND ORIENTED POLICIES

Maximizing the benefits of clustered development and the attributes of a walkable neighbourhood, the Ground Oriented designation only makes up a small portion of the total land use area. This includes a combination of detached single-family and two-family duplex homes. The location of this land use creates a transition of residential density from the existing larger lot homes adjacent to Anmore South.

The Ground Oriented designation provides development in keeping with existing suburban neighbourhood patterns of homes. With private individual yards and street frontage, single-family and duplex homes contribute to a strong public realm and support social interaction among neighbours.

Policy 4.3.1

DENSITY | Permitted gross densities per parcel within the Ground Oriented designation range from 4 units per acre (upa) to 10 upa.

Policy 4.3.2

ZONING | Zoning for the designation of Ground Oriented, shall be prepared as part of a future Comprehensive Development Zone for Anmore South.

Policy 4.3.3

FORM + TENURE | All housing within the Ground Oriented designation must be ground-oriented and shall be fee simple ownership, unless part of a bareland strata.

Policy 4.3.4

HILLSIDE | To ensure development fits the topography, development within the Ground Oriented designation is subject to a Hillside Development Permit Area (Refer to Section 8).

Policy 4.3.5

SERVICING | Lots in the Ground Oriented designation may be serviced by septic fields on a temporary basis but must ultimately be connected to the Anmore South sanitary system. Should this be desired, appropriate bonding as determined by the Village's Professional Engineer will be necessary to complete a connection to the Metro sanitary sewer for those units connected to the temporary system, at the Village's discretion.

4.4 RESIDENTIAL - MULTI-FAMILY | TOWNHOME POLICIES

Representing a significant portion of residential homes within Anmore South, the Multi-Family | Townhome designation affords opportunities for higher density urban living, while remaining ground-oriented and family-friendly.

The Multi-Family | Townhome designation is anticipated to include a variety of ground-oriented townhouse and duplex forms, serviced by private strata roads and provide common amenity spaces.

Policy 4.4.1

DENSITY | Permitted gross densities per parcel within the Multi-Family | Townhome designation range from 10 units per acre (upa) to 30 upa.

Policy 4.4.2

FORM | Housing within the Multi-Family | Townhome designation may include duplexes, townhomes, stacked townhomes, or row-homes.

Policy 4.4.3

SIZE | Provide for a range of attached housing choice including 2, 3, and 4 bedroom options.

Policy 4.4.4

TENURE | Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family | Townhome designation.

Policy 4.4.5

TANDEM PARKING | Given Anmore's location, parking shall be provided for each unit in accordance with established standards. Limit the maximum percentage of tandem garage units within a Townhome development to 25% of the units in an individual project.

Policy 4.4.6

AMENITY | Provide private outdoor and indoor amenity space to enable social gathering and recreation within the strata property.

Policy 4.4.7

AMENITY | Allow for consolidated indoor amenity space that is communal among strata properties.

Policy 4.4.8

PLAY SPACE | Residential development is encouraged to provide outdoor children's' amenity space.

Policy 4.4.9

ACCESS | Where required, ensure public access can be maintained on strata property through the use of covenants or statutory right-of-ways.

Policy 4.4.10

WALKABLE | Sidewalks and parking areas are to be designed according to barrier free access standards.

Policy 4.4.11

LAYOUT | Consider the siting of buildings, entrances, and balconies as a means to frame views, define spaces and promote pedestrian activity.

Policy 4.4.12

LAYOUT | Encourage buildings to address public parks and streetscape as a means of creating a well-defined public realm.

Policy 4.4.13

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character.

Policy 4.4.14

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

4.5 RESIDENTIAL - MULTI-FAMILY | APARTMENT POLICIES

The Multi-Family | Apartment designation makes up the highest proportion of units within the Neighbourhood Plan. This concentrated form of housing maximizes support of walkable neighbourhood shops and services, while providing access to public parks and retained natural areas. This land use is generally concentrated around key neighbourhood destinations, while also creating a more even distribution of density that celebrates the land's southwest views.

The Multi-Family | Apartment designation includes a range of low to mid-rise residential forms no more than six storeys. The designation may include townhomes within the ground floors to better activate street and park frontages, provide 'eyes on the public space', and contribute to greater housing diversity.

Policy 4.5.1

DENSITY | Permitted gross densities per parcel within the Multi-Family | Apartment designation range from 15 units per acre (upa) to 80 upa.

Policy 4.5.2

HEIGHT | Apartment buildings may be between 4-6 storeys. In hillside conditions the 6-storey maximum will be measured from the uphill side to allow for street-fronting townhomes on the downhill side.

Policy 4.5.3

FORM | All housing within the Multi-Family | Apartment designation may include apartment buildings with integrated townhomes in the building podium or stand-alone townhomes.

Policy 4.5.4

ZONING | Zoning for the designation of Multi-Family | Apartment shall be prepared as part of a future Comprehensive Development Zone for Anmore South.

Policy 4.5.5

SIZE | Provide for a range of apartment unit sizes, including units that have more than two bedrooms.

Policy 4.5.6

TENURE | Encourage the development of rental, and non-market rental within the Multi-Family | Apartment designation.

Policy 4.5.7

PARKING | Investigate opportunities to reduce parking requirements for apartments that promote and/or accommodate car-sharing and/or other forms of alternative transportation.

Policy 4.5.8

AMENITY | Provide private outdoor and indoor amenity space to enable social gathering and recreation within the apartment site. Prioritize the provision of roof top amenity space to enhance apartment livability and experience for building residents. Allow for indoor amenity space for multiple buildings to be consolidated in one or more locations.

Policy 4.5.9

PLAY SPACE | Residential development is encouraged to provide outdoor children's' amenity space.

Policy 4.5.10

PEDESTRIAN ORIENTED | Sidewalks and parking areas are to be designed according to barrier free access standards.

Policy 4.5.11

LAYOUT | Consider the siting of buildings, entrances, balconies and ground level uses as a means to frame views, define spaces and promote pedestrian activity. Where possible on ground floors, allow direct access to individual suites from street frontages.

Policy 4.5.12

LAYOUT | Encourage buildings to address the streetscape as a means of creating a well-defined public realm.

Policy 4.5.13

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character. Require implementation of Design Guidelines as means to reinforce local sense-of-place and character.

Policy 4.5.14

AMENITY | Encourage and facilitate the provision of shade and protection from the elements for pedestrians through landscape features (i.e., trees), awnings, overhangs, canopies and/or arcades over walkways.

Policy 4.5.15

SVFD | Ensure delivery of rental homes in the Apartment designation for use by Sasamat Volunteer Fire Department firefighters as part of a future rezoning process for these lands.

Policy 4.5.16

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

4.6 MIXED USE POLICIES

The Mixed-Use designation is intended to create attractive, vibrant, pedestrian-friendly centres that serve as the social and commercial focus within the neighbourhood – all within walking distance of new and existing homes. Combining both residential and commercial uses within a landscaped public space, this designation supports aging-in-place through the provision of neighbourhood shops, services and recreational facilities on transit supportive routes. From restaurants to retail, office space to grocery store, this land use provides for the day-to-day needs of residents, while providing local employment and expanding the Village's tax base.

The Mixed-Use designation provides for neighbourhood shops and services, new local employment opportunities, and diversification of the municipal tax base. The designation accommodates a ground plain of commercial retail uses with underground parking, along with the opportunity for integrated townhouse and mid-rise apartment living above.

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 the 2,202 projected homes at build-out over ~25 years. The analysis projected that on completion Anmore South can support a retail floorspace of 55,900-61,800 sq ft, including a grocery store, pharmacy, food + beverage, local services, clothing and hobbies or homewares.

This designation is distributed in two strategic locations:

CROSSING | The primary commercial node positioned at the confluence of Sunnyside Road and the proposed upper and lower collector roads. Situated between forested streams on a gentle terrace, the Crossing Mixed-Use node complements the public community centre and active park, creating a neighbourhood heart for Anmore South.

FIRST AVENUE | A secondary commercial node positioned along First Avenue near the western entrance to Anmore, supporting the needs of Belcarra residents and regional park visitors. As the terminus of the proposed Village Greenway, this node also provides direct access to active park space while serving the commercial needs of the neighbourhood's lower slopes.

Refer to Appendix E: Retail Market Analysis by City Squared Consulting for further details.

Policy 4.6.1

DENSITY | Permitted gross densities per parcel within the Mixed-Use designation range from 15 units per acre (upa) to 100 upa.

Policy 4.6.2

USES | Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.

Policy 4.6.3

CROSSING | A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.

Policy 4.6.4

FIRST AVENUE | Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.

Policy 4.6.5

SIZE | Provide for a range of commercial and residential unit sizes in the Mixed Use designation based on analysis at the time of rezoning.

Policy 4.6.6

COMMERCIAL PHASING | Phasing of commercial developments should be approved with consideration to the findings of the Anmore South Retail Market Analysis (February 2025) (see Appendix E).

Policy 4.6.7

TENURE | Encourage the development of rental and/or non-market housing within the Mixed Use designation.

Policy 4.6.8

PEDESTRIAN ORIENTED | Establish a ground level retail core within the Mixed-use designation to support a range of neighbourhood retail, commercial services and amenities within a pedestrian-oriented environment.

Policy 4.6.9

PEDESTRIAN ORIENTED | Ensure safe and secure pedestrian connections to Commercial Retail space through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings.

Policy 4.6.10

PEDESTRIAN ORIENTED | Sidewalks and parking areas are to be designed according to barrier free access standards. Outdoor patios should be facilitated where appropriate.

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Policy 4.6.11

LAYOUT | Consider the siting of buildings, entrances, balconies and ground level uses as a means to frame views, define spaces and promote pedestrian activity.

Policy 4.6.12

LAYOUT | Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.

Policy 4.6.13

AMENITY | Accentuate pedestrian connections to commercial and mixed-use developments through design features such as wayfinding signage, street design treatment and preserved view corridors.

Policy 4.6.14

FORM + CHARACTER | Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character. Consider implementation of Design Guidelines as means to reinforce local sense-of-place and character.

Policy 4.6.15

AMENITY | Encourage and facilitate the provision of shade and protection from the elements for pedestrians through landscape features (i.e., trees), awnings, overhangs, canopies and/or arcades over walkways.

Policy 4.6.16

AMENITY | Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.

Policy 4.6.17

ELECTRIC VEHICLES | Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.

Policy 4.6.18

PARKING | Short term convenience parking should be provided.

Policy 4.6.19

SAFETY | Incorporate Crime Prevention Through Environmental Design principles into design of Mixed Use developments.

Policy 4.6.20

TENURE | Determine the tenure of commercial units as part of the future rezoning process.

4.7 CIVIC - COMMUNITY CENTRE POLICIES

The Institutional – Community Centre designation is intended to provide a new public facility for Anmore. The location of the Community Centre within the Neighbourhood Plan is convenient to all residents and establishes a prominent landmark near a mixed-use centre and Anmore Elementary School.

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.

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.

Key features for the Community Centre will be determined by the Village but could 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 (400 m) of Anmore Elementary School and a 10-minute walk (800 m) of the Village Hub at the intersection of Sunnyside Road and East Road.

Policy 4.7.1

COMMUNITY CENTRE | Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.

Policy 4.7.2

SIZE | The public Community Centre should provide a minimum floorspace of 20,000 sq ft.

Policy 4.7.3

ZONING | More specific permitted uses will be determined as part of the Comprehensive Development Zone for Anmore South.

Policy 4.7.4

CULTURE | Celebrate Anmore's local culture and history at the Community Centre through design and monumentation.

Policy 4.7.5

PUBLIC REALM | Encourage a vibrant public realm on the Community Centre lands, particularly where connected to public streets and Village Greenways.

Policy 4.7.6

SAFETY | Incorporate Crime Prevention Through Environmental Design principles into design of the Community Centre.

Policy 4.7.7

EMPLOYMENT | Consider opportunities for local businesses to utilize public Community Centre space through rental agreements.

Policy 4.7.8

CHILDCARE | Consider opportunities for child care at the Community Centre.

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4.8 CIVIC - DEVELOPMENT RESERVE

The Civic - Development Reserve designation provides an area which can be used by the Village to meet a variety of future land use requirements. This could include but is not limited to, additional active neighbourhood park space, non-market housing, a future firehall, infrastructure facilities, parking, or public works yard.

The Civic - Development Reserve designation has been strategically located within the Neighbourhood Plan, providing ease of access while avoiding interference with residential land use and maintaining a surrounding natural buffer.

This designation is distributed in two locations:

SUNNYSIDE CROSSING | This Civic Reserve connects directly onto Sunnyside Road at the eastern edge of Anmore South, providing a prominent place within the wider neighbourhood. This area could be ideal for supporting community functions with the adjacent Mixed Use and Community Centre land uses.

NORTHERN RESERVE | This Civic Reserve is accessed off the upper collector loop road and surrounded by a natural area buffer, making it suitable for future non-market residential uses or more discrete civic functions, like a public works yard.

Policy 4.8.1

PUBLIC DEDICATION | The lands should be dedicated to the Village of Anmore for the community's future use as part of a phased subdivision approach.

Policy 4.8.2

PERMITTED USE | Future uses of the Development Reserve lands are intended to be flexible with the future use to be determined by the Village.

Policy 4.8.3

SUNNYSIDE CROSSING | For the Development Reserve near Sunnyside Road, encourage future uses that complement the civic core established by the Community Centre and Mixed Use crossing, which may include active park, parking, or civic institutional uses such as a firehall.

Policy 4.8.4

NORTHERN RESERVE | For the Development Reserve in the northwest section of the neighbourhood, encourage future uses for community benefit, which may include non-market housing, active of natural park, or civic institutional uses such as a public works yard.

4.9 NEIGHBOURHOOD PARK POLICIES

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.

The Neighbourhood Plan provides 10.7 ac of Neighbourhood Park distributed across the neighbourhood. With access to parks and trails within a 5-minute walk (400 m) of every home, the Neighbourhood Park land use serves to create a healthy balance between development and natural open space and recreation.

Refer to Schedule B: Parks + Trails Plan for Neighbourhood Park distribution and connectivity within the Neighbourhood Plan.

Policy 4.9.1

PARKS | Anmore South must provide a network of public neighbourhood parks and gathering places, that interface with natural areas, streetscapes, and recreational and community facilities to enhance village vibrancy and livability, in accordance with Schedule A: Land Use Plan.

Policy 4.9.2

ACCESSIBILITY | Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.

Policy 4.9.3

PARKS PROGRAMMING | Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.

Policy 4.9.4

CONNECTIVITY | Ensure an interconnected network of pathways within public parks – including walking paths/trails, sidewalks and multi-use pathways – to the larger trail system, Village Greenways, and residential areas.

Policy 4.9.5

AMENITIES | Preserve future opportunities for the provision of public park amenities such as signage (for wayfinding and interpretation), benches, garbage receptacles and bicycle racks in public trailhead/ parking areas.

Policy 4.9.6

VIEWS | Establish destination points that make use of celebrated views such as areas for sitting, picnicking and informal lookouts.

Policy 4.9.7

PROGRAM | Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, pump tracks, etc.) based on identified community need.

Policy 4.9.8

PUBLIC ART | Consider incorporating public art installations and outdoor performance facilities within parks and public spaces.

Policy 4.9.9

SPORTS FIELD | Provide a multi-use playing or sportsfield within the Neighbourhood Park on the south side of Sunnyside Road where it can be accommodated by gentle lands.

Policy 4.9.10

INVASIVE SPECIES | Implement policies to identify and manage invasive plants in parks.

Policy 4.9.11

STREETS | Provide public streets adjacent to parks to ensure visual and physical access and safety for the public.

Policy 4.9.12

LANDSCAPING | Encourage a landscaping palette that makes use of native plant species.

4.10 CONSERVATION + RECREATION POLICIES

The Conservation + Recreation land use is the neighbourhood's most significant component for preserving the existing character and identity values of the Village, as well as protecting significant ecological and recreation assets. The intent of the designation is to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors, and passive recreation opportunities.

Greenways + Trails

An integrated trail network offers active opportunities to experience nature, exercise and socialize with 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 ~5 km 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 Schedule B: Parks + Trails Plan).

Village Greenway: the Village Greenways provide a separated 4 m 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 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, additional multi-use Community Pathways (3 m wide) are provided to link individual Anmore South neighbourhoods to natural areas, civic destinations, and Anmore's existing trail system.

Refer to Figure 7C for conceptual multi-use path cross-sections. Specific configuration and programming of the Greenway + Trail Network will be determined through neighbourhood planning with community consultation.

Policy 4.10.1

AREA | A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan.

Policy 4.10.2

COMPONENTS | The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.

Policy 4.10.3

WATERCOURSES | Ensure functional ecosystem protection of watercourses, including Doctors Creek and Schoolhouse Creek, their tributaries and ponds in accordance with industry standard best practices - including Develop with Care (2014).

Policy 4.10.4

ENVIRONMENTAL PERMITTING | Applicable Water Sustainability Act notifications or approvals are required for all changes in and about a watercourse or wetland.

Policy 4.10.5

RAINWATER | Preserve rainwater function within the Conservation + Recreation area designation in conjunction with recreational use, where feasible.

Policy 4.10.6

RESTORATION | Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.

Policy 4.10.7

VISUAL BUFFERS | Avoid diminishment of significant areas of forest that act as Visual Impact Buffers between Anmore South and existing neighbourhoods unless it can be demonstrated that visual quality objectives are maintained through mitigation.

Policy 4.10.8

TRAILS | Generally, avoid developing trails in provincially regulated Riparian Areas Protection Regulation setbacks unless on Village-owned land and/or permitted by the Village.

Policy 4.10.9

CONNECTIVITY | Provide trail and greenway connections to existing neighbourhoods and Anmore Elementary School.

Policy 4.10.10

ACCESSIBILITY | Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4 m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling networks.

Policy 4.10.11

ECOSYSTEMS | Mitigate impacts to Valued Ecosystem Components due to trail and greenway construction through avoidance and/or appropriate mitigation strategies as recommended by a QEP.

5



Neighbourhood Infrastructure

5. NEIGHBOURHOOD INFRASTRUCTURE

The extension and provision of municipal infrastructure is fundamental to the realization of a mixed-use community in Anmore. The infrastructure defined by the Neighbourhood Plan accommodates the functional demand of the neighbourhood's land uses and population, incorporating measures to better sustain the community and lessen impacts on the natural environment.

5.1 TRANSPORTATION NETWORK

The Neighbourhood Plan's Transportation Network reflects connectivity and multi-modal transportation with context-sensitive streets. Each street and multi-use path is tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community.

Aiming to reduce the proportion of automobile-based trips in the neighbourhood, the following active transportation design principles were considered:

- Implement Livable Streets Standards to lessen the physical, visual and environmental impacts of new streets. Refer to Figures 7A + 7B: Street Cross-Sections;
- Strive for integrated networks for pedestrian, cycling and vehicular traffic, including dedicated multi-use paths on all collector streets;
- Provide sidewalks on both sides of local streets; and,
- Provide trail connections between neighbourhood destinations, transit and cycling corridors.

Within the Transportation Network, measures to reduce greenhouse gas emissions and energy use include reduced pavement widths, tree-lined boulevards, rainwater infiltration galleries, and dedicated multi-use paths that contribute to the pedestrian and cycling networks.

Livable Streets

Sharing is central to the design of 'livable streets' that serve everyone's needs, from the weekday commuter to the weekend stroller. Livable streets are those that are well suited to their purpose of making a place for everyone that is functional, safe, and enjoyable. In the spirit of sharing, and to reduce reliance on private automobiles, Anmore South's Livable Streets enhance the pedestrian experience, improve bicycle safety, and make for more efficient traffic circulation.

Street Network and Hierarchy

The topography of Anmore South serves to limit the options available for establishing a traditional network of public neighbourhood streets. The proposed Major Street Network works to lessen the physical, visual, and environmental impacts of streets through site sensitive design, including landscape buffering and traffic calming.

Collector Streets provide the primary vehicle circulation for the neighbourhood, including an Upper and Lower Loop from Sunnyside Road. Designed to be supportive of pedestrians, cyclists, and future transit service, the Collector Streets link the neighbourhood's residential areas to neighbourhood parks, the Sunnyside Crossing Mixed Use Centre, and the Major Road Network.

Local Streets provide a complete pattern of streets and convey the vision for the neighbourhood. Local Streets also serve to enhance the Village's street network by connecting Crystal Creek Drive to the Anmore South collector loop and connecting Fern Drive to Sunnyside Road through adjacent neighbourhood development.

Refer to Schedule D: Street Hierarchy Plan.

Pedestrian + Cycling Network

Anmore South's Pedestrian Network links all homes to active parks, natural recreation areas, and civic destinations including Anmore Elementary School and the new Anmore South Community Centre. The Pedestrian Network includes 4 m wide Village Greenways linking Anmore South with existing neighbourhoods and community destinations, enabling pedestrians to experience the retained forest character of Anmore South's Conservation + Recreation lands. Village Greenways have been designed at a gentle grade suitable for all users and include a safe pedestrian underpass of Sunnyside Road. In addition to the Village Greenways, 3 m wide Community Pathways are provided throughout Conservation + Recreation lands, providing additional pedestrian permeability throughout the neighbourhood. Anmore South's street network also provides pedestrian sidewalks on both sides of all Collector and Local Streets.

The Cycling Network supports multi-modal transportation by providing a safe and efficient alternative to the traditional vehicle commute. The 4 m wide Village Greenways include a separated 2.2 m wide bicycle path for safety of cyclists and pedestrians. Additionally, all Collector Streets include a grade-separated off street cycling path on one side of the street.

Refer to Schedule E: Pedestrian Network Plan

Transit Network

Expanding local transit service into the Neighbourhood Plan area is an important part of creating a multimodal community, with future residential density playing an important role in the type of transit to be provided. Anmore South is within a 10-minute drive of rapid transit in Port Moody. However, the current level of transit service in Anmore provides limited coverage because of its existing low population density.

Anmore South's residential densities are supportive of increased transit service, with the objective of providing improved transit connection to Suter Brook Village, the SkyTrain, and West Coast Express.

Residential densities at Anmore South are supportive of increased frequency of TransLink's current Route 182, providing a community shuttle bus from SkyTrain and commuter rail at Moody Centre Station via East Road, Sunnyside Road, and Bedwell Bay Road.

TransLink's Route 181 provides a second and more direct service along Ioco Road but currently terminates before Anmore South at Ioco Road & First Avenue. The Neighbourhood Plan Street Network provides for safe bus share facilities as well as a looping Collector Street suitable for extending Route 181 to access the Sunnyside Road Commercial Crossing and new Anmore South Community Centre.

All improvements to transit service will require collaboration between the Village of Anmore and TransLink. Refer to Schedule F: Transportation Plan.

Transportation Impact Assessment

Transportation Impact Assessment Report

March 2025

Bunt & Associates

A detailed Transportation Impact Assessment was prepared by Bunt & Associates to assess traffic management, alternative transportation, and the capacity of the street network within Anmore South and its effect on the wider area.

The Transportation Impact Assessment identified the following:

- Anmore South will advance the Village's rural transportation network, by providing new multi-modal street connections to the existing network at Sunnyside Road, Crystal Creek Drive, and Fern Drive.
- Road and intersection capacity was calculated with increased traffic volumes that assumed the full buildout of Anmore South, along with an annual 1% increase in background traffic growth (from other development in the area).
- Roads and intersections within Anmore are expected to be able to accommodate this increase, subject to achievable upgrades at three identified intersections, such as roundabouts or signalization.
- Regional roads leading into Anmore (Ioco Road and East Road) and intersections along these corridors are expected to be overcapacity with this increase. Future improvements would involve discussions with TransLink, Metro Vancouver and neighbouring municipalities. Phased analysis estimates that without these future improvements, up to 40% of full buildout can be accommodated with the current regional road network.

Recommendations to Reduce Traffic Impacts

The Transportation Impact Assessment recommends the following Transportation Demand Management (TDM) measures to be implemented to offer people viable travel alternatives to their private vehicle. These measures include:

- Sidewalks on all streets, plus multi-use paths and trails for car-free walking and cycling routes to neighbourhood parks, community centre, and commercial stores.
- Reduced parking ratios in all phases of development, naturally catering to households with fewer vehicles.
- Car-share program (20 vehicles planned to be phased, including specialized vehicles).
- Neighbourhood shops and civic services to introduce the option to stay local for many trips.

Funding and discussions with TransLink to enhance public transit and bus shelter facilities:

- Phase 1: Extend bus route 181 from Ioco Road to loop into Anmore South with current frequencies to provide a more direct connection to Port Moody.
- Full Buildout: Frequent bus service (15-minute intervals all week), which could involve an express bus to Suter Brook/Newport and Port Moody rapid transit locations.

Ongoing monitoring is also recommended through updated Transportation Impact Assessments after each 300 new housing units, which helps account for the uncertainty in background traffic growth and reassess any impacts. This allows for the incremental development of the Anmore South lands within the means of the evolving transportation networks. These studies will determine if/when the following recommended upgrades should be built to reduce the effects of increased traffic:

- Small-scale upgrades to slightly increase capacity and reduce delay on the two existing access corridors to Anmore that presented operation constraints – East Road and Ioco Road. These could include adding left turn lanes to high-volume locations, designated bus pullout stops at high ridership locations, removing on-street parking where possible, and introducing or expanding traffic signals at high-volume locations.
- Intersection upgrades within Anmore at East Road/Sunnyside Road, First Avenue/Ioco Road, and First Avenue/Bedwell Bay Road/Sunnyside Road.
- Further collaboration with TransLink, Metro Vancouver, and local municipalities to discuss transit improvements and develop a coordinated approach to transportation planning on regional roads, including road capacity in Anmore, Belcarra and Port Moody.

5.2 STREET NETWORK AND TRANSPORTATION POLICIES

Policy 5.2.1

TRAFFIC MANAGEMENT | incorporate the recommendations for traffic management and parking requirements presented in the Anmore South Transportation Impact Assessment.

Policy 5.2.2

TRAFFIC MONITORING | As recommended by the Transportation Impact Assessment, require an updated traffic assessment with new monitoring data after each 300 new housing units are completed.

Policy 5.2.3

LIVABLE STREETS | Implement the Livable Street cross sections as shown in Figures 7A + 7B to limit physical, visual, and environmental impacts while providing multiple street connections with relatively direct routes.

Policy 5.2.4

IMPACTS | Minimize the impact of streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.

Policy 5.2.5

LOCAL STREETS | Further develop and refine local street alignments through the subdivision process.

Policy 5.2.6

EMERGENCY CONNECTOR | Provide emergency connectors (vehicular) with pedestrian use for cul-de-sac road lengths greater than 200 m in length.

Policy 5.2.7

PUBLIC REALM | Create a positive pedestrian realm through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.

Policy 5.2.8

PUBLIC REALM | Preserve future potential for public pedestrian amenities such as universally accessible pathways, benches, and street trees along new major streets.

Policy 5.2.9

OFF-STREET NETWORK | Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.

Policy 5.2.10

OFF-STREET NETWORK | Where a multi-use pathway is constructed off-street, ensure appropriate lighting is provided for safety, applying Dark Sky lighting principles.

Policy 5.2.11

END-OF-TRIP FACILITIES | Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.

Policy 5.2.12

TRANSIT | Design all collector roads to accommodate future transit service.

Policy 5.2.13

TRANSIT | Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.

Policy 5.2.14

TRANSIT | Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.

Policy 5.2.15

LIGHTING | Explore alternative street lighting standards to promote energy efficiency and limit ambient light pollution in support of Dark Sky Lighting principles.

Policy 5.2.16

PARKING | Provide parking for destination parks and trailheads through detailed park design.

Policy 5.2.17

CRYSTAL CREEK | Provide a new local street connection to Crystal Creek Drive to connect the Crystal Creek neighbourhood with the rest of Anmore.

Policy 5.2.18

FERN DRIVE | Provide a new local street connection from Fern Drive to Sunnyside Road through adjacent development.

Policy 5.2.19

TDM | Transportation Demand Management measures should be explored in conjunction with a future rezoning application as outlined in the Anmore South Transportation Impact Assessment (March 2025) (see Appendix F).

Policy 5.2.20

TRUCK ROUTES | Truck movement will be consistent with the Regional Goods Movement Strategy and Regional Truck Route Network.

5.3 MUNICIPAL SERVICING INFRASTRUCTURE

Infrastructure Servicing Report

January 2025

Aplin Martin Consultants Ltd.

The conceptual Water, Sanitary, and Rainwater Systems proposed for Anmore South respond to its unique location and topography. Accommodating the planned servicing demands, the infrastructure concepts are cost effective, respectful of the environment, and designed to conserve water and energy resources. Servicing plans described in this Neighbourhood Plan are conceptual for the purpose of documenting neighbourhood feasibility and are subject to change through detailed design.

Anmore South Conceptual Water System

The conceptual Water System is designed to connect Anmore South to the regional trunk water infrastructure. Reflecting the complex topography of Anmore South, the water system is divided into pressure zones served by a reservoir located at a higher elevation. The water system will consist of feeder and distribution mains, booster pump stations, pressure reducing valves, and proposed blowoffs at each of the end pipes. The final water system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule G: Water Servicing Concept.

Anmore South Conceptual Sanitary System

The conceptual Sanitary System is designed to connect Anmore South to the regional trunk wastewater infrastructure. The layout will rely on gravity flow through a combination of street alignments and dedicated utility corridors, directing flows toward the regional connection point. In areas where gravity service is not feasible, low-pressure systems will be utilized. The final sanitary system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule H: Sanitary Servicing Concept.

Anmore South Conceptual Rainwater Drainage System

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 prior to being released into natural creeks.

The conceptual 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.

The final rainwater system design will be determined through detailed design as part of the rezoning and approvals process.

Refer to Schedule I: Drainage Concept.

5.4 SERVICING INFRASTRUCTURE POLICIES

Policy 5.4.1

INFRASTRUCTURE SERVICING | The neighbourhood will be serviced generally in accordance with the Anmore South Neighbourhood Plan Infrastructure Servicing report dated March 2025 and included as Appendix G.

Policy 5.4.2

REGIONAL SERVICE | Anmore South will be connected to regional drinking water and sanitary services following approval from Metro Vancouver. Regional sanitary service will be limited to the Anmore South neighbourhood to preserve the semi-rural density and character of existing Anmore.

Policy 5.4.3

CONSTRUCTION | The developer will finance new trunk servicing infrastructure connecting the Metro Vancouver water and sanitary systems.

Policy 5.4.4

OWNERSHIP | The Village will own and operate distribution infrastructure facilities in the neighbourhood and access to them will be enabled. Metro Vancouver will own and operation the regional infrastructure.

Policy 5.4.5

RESERVOIR | The final location of the new water reservoir will be determined at the rezoning stage in conjunction with Anmore Staff to optimize location.

Policy 5.4.6

RAINWATER | Implement rainwater management systems through detailed design that support pre-development surface and groundwater flow regimes in natural areas to the extent feasible.

Policy 5.4.7

FIRE FIGHTING | Explore opportunities to design water servicing infrastructure to support wildland fire prevention and fire fighting.

Policy 5.4.8

OPTIMIZATION | Allow for flexibility in infrastructure servicing plans through detailed design to maximize community benefit.





Neighbourhood Economics

6. NEIGHBOURHOOD ECONOMICS

6.1 FISCAL + ECONOMIC ANALYSIS

Fiscal Impact Analysis

April 2025

Deloitte

The Fiscal Impact Analysis was prepared by Deloitte to assess the net fiscal impacts of Anmore South on the Village of Anmore. The analysis was designed to test the financial feasibility of the project using the Village's current levels of services for staffing, amenities and infrastructure

The analysis compared the following two alternative scenarios:

- Anmore's current financial situation, based on the 2024 Village budget as outlined in the 2024 Five-Year Financial Plan; and,
- Anmore South neighbourhood at full buildout.

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 took 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.

Anmore South will generate a net fiscal benefit for the municipality through new residential and commercial property taxes. While the estimated specific net benefit differed between Deloitte and the Village's consultant, the analysis identified a net fiscal benefit. This improvement provides the Village with expanded financial options, ranging from new or improved services to accelerated infrastructure renewal to tax reduction.

In addition to net taxation benefit, Anmore South will generate significant revenue for the Village through development cost charges, while also creating opportunities for local businesses to serve the future needs of the growing community.

Refer to Appendix H: Fiscal Impact Analysis for further details.

Economic Impact Analysis

March 2025

Deloitte

The Economic Impact Analysis was prepared by Deloitte to assess the projected economic impact of the proposed Anmore South neighbourhood on the Village of Anmore. The report summarized the economic impacts of Anmore South as they relate to employment, demographics and housing.

The analysis considers impacts on employment resulting from the proposed commercial uses, civic facilities, and expanded range of housing. Based on the analysis, Anmore South is estimated to have a positive local employment impact of 397 jobs. This includes jobs based in Anmore South at the grocery store, specialty food stores, community centre, childcare facilities, home-based employment, and local government and schools.

In addition to the ongoing impacts 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 3,500 person-years.

Refer to Appendix I: Economic Impact Analysis for further details.

6.2 FISCAL + ECONOMIC POLICIES

Policy 6.2.1

LOCAL SERVICE AREA | A Local Service Area shall be established to ensure that fees associated with the regional sanitary sewer are borne by residents and commercial users benefiting from the sewer connection.

Policy 6.2.2

EMPLOYMENT | Maximize local job opportunities to enhance Anmore's economy in accordance with the Economic Impact Analysis (March 2025) (see Appendix I).

Policy 6.2.3

DEVELOPMENT COST CHARGES | The Village shall use Development Cost Charges to ensure that development - not existing Anmore taxpayers - pays the costs of future infrastructure upgrades as identified by the Village.

Policy 6.2.4

COMMUNITY AMENITY CONTRIBUTIONS | Community Amenity Contributions as determined by the Village must be provided for Anmore South in accordance with a future rezoning agreement to provide community benefits.

7





Neighbourhood Implementation

7. NEIGHBOURHOOD IMPLEMENTATION

7.1 NEIGHBOURHOOD PHASING STRATEGY

Anmore South is projected to build-out through a phased development over 20-25 years to accommodate community needs, while respecting the semi-rural character of the existing village. Allowing for an orderly provision of community development and services, the Neighbourhood Plan provides a high-level framework for phasing. Future detailed planning will provide analysis and recommendations on refined neighbourhood phasing.

Anmore South will be phased to ensure that the infrastructure and services required to support the growth of the new community are in place in phases. The neighbourhood is expected to develop according to the following sequence of phases:

- Phase 1 | Fernwood
- Phase 2 | Ridge
- Phase 3 | Glade
- Phase 4 | Crossing
- Phase 5 | Terrace
- Phase 6 | Creekside

The phasing strategy is to be further developed during the rezoning and development agreement process, also involving external agencies, including School District 43 and utility companies as they plan future infrastructure and facility decisions.

Refer to Schedule J: Conceptual Phasing.

7.2 IMPLEMENTATION POLICIES

Policy 7.2.1

REGIONAL DESIGNATION | The Anmore South neighbourhood will be fully within the regional Urban Containment Boundary following consideration by Metro Vancouver.

Policy 7.2.2

PHASING | Development within the Anmore South neighbourhood will be gradual and on a phased basis.

Policy 7.2.3

STREET STANDARDS | Livable Street Standards for Anmore South must be prepared by a Professional Engineer and accepted by Village staff to provide engineering design criteria for the Collector and Local street cross-sections presented in Figure 7A + 7B.

Policy 7.2.4

SERVICING | Detailed engineering plans and infrastructure cost estimates for linking water and sanitary services to Anmore South must be prepared by a Professional Engineer.

Policy 7.2.5

DEVELOPMENT PERMITS | Applicable Development Permits must be obtained for all Anmore South development in accordance with Development Permit Areas and guidelines described in Section 8 of the Neighbourhood Plan.

Policy 7.2.6

ZONING | Implementing zones for Land Use Designations shall be prepared as part of the future Anmore South Comprehensive Development Zone.

Policy 7.2.7

SD43 | The Village will continue to work with School District 43 on servicing the expected population growth in the Anmore South Neighbourhood as well as potential facility improvements at Anmore Elementary.

Policy 7.2.8

GHG Reduction | Encourage use of energy efficient technologies and building materials in Anmore South developments.

Policy 7.2.9

DESIGN GUIDELINES | Design Guidelines should be prepared by the master developer to ensure quality and consistency of neighbourhood development over build-out.





Development Permit Areas

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8. DEVELOPMENT PERMIT AREAS

8.1 DEVELOPMENT PERMIT AREAS + GUIDELINES

Under the British Columbia Local Government Act, an official community plan may designate Development Permit Areas (DPA) where they relate to the purposes set out in Section 488 (1). The following purposes are applicable to the Neighbourhood Plan, as they relate to the type of proposed development, respond to existing site conditions, and will help preserve the existing character of Anmore:

- **Section 488 (1) (a):** protection of the natural environment, its ecosystems and biological diversity;
- **Section 488 (1) (b):** protection of development from hazardous conditions; and,
- **Section 488 (1) (f):** establishment of objectives for the form and character of commercial and multi-family residential development.

To address the purposes in accordance with the Local Government Act, the Neighbourhood Plan therefore includes the following DPAs:

- **Development Permit Area 1:** Multi Unit Residential (DPA 1);
- **Development Permit Area 2:** Commercial Mixed Use (DPA 2);
- **Development Permit Area 3:** Natural Environment (DPA 3); and
- **Development Permit Area 4:** Hillside Development (DPA 4).

These DPAs will guide development in areas with special conditions. Development within DPAs will require submission of a Development Permit Application to the Village of Anmore with application requirements specific to each DPA. As not all applications warrant the same level of detail, a pre-application meeting with the Village will be required to determine the application requirements.

The following sections describe the purpose and justification for the inclusion of these DPAs within Anmore South. For DPA 1 and 2, high level objectives are set guiding the overall tone and key requirements for development within these DPAs. However, currently specific design guidelines are understood to be premature for setting the form and character of built form. A comprehensive list of design guidelines will be detailed at the time of rezoning and subdivision to further guide development under these DPAs.

DPA 3 and 4 are site conditional, relating to existing constraints within Anmore South and are for the protection of the natural environment as well as future development. As such, design guidelines can be set and are outlined within the Neighbourhood Plan.

It should be noted that a specific development site may require multiple development permits to facilitate development.

See Schedule K: Development Permit Area Plan.

8.2 DPA 1: MULTI UNIT RESIDENTIAL

Purpose of Designation Category

Pursuant to subsection 488 (1) (f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of multi-family residential development.

Justification

The Multi Unit Residential DPA is applicable to all duplex, townhome and apartment building forms in Anmore South within the Residential – Multi-Family | Attached, Multi-Family | Apartment and Mixed-use land use designations. This DPA is designated to establish high level guidelines for the form and character of multi unit residential development. This is with the intention to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with a vibrant residential neighbourhood meeting the following objectives:

- to ensure that developments are compatible in scale, form and character with the adjacent uses and consistent with the overall neighbourhood plan;
- to encourage developments that serve to preserve and enhance any special natural, or aesthetic features which help define the identity of the area;
- to provide ease of access for residents, regardless of physical capabilities;
- to ensure that, where necessary, the design creates suitable transition between differing land uses or residential densities;
- to ensure that multi-family development is designed to provide the features and amenities suitable for the needs of future residents.

Multi-Unit Residential Development Permit Guidelines (DPA 1):

General Design

1. CHARACTER | The character of multi-family development at Anmore South will generally:
 - a. celebrate and respect the west coast character;
 - b. be designed to integrate into the existing topography and natural landscape;
 - c. incorporate a variety of local, natural building materials into the design of the buildings wherever feasible;
 - d. be designed to respond to the local climate and situated to maximize views and natural sunlight wherever feasible; and,
 - e. encourage buildings to address the street, or greenway/other public space or both, to create a highly permeable public realm edge and allow direct access to suites from ground elevations where possible.

2. **OUTDOOR SPACE** | Outdoor patios, landscaped commons and/or amenity areas are encouraged.
3. **STREET FURNITURE** | Street furniture, such as benches, light fixtures, bicycle racks, signage, and recycling/refuse containers, shall be incorporated in the landscape design. These shall be consistent, similar, or identical in character to the architectural character of the development. A standard shall be established as part of a future rezoning application.
4. **PEDESTRIAN** | Public open space and pedestrian walkway linkages to adjacent neighbourhoods (to complement recreational opportunities and reduce automobile dependence) shall be encouraged.

Building Siting, Height, Size & Massing

5. **SITING** | Building placement and design shall consider setting buildings into the hillside and stepping upper storeys back to respect views from the adjacent buildings where feasible.
6. **MASSING** | Buildings shall be designed to avoid presenting an overly dominant appearance using varying architectural massing, roof line and balcony/terrace design, window treatments, and landscaping to reduce monolithic forms and improve their aesthetic appearance.
7. **ARCHITECTURE** | Human-scaled architectural elements are required to minimize the visual impact of larger multi-unit forms. This could involve framing taller multi-family buildings with 2 to 3 storey structures at street level.
8. **OVERHANGS** | Deep overhangs and/or covered balconies and patios adjacent to the primary living areas shall be provided where feasible.
9. **SHELTER** | Continuous weather protection over main entrances and over building facades shall be encouraged.
10. **SHADING** | Building siting and internal spaces should be designed to promote natural ventilation, reducing reliance on mechanical means. Shading devices should be used to control solar heat gain during summer months while permitting sunlight into living space during the cold months.
11. **ROOFS** | Stepped roof lines that scale buildings from major to minor elements are strongly encouraged.

Materials & Exterior Finishes

12. MATERIAL | The use of non-combustible building materials is encouraged.
13. MATERIAL | Where feasible, a variety of locally responsive and/or natural building materials should be incorporated into the design without compromising the building or structure's fire resistance.
14. MATERIAL | Select exterior building materials for their functional and aesthetic quality. These materials should exhibit high qualities of durability, longevity and ease of maintenance.
15. MATERIAL | Continue higher quality materials used on the principal façade around any building corner or edge which is visible to the public.
16. FINISHING | Authentic detailing and application of exterior finishes is strongly encouraged. Unfinished building walls, including exposed basements, are discouraged.
17. COLOUR | Colours shall be selected to complement the natural environment, inspired by site vegetation and vistas: earth-based warm greys, browns and umbers, and moss greens as well as cooler colours inspired from the sea and sky, such as pale blues and greys. Lighter tones can be used to provide accent trim and in base areas, projecting elements and entries. Bolder colours will be acceptable, assuming the overall palette is complementary.

Parking and Loading

18. LANDSCAPE | Parking areas should be integrated with the topography where feasible consisting of a series of smaller parking areas, screened through landscape design to establish a pedestrian-friendly environment while reducing the visual impact of surface parking areas. Underground parking is preferred, where feasible
19. ORIENTATION | Where feasible, parking and loading areas shall be to the rear of the front-face of buildings.
20. LOADING | Shared loading areas will be considered when compatible uses are in the same development.

Landscaping and Screening

21. LANDSCAPE | Landscape Plans shall be prepared by a BCSLA landscape architect and shall satisfy the following objectives:
 - a. to use a variety of native or similarly hardy, drought tolerant deciduous and evergreen plant species, perennials and grasses that are best suited to the site specific growing conditions;
 - b. to minimize water consumption through means such as micro-irrigation and xeriscaping;
 - c. to provide visual separation from and compatibility with surrounding single family dwelling uses;
 - d. to improve the aesthetic appeal of the development;
 - e. to assist in the safe movement of pedestrians throughout the site while limiting access to sensitive areas;
 - f. to reduce the amount of impervious surfaces on the site;
 - g. to complement the development and surrounding uses;
 - h. to preserve natural character and delineate between amenity space and natural areas; and,
 - i. to establish or enhance habitat values on the development site where appropriate.
22. VEGETATION | Retention of natural vegetation is encouraged wherever possible both during construction and throughout the life of the development.
23. VEGETATION | Plant species used in replanting, restoration and enhancement shall be selected to suit the soil, light and groundwater conditions of the site with temporary irrigation required, should be native to the area, and be selected for erosion control and/or habitat values as needed.
24. RAINWATER | Low impact rainwater control measures shall be integrated into paving treatments and landscape design to encourage detention and improve water quality.
25. BUFFERS | Where appropriate, establish landscape buffers that create a natural transition between the public, semi-public and private uses through the use of hard and soft landscaping, such as areas containing layers of shrubs, trees and low walls where required.

- 26. **GARBAGE** | Garbage and recycling containers (bear/animal resistant), utilities, service kiosks, meters, elevator housing, exhaust elements, satellite dishes, etc. shall be screened or enclosed with a combination of landscaping, trees, fencing and gates to a minimum height of 2.0 metres. Any outside storage areas shall be located to the rear of buildings unless adequately screened.
- 27. **FENCING** | Chain link fencing shall be used only when screened by landscaping. Decorative fences are encouraged.
- 28. **FOUNDATIONS** | Exposed foundation walls should match the exterior finish of the building – including parkade structures and/or exposed basements.
- 29. **INTERSECTIONS** | Landscaping at intersections shall protect visual triangles.

Pedestrian + Cycling Considerations

- 30. **PATHS** | Pedestrian sidewalks and pathways should provide direct/ convenient connections between building entrances, parking areas and sidewalks/pathways of adjacent streets.
- 31. **ACCESS** | Sidewalks and parking areas designed according to barrier free access standards are required.
- 32. **SIGHTLINES** | Walls, fences, landscaping, grade changes or other site features should not obscure vehicle driver vision of pedestrian or bicycle routes or provide for concealment.
- 33. **PEDESTRIAN** | Where appropriate, pedestrian facilities shall be provided to separate pedestrian and traffic circulation on a site and minimize vehicle/pedestrian conflicts.
- 34. **AMENITIES** | Public and private street designs shall provide pedestrian amenities such as benches, human-scaled lighting, street trees, and recycling/refuse receptacles where appropriate.
- 35. **SAFETY** | Safe pedestrian routes shall be provided to link commercial and multi-unit residential developments to and through existing neighbourhoods, parks and neighbourhood destinations.
- 36. **PATHS** | All internal pedestrian walkways shall be distinguished from driving surfaces through the use of attractive clearly delineated pathway or durable, low maintenance surface materials such as pavers, bricks, or concrete with consideration of pedestrian safety, abilities and comfort.

Site Illumination + Signage

37. SIGNAGE | Signage shall complement the design of buildings and structures and be grouped, where possible, in multiple development sites. The use of natural materials is encouraged. A consistent signage approach is encouraged.
38. SIGNAGE | The size, location and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and landscaping. The design of fascia signs containing individual signage shall be integrated into the design of the building.
39. SIGNAGE | No roof top signs shall be permitted. Multi-tenant buildings shall provide combined tenant signage.
40. SIGNAGE | Signage should be visually unobtrusive; signage should be designed to be aesthetically pleasing and require a minimal amount of lighting or boldness to be effective.
41. LIGHTING | The use of indirect and/or accent lighting on signage is encouraged.
42. DARK SKY LIGHTING | Lighting should be designed, both outside and inside developments, in accordance with Dark Sky guidelines to improve safety, minimize glare and preserve the ambiance of the night sky. The use of video signage is not permitted.
43. LIGHTING | All new, replacement and upgraded exterior lighting in existing and proposed developments shall use Full-Cut Off/Flat Lens (FCO/FL) luminaries as required for roads, parking, loading and pedestrian areas. Exterior building lighting will also be required to use FCO lighting fixtures.

8.3 DPA 2: COMMERCIAL MIXED USE

Purpose of Designation Category

Pursuant to subsection 488 (1) (f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of commercial development.

Justification

The Commercial Mixed Use DPA is applicable to all properties in Anmore South that contain a mix of residential and commercial related uses within the Mixed-Use land use designation. The intention is to achieve a higher standard of building design, housing alternatives, site compatibility and site aesthetics that are consistent with vibrant community nodes and commercial areas with the following objectives:

- to ensure that commercial development contributes to the economic vitality of the area and the creation of a more complete community, as well as, remaining sensitive to the residential component in mixed-use buildings;
- to ensure that development is designed to reduce the reliance on vehicles and enhance the pedestrian environment;
- to ensure that multi-family development respects the character of surrounding lower density residential uses through its siting, design and exterior finishings;
- to discourage low density single storey commercial development;
- to discourage auto-oriented commercial uses including drive-through uses;
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents;
- to eliminate conflict between the commercial and residential components and address issues such as loading and garbage.

Commercial Mixed-Use Development Permit Guidelines (DPA 2):

1. ENTRANCES | Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location.
2. BUILDING HEIGHT TRANSITIONS | Building height transitions shall be considered to ensure compatibility between multi storey buildings and lower intensity development on adjacent properties. Unfinished side walls are not permitted.
3. COMMERCIAL | Maximize active uses (e.g. shop fronts) along the public interface, including along streets and public thoroughfares.
4. COMMERCIAL | Orient primary retail or commercial unit entrances towards the street/plazas rather than to parking areas.
5. COMMERCIAL | Maximize retail/commercial glazing at the street frontage and avoid overhanging building arcades. Avoid the use of signage or other images on windows to prevent visual connections to the street.
6. COMMERCIAL | Provide a finer grain of detailing of ground level frontages to add interest and character and opportunities for outdoor patios.
7. SHELTER | Continuous weather protection over main entrances and over building facades shall be encouraged.
8. SHADING | Building siting and internal spaces should be designed to promote natural ventilation, reducing reliance on mechanical means. Shading devices should be used to control solar heat gain during summer months while permitting sunlight into living space during the cold months.
9. ROOFS | Stepped roof lines that scale buildings from major to minor elements are strongly encouraged.
10. PEDESTRIAN | All Commercial Mixed-Use developments shall be designed with consideration to integration with the Anmore South Pedestrian Network and creating a positive pedestrian realm.
11. ACCESSIBILITY | Wherever possible, all outdoor public areas of Commercial Mixed-Use developments are to be accessible to persons with physical disabilities.
12. PARKING | Convenience surface parking shall be provided to ensure ease of access and support commercial viability.
13. LOADING | Loading areas for commercial uses should be provided behind buildings.
14. SCREENING | Garbage and recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles.

15. GARBAGE | Garbage and recycling containers should be wildlife resistant.
16. SIGNAGE | Commercial signage shall complement the design of buildings and structures and be grouped, where possible, in multiple development sites. The use of natural materials is encouraged. A consistent signage approach is encouraged.
17. SIGNAGE | The size, location and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and landscaping. The design of fascia signs containing individual signage shall be integrated into the design of the building.
18. SIGNAGE | No roof top signs shall be permitted. Multi-tenant buildings shall provide combined tenant signage.
19. LIGHTING | The use of indirect and/or accent lighting on signage is encouraged.
20. DARK SKY LIGHTING | Lighting should be designed, both outside and inside developments, in accordance with Dark Sky guidelines to improve safety, minimize glare and preserve the ambiance of the night sky. The use of video signage is not permitted.
21. LIGHTING | All new, replacement and upgraded exterior lighting in existing and proposed developments shall use Full-Cut Off/Flat Lens (FCO/FL) luminaires as required for roads, parking, loading and pedestrian areas. Exterior building lighting will also be required to use FCO lighting fixtures.

8.4 DPA 3: NATURAL ENVIRONMENT

Purpose of Designation Category

Pursuant to subsection 488 (1) (a) of the Local Government Act, the purpose of this designation is to protect the natural environment, its ecosystems and biological diversity.

Justification

The Natural Environment DPA is applicable to all properties in the Neighbourhood Plan that may be developed.

The Village of Anmore has extensive natural areas that include significant forested areas, streams, riparian areas, wetlands and steep hillsides and rock features. These areas are ecosystems that provide many functions necessary for the health and well-being of fish, wildlife and people.

The intent of this DPA is to guide development to avoid negative effects on environmentally sensitive and significant areas, habitat, water quality, biodiversity, air quality, greenhouse gas emissions, watercourse maintenance, outdoor recreation opportunities, and other tangible and intangible benefits of natural areas.

To ensure the protection of riparian areas the Anmore OCP outlines in Schedule F the Watercourse Protection DPA. The guidelines for the Watercourse Protection DPA, consistent with the requirements of the Province's Riparian Areas Regulation (RAR), are to be contained in the Village's Zoning Bylaw. The following guidelines are intended to be in addition those outlined in the OCP to guide development outside the watercourse zones.

Natural Environment Development Permit Guidelines (DPA 3):

1. HABITAT | Design and implement artificial habitat features, such as nesting boxes or spawning beds, where natural features are not present or practical, and as recommended by a Qualified Environmental Professional (QEP).
2. HABITAT | Design roadways and connections to mitigate habitat fragmentation, disruption and impedance to wildlife travel, with a preference for open-bottom culverts or clear-span bridges for stream crossings.
3. HABITAT | Prevent ecosystem fragmentation by preserving natural area connectivity.
4. INFILTRATION | Limit impervious surfaces to improve stormwater absorption by using permeable materials and techniques, including permeable pavers and structural grass fields.
5. LAYOUT | Limit encroachment into adjacent environmentally sensitive areas by adjusting building construction and site layouts.
6. LAYOUT | Locate development on portions of the site that are least environmentally sensitive by retaining a QEP to complete a bio-inventory prior to site design in accordance with industry standard best practices, including Develop with Care (2014).
7. LIGHT | Design development to limit ambient light pollution and reduce impacts on those habitat areas reliant on darkness.
8. LIGHT | Develop phase-specific plans to comply with Dark Sky policies.
9. MITIGATION | Implement QEP recommendations approved by the Village of Anmore, including environmental mitigation measures.
10. MONITORING | Require environmental monitoring by a QEP during construction adjacent to or within a watercourse or wetland.
11. RAINWATER | Incorporate rainwater Best Management Practices into development so as to mimic pre-development creek flows and groundwater infiltration.
12. RIPARIAN | Enhance and, where feasible, restore watercourses that are compromised by riparian invasive plants to improve watercourse quality.
13. SEDIMENT + EROSION | Install both temporary and permanent sediment/pollutant containment and erosion control measures for any development.

14. SEDIMENT + EROSION | Require phased and site-specific Erosion and Sediment Control Plans to be prepared for developments by Professional Engineers, including requirements for discharge water quality and monitoring during construction with reports provided to the Village.
15. VEGETATION | Create continuous vegetated corridors, wherever possible, through planting or linking tree retention areas from within the development to other retained natural habitats.
16. VEGETATION | Mitigate impacts on mature trees or require replacement planting as recommended by a QEP. Replacement plantings should be native to the Coastal Western Hemlock Biogeoclimatic Zone (preferably drought-tolerant species). Ensure the root systems are protected from disturbance.
17. VEGETATION | Prevent disturbance of animal and bird nesting sites and breeding areas by preserving adequate animal habitat through the retention of appropriate trees and vegetation and by timing construction activity to avoid bird breeding windows as directed by a QEP.
18. VEGETATION | Retain existing vegetation across developing neighbourhoods where practical to ensure the health and integrity of the urban forest and topography.
19. VEGETATION | Revegetate unavoidable interruptions along ridgelines with timely landscape plantings in clusters to mimic the natural environment.
20. VEGETATION | Require a Vegetation Restoration Plan to be designed and implemented under the supervision of a QEP or Registered Landscape Architect for areas of vegetation impact.
21. VEGETATION | Collaborate with local stewardship organizations (e.g., Mossom Creek Watershed Society) on appropriate native planting species lists.
22. DESIGN | Consider Bird-Friendly Design into building and landscaping.
23. DESIGN | Design and incorporate access deterrents for Environmentally Sensitive Areas.
24. DESIGN | Require incorporation of landscape plants which benefit birds and invertebrate pollinators.
25. MITIGATION | Implement mitigation recommendations included in the AquaTerra Environmental Impact Assessment report (Appendix C).
26. ISMP | Require implementation of an Invasive Species Management Plan prepared by a QEP.

8.5 DPA 4: HILLSIDE DEVELOPMENT

Purpose of Designation Category

Pursuant to subsection 488 (1) (b) of the Local Government Act, the purpose of this designation is to protect development from hazardous conditions.

Justification

The Hillside Development DPA is applicable to all properties in the Neighbourhood Plan that may be developed.

The Anmore South neighbourhood includes both gentle and sloped lands, with the steepest slopes primarily associated with the incised ravine systems of Doctors and Schoolhouse Creeks. This DPA is applied to protect development from potential hazards associated with slope stability as well as to ensure neighbourhood development that works with the existing terrain to maintain landscape character.

Hillside Development Permit Guidelines (DPA4):

The following common guidelines should be applied for all development in the Hillside Development Permit Area:

1. GEOTECH | Require a geotechnical report to be completed for all Hillside Development Permit Applications to establish the feasibility of development in a safe manner.
2. HILLSIDE | Retain and, where possible, enhance significant natural scenic features, such as gullies, rock outcrops and knolls.
3. HILLSIDE | Consider use of single loaded streets or split lanes with narrow roads to avoid scenic features and reduce grading.
4. CLEARING | Limit vegetation clearing, stripping of top-soils, and bulk grading, to the extent required by development phase.
5. GRADING | Recognize the existing topographic conditions and locate development and infrastructure - including building layouts and roads - in a manner that manages the need for significant cuts and fills.
6. GRADING | Where practical, avoid large cuts/fills to create 'build-able lots' or flat yards.
7. GRADING | Avoid site and lot grading that negatively impacts designated visual impact buffers.

8. GRADING | Situate manufactured slopes behind buildings.
9. RETAINING | Where possible, design final lot grades to mimic the natural slope thereby limiting use of retaining walls.
10. RETAINING | Utilize stepped building foundations and terraced retaining walls to manage lot grade changes.
11. RETAINING | Integrate retaining structures with the onsite architectural character to reduce slope disturbance.
12. RETAINING | Limit the total height of new building lot retaining walls across the property.
13. RETAINING | Design road, driveway, and retaining walls to conform to the natural terrain, where possible. Retaining walls to remain in private ownership where practical.
14. MITIGATE | Re-vegetate recontoured slopes promptly using native plant palette.
15. BUILDINGS | Design buildings to limit the visual impacts associated with development along ridgelines and edge of steep ravines and hillsides greater than 30% slope.
16. BUILDINGS | Set back buildings, retaining walls and fences from the edge of natural features, such as ravines, cliffs, rock knolls or outcrops.
17. BUILDINGS | Ensure building and retaining design, color and finish complement natural features and terrain.
18. MITIGATE | Incorporate scenic natural features into the subdivision design.
19. MITIGATE | Limit individual lot impacts through the use of extensive screening with mature landscape materials, greater rear yard setbacks, stepped building massing, planted hedges in place of fencing.
20. MITIGATE | Avoid uniform retaining walls or mitigate with mature landscaping.





Figures + Schedules

Figure 1
CONTEXT PLAN

LEGEND MAY 2025

- Site Boundary
61.14 ha / 151.08 ac
- Village of Anmore Boundary
- Property Line
- Surveyed Watercourse

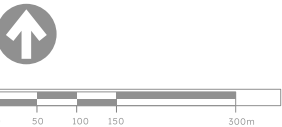


Figure 2
AERIAL ANALYSIS

LEGEND

MAY 2025

Site Boundary

61.14 ha / 151.08 ac

Municipality Boundary

Property Line

Surveyed Watercourse



0

20

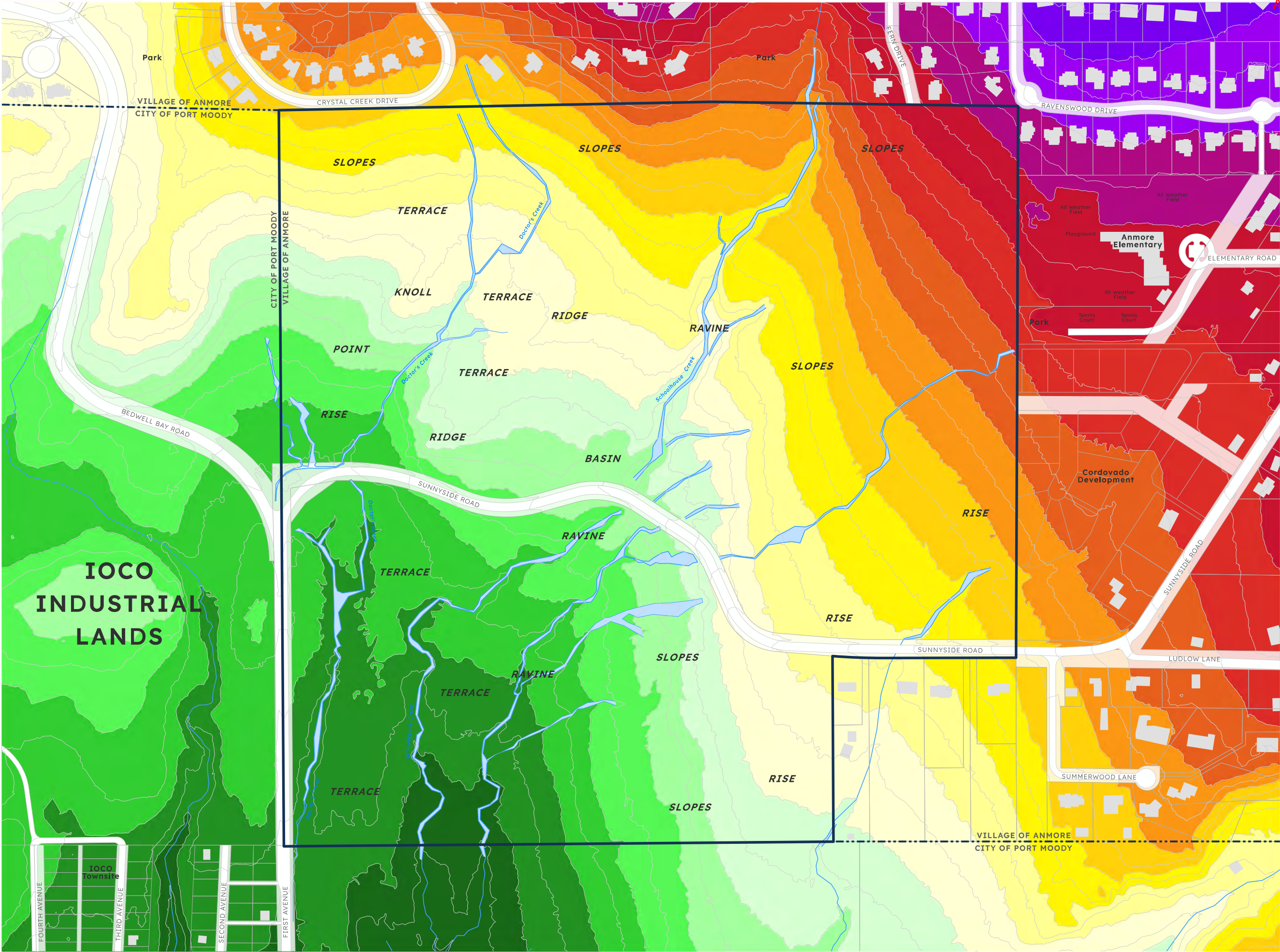
40

60

100

150m

Figure 3 LANDFORM ANALYSIS



LEGEND MAY 2025

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

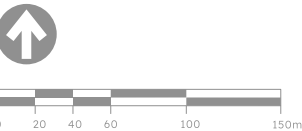


Figure 4
SLOPE ANALYSIS

LEGEND MAY 2025

- 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

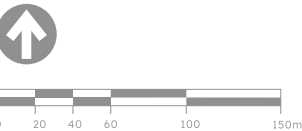
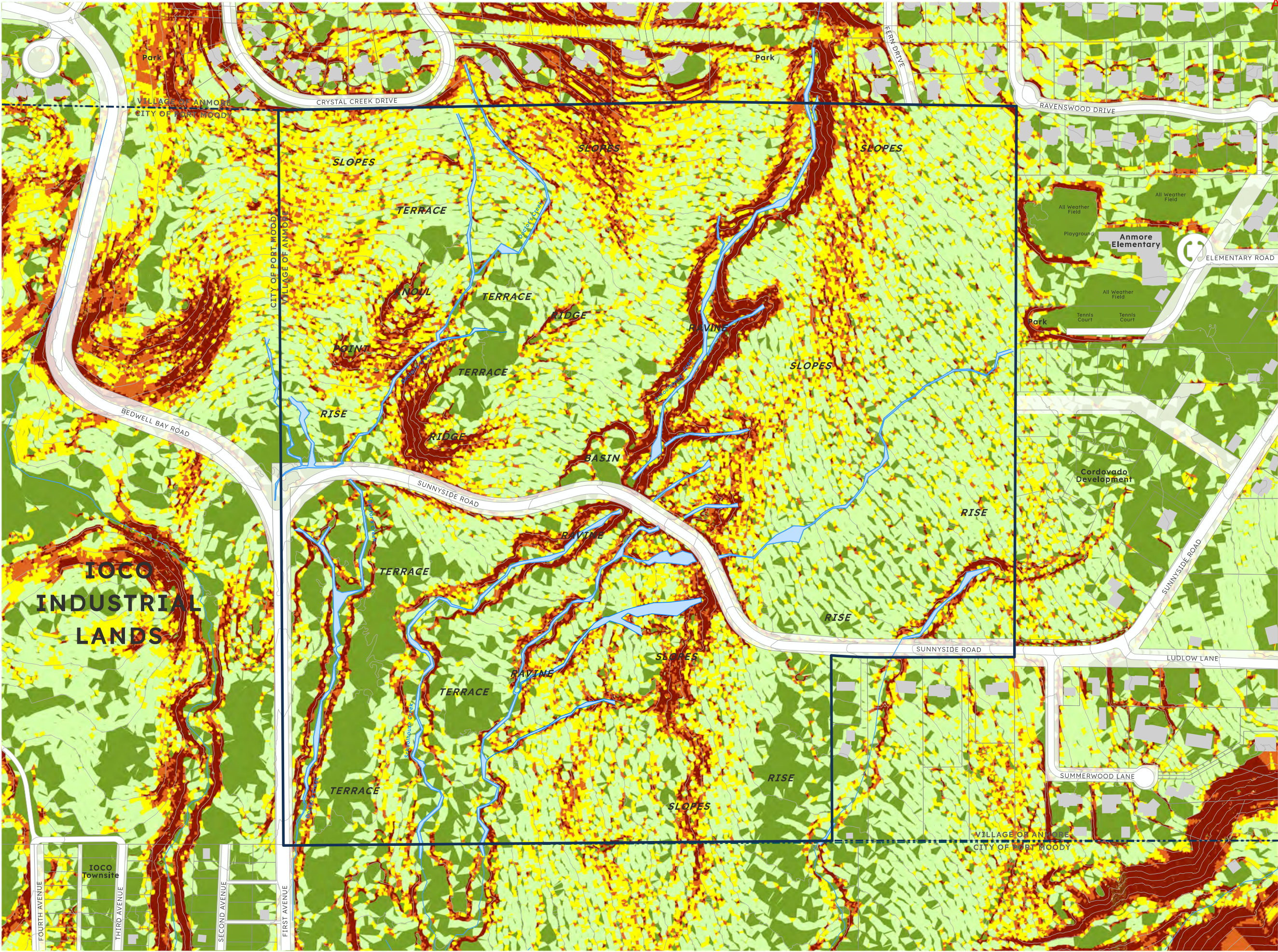


Figure 5 ASPECT ANALYSIS

LEGEND MAY 2025

- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Watercourse
- 5m Contour
- Existing Structures
- Significant SW Views towards Burnaby Mountain

0-10% Slope | Flat

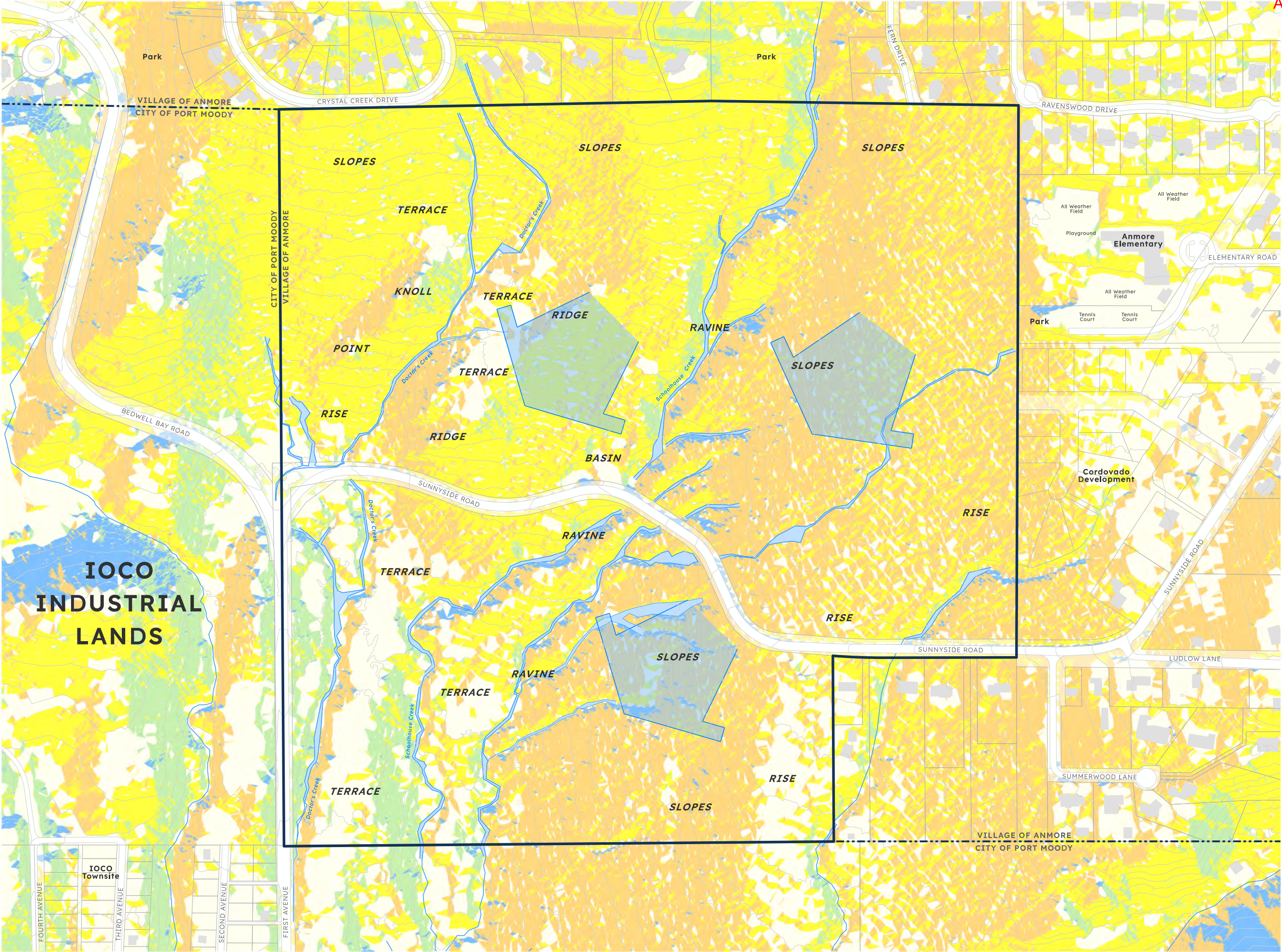
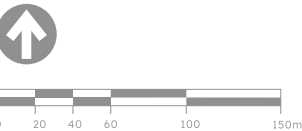
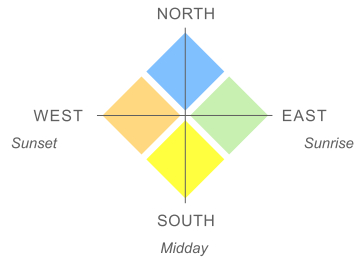


Figure 6:
ILLUSTRATIVE
CONCEPT PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- Potential Offsite Field Upgrade
- Civic Community Centre
- Single Family / Duplex
- Townhome
- Apartment
- Mixed-Use

Note: Plan is for Illustrative Purposes Only.

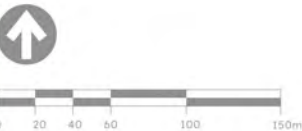
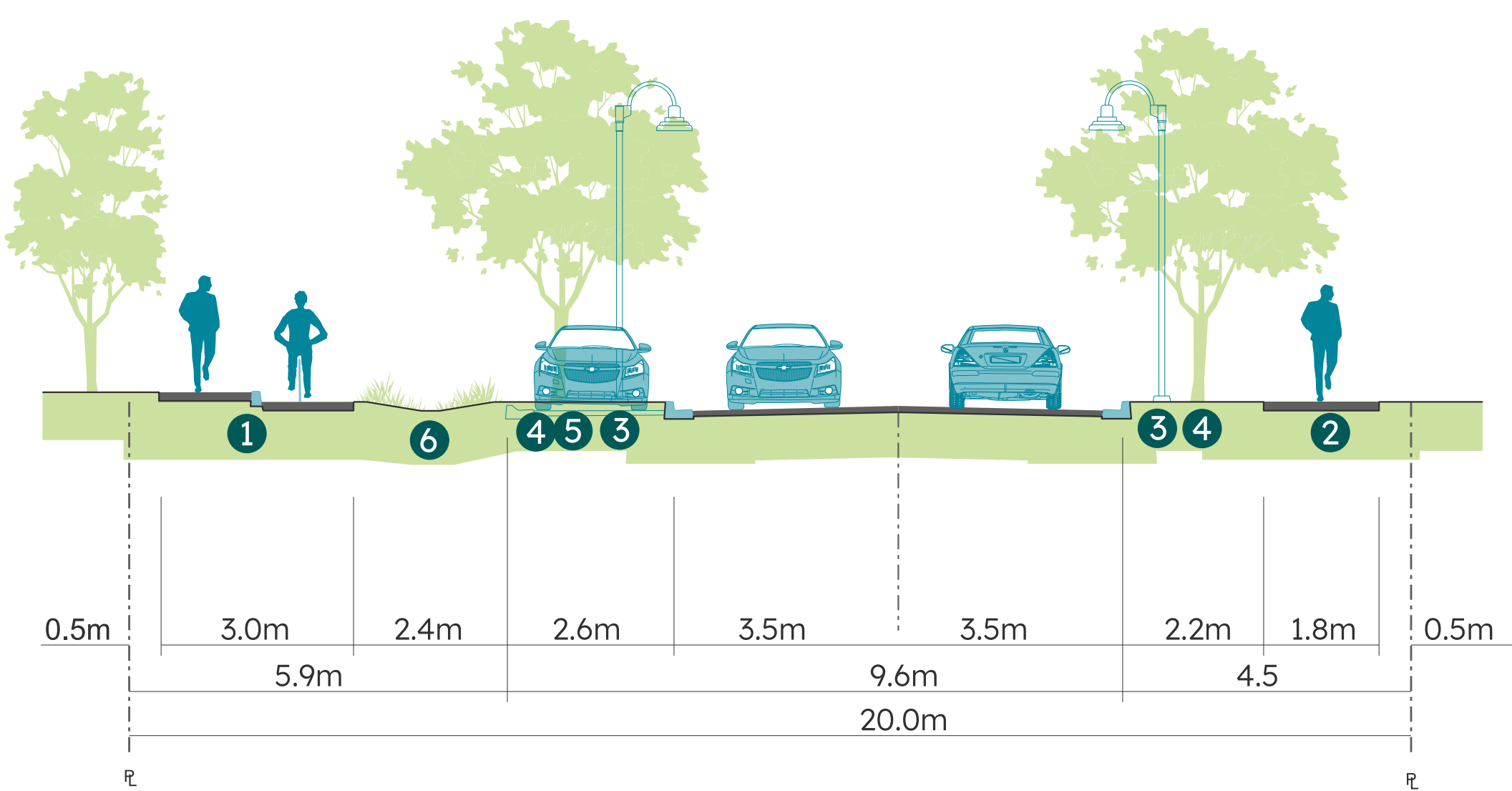


Figure 7A
COLLECTOR
STREET CROSS SECTION



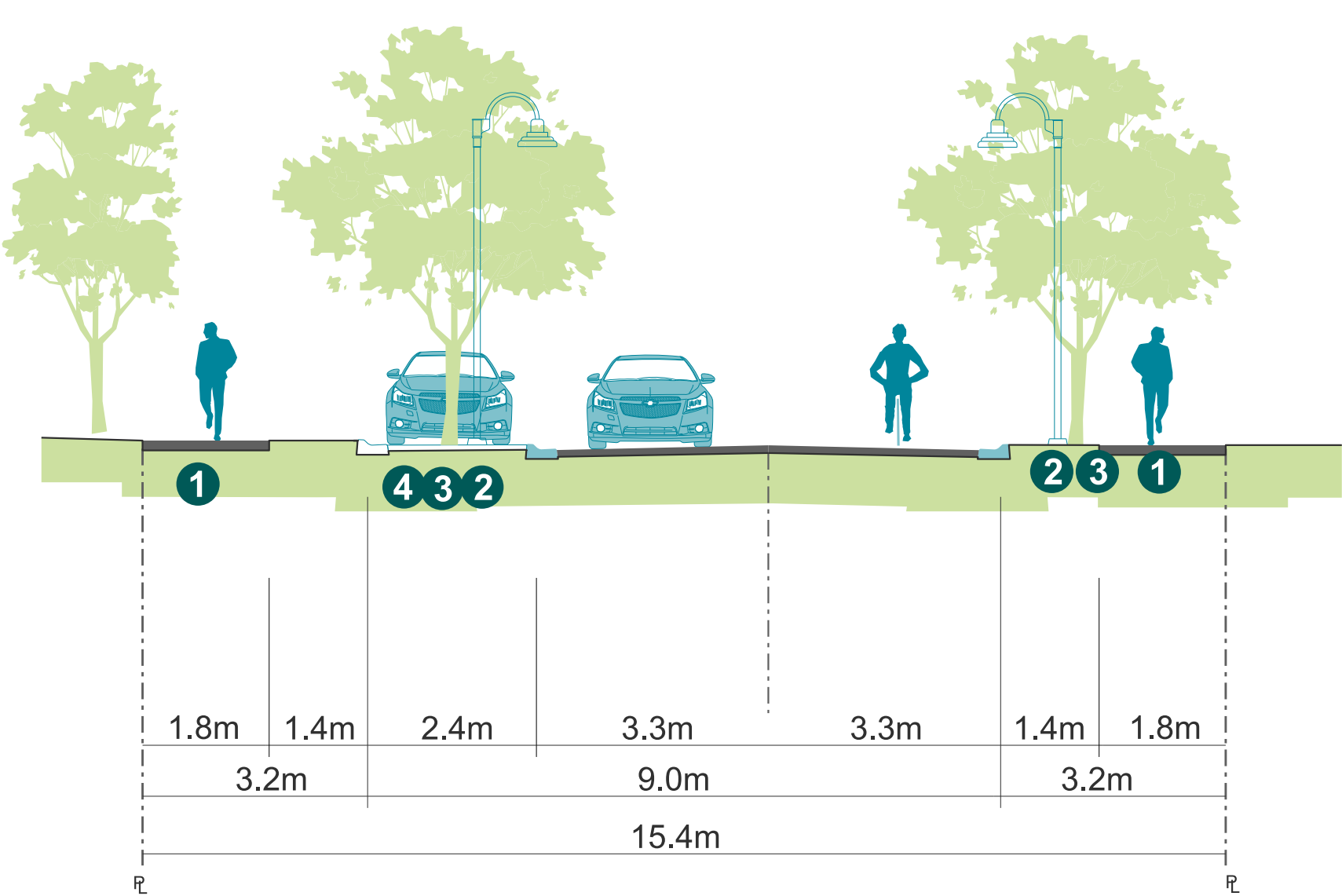
LEGEND MAY 2025

- 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 7B
LOCAL
STREET CROSS SECTION



LEGEND	MAY 2025
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.

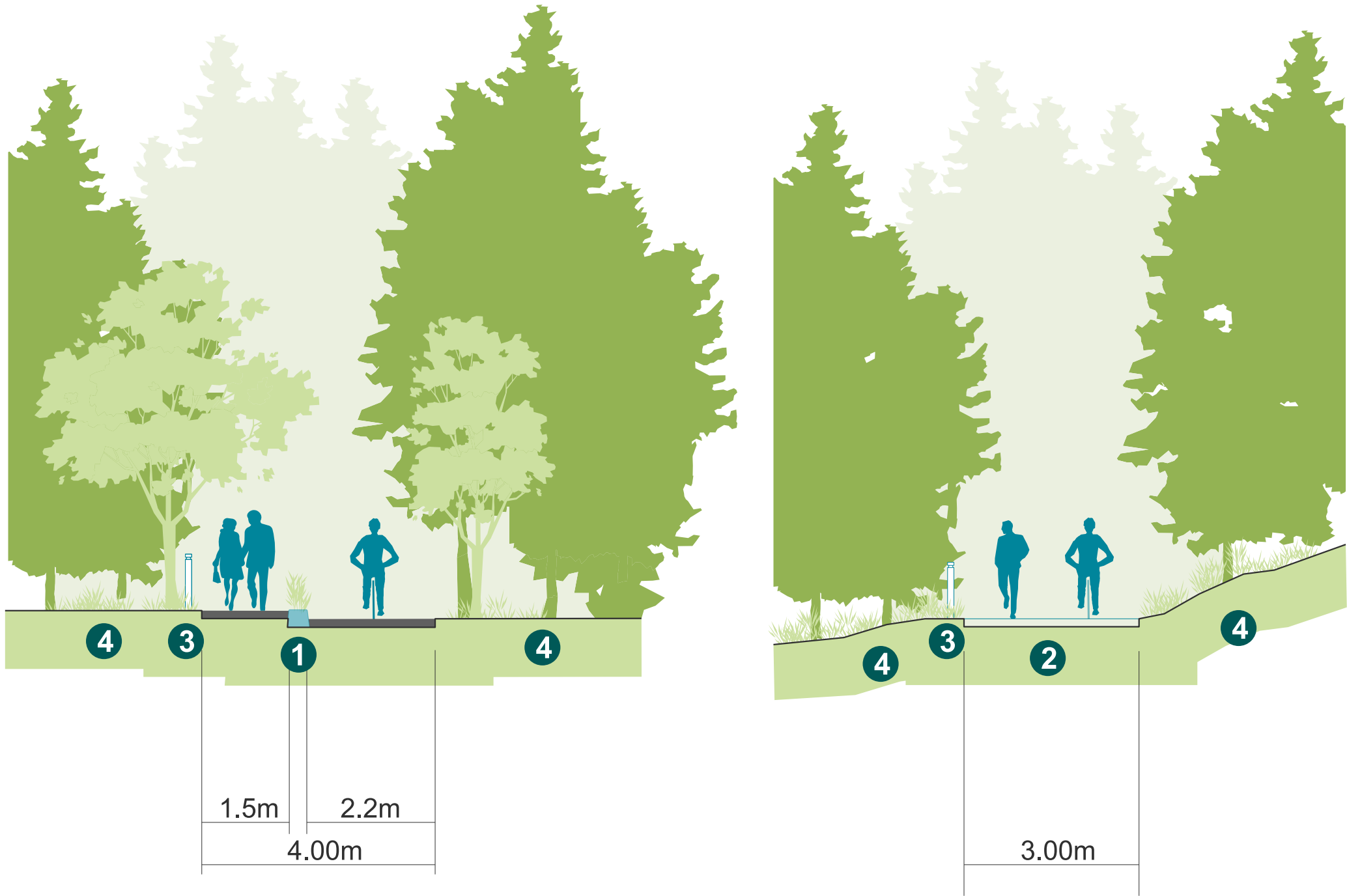
Figure 7C
MULTI-USE PATHWAY
CROSS SECTION

LEGEND MAY 2025

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.

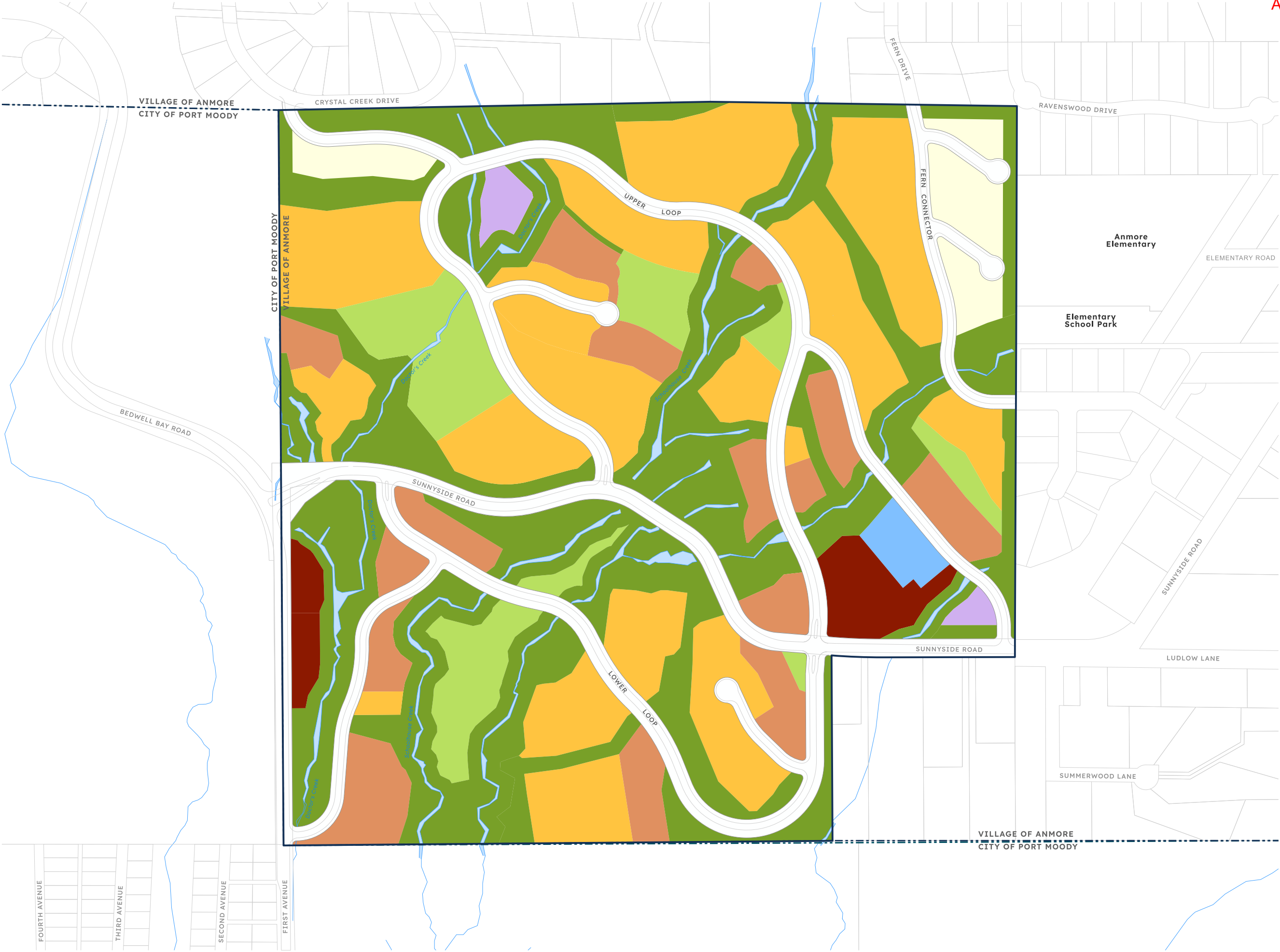


Schedule A
LAND USE PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

LAND USE	
3%	Ground Oriented 1.84 ha 4.55 ac
26%	Multi-Family Townhome 15.79 ha 39.02 ac
10%	Multi-Family Apartment 5.99 ha 14.80 ac
2%	Mixed Use 1.50 ha 3.70 ac
1%	Civic Community Centre 0.49 ha 1.21 ac
1%	Civic Development Reserve 0.48 ha 1.19 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac



Schedule B
PARK + TRAIL
NETWORK PLAN

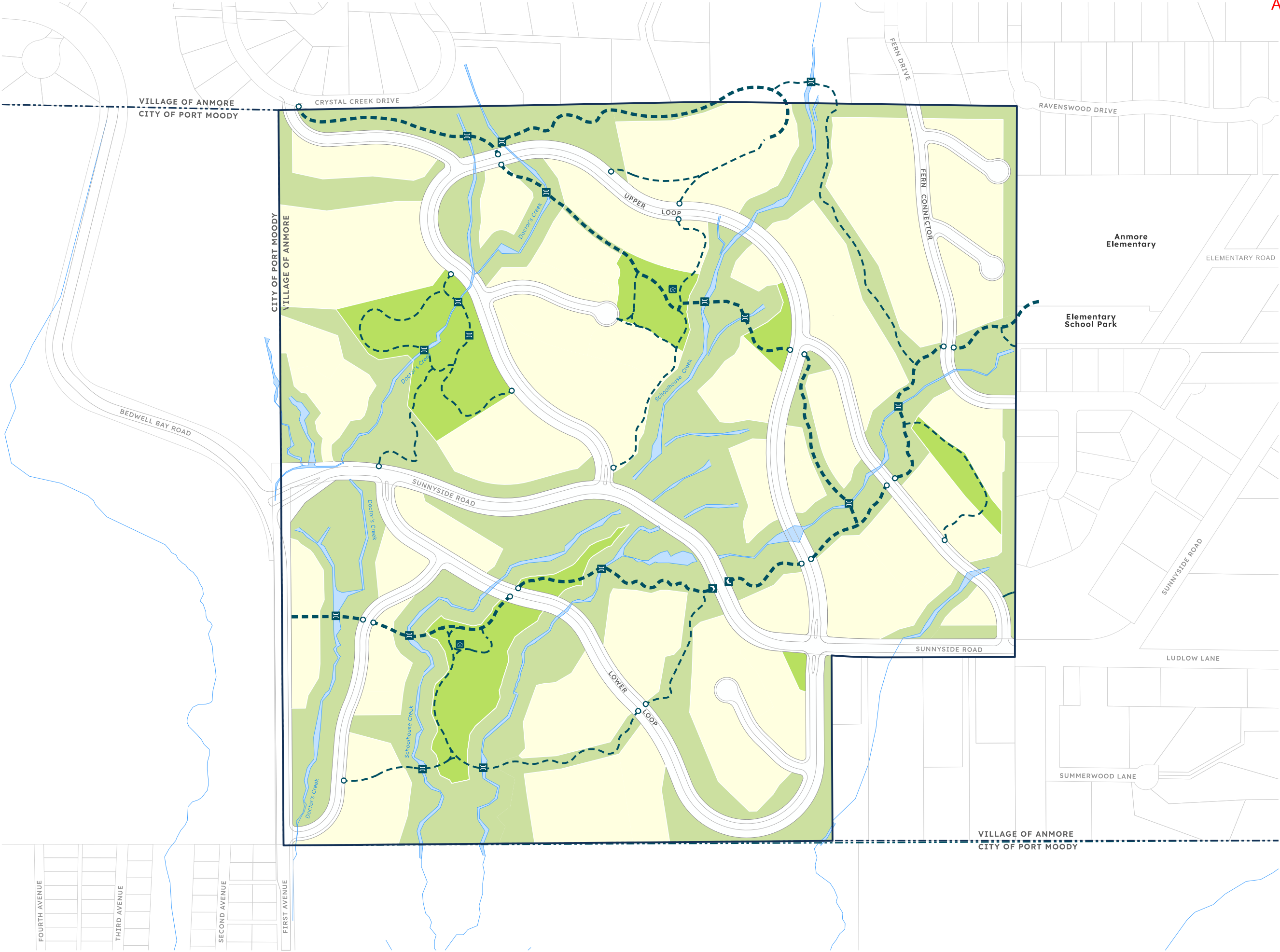
LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

PARK + TRAIL NETWORK

43%	Development Areas 26.09 ha 64.47 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac

- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Pavilion



Schedule C
ENVIRONMENTAL
NETWORK PLAN

LEGEND MAY 2025

- Site Boundary
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

ENVIRONMENTAL NETWORK

43%	Development Lands 26.09 ha 64.47 ac	} 58%
15%	Road ROW 9.36 ha 23.13 ac	
19%	Retained Riparian Area 11.28 ha 27.87 ac	} 42%
7%	Neighbourhood Park 4.34 ha 10.72 ac	
16%	Conservation + Recreation (Non-Riparian) 10.07 ha 24.88 ac	
100%	61.14 ha 151.08 ac	100%

- Class A Streams
- Class B Streams
- Class C Streams



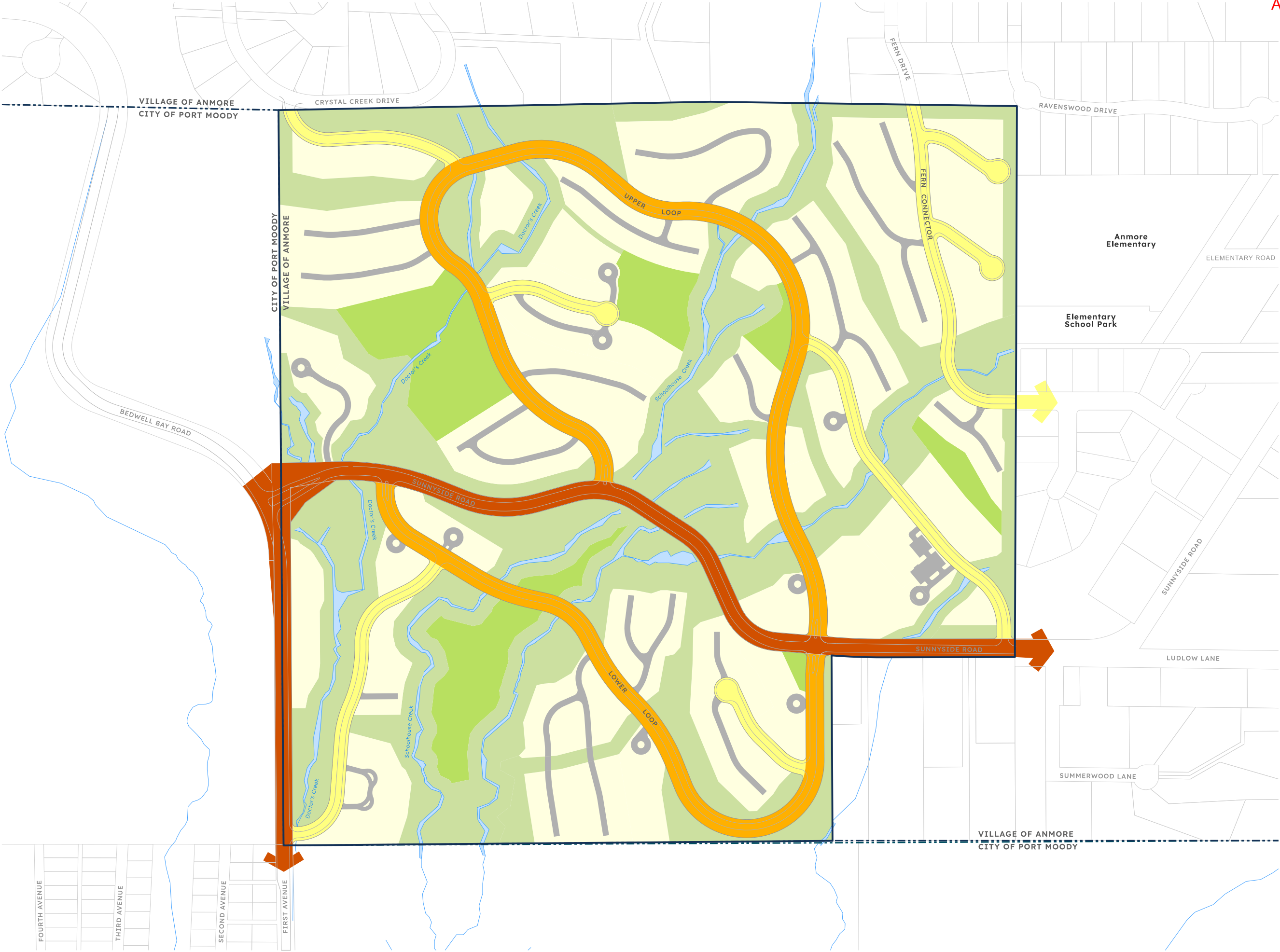
Schedule D
STREET HIERARCHY
PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

EXISTING MAJOR ROAD NETWORK

- Existing Collector | Sunnyside + First Avenue
- Collector
- Local
- Strata, Private Drive + Access



0 20 40 60 100 150m

Schedule E
PEDESTRIAN
NETWORK PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

PARK + TRAIL NETWORK

43%	Development Areas 26.09 ha 64.47 ac
7%	Neighbourhood Park 4.34 ha 10.72 ac
35%	Conservation + Recreation 21.35 ha 52.76 ac
15%	Road ROW 9.36 ha 23.13 ac
100%	61.14 ha 151.08 ac

- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- 3.0 m | Multi-Use Sidewalk
- 1.8 m | Sidewalk
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Pavilion



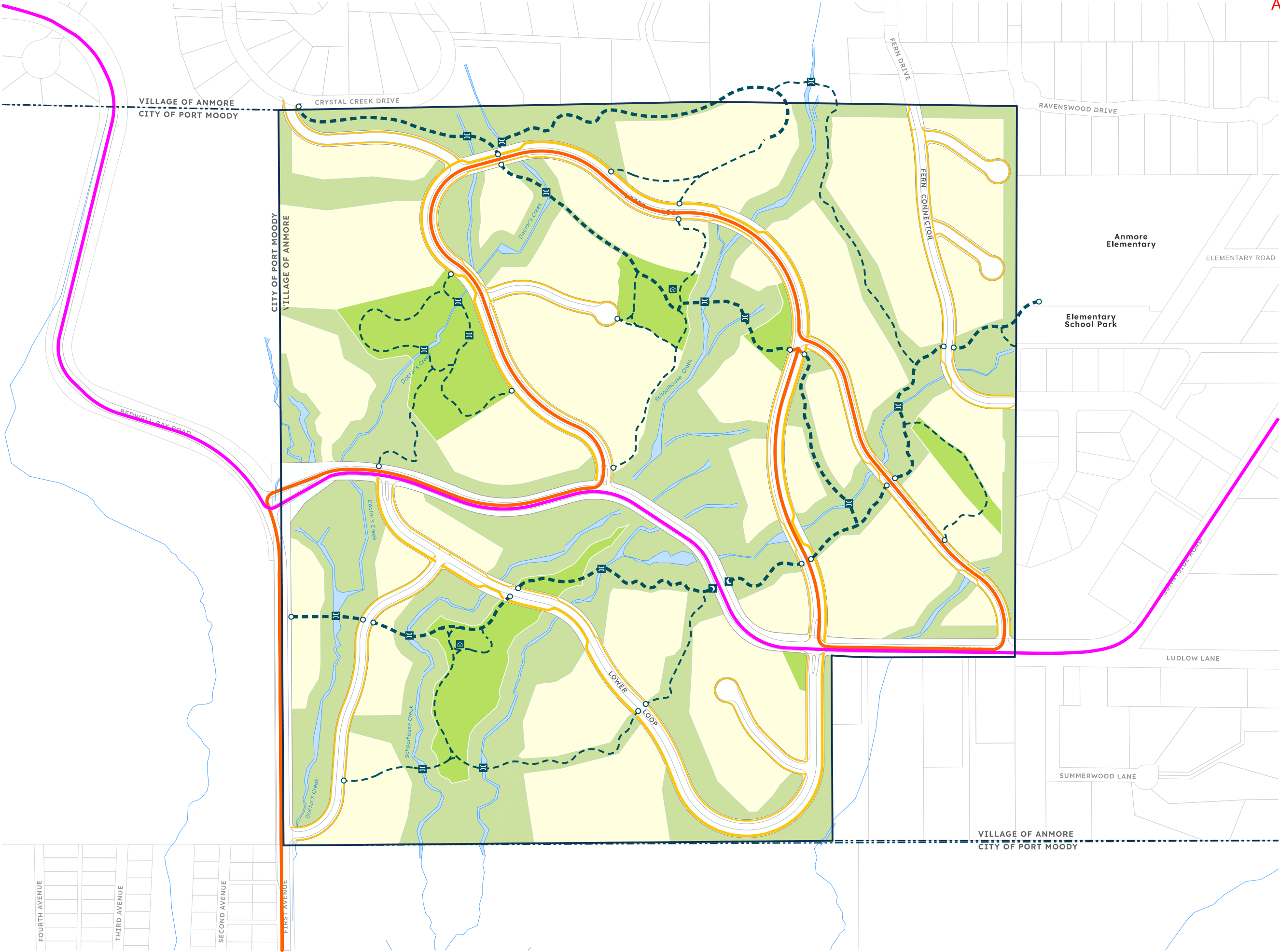
Schedule F
TRANSPORTATION
PLAN

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

TRANSPORTATION PLAN

- Existing Route 182
- Proposed Route 181 Extension
- 4m | Multi-Use Greenway
- 3.0 m | Multi-Use Trail
- 3.0 m | Multi-Use Sidewalk
- 1.8 m | Sidewalk
- Potential Trailhead
- Potential Stream Crossing
- Underpass
- Parking Area
- Pavilion



Schedule G WATER SERVICING CONCEPT

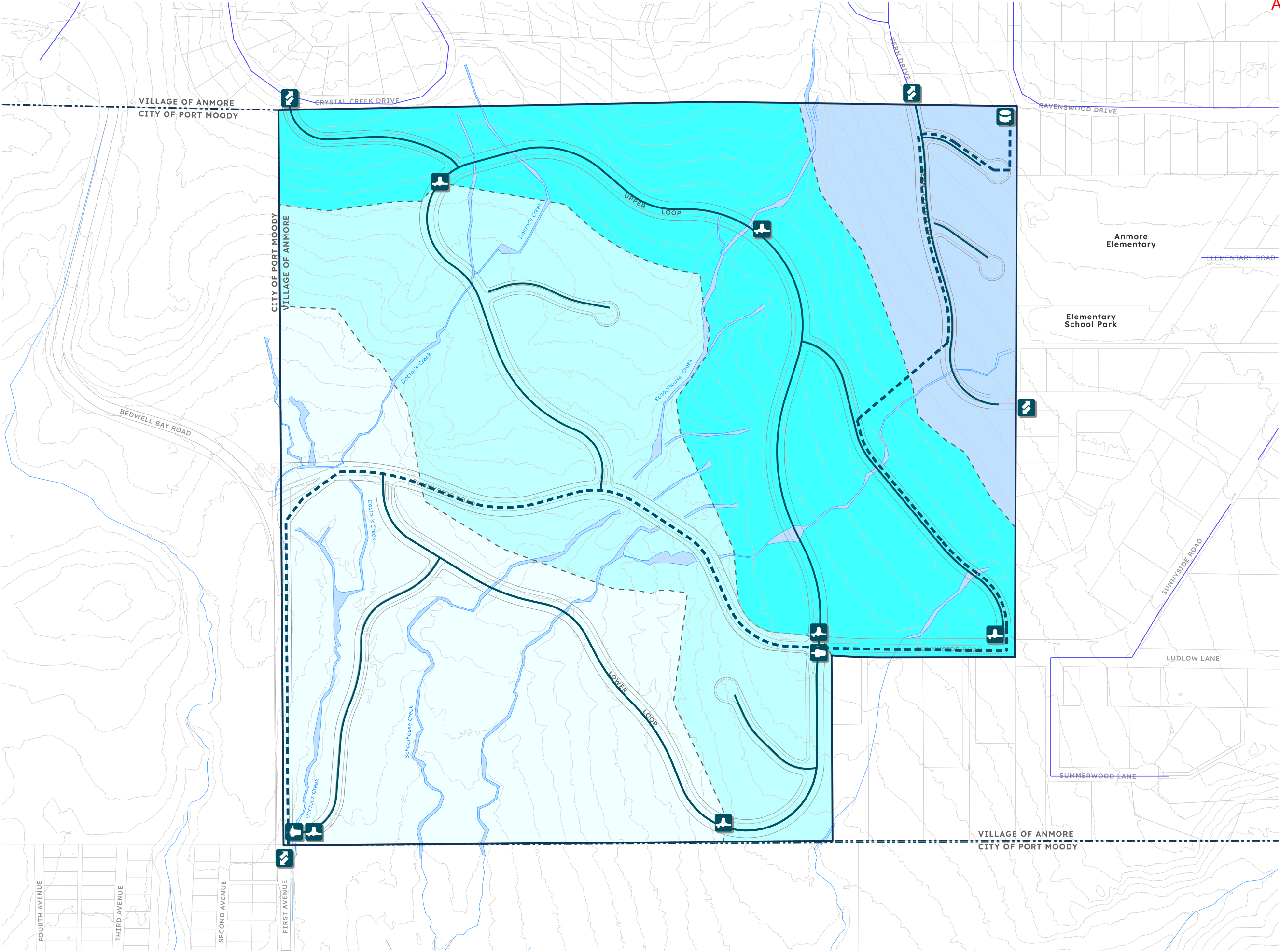
LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour

WATER SERVICING

- Pressure Zone Boundary
- 190m Zone
- 150m Zone
- 125m Zone
- 95m Zone
- Existing Distribution Main
- Proposed Distribution Main
- Proposed Feeder Line
- Proposed Reservoir
- Proposed Tie-in Point
- Proposed Pump Station
- Proposed Pressure Reducing Valve

Note: The servicing design is conceptual and subject to change through detailed design



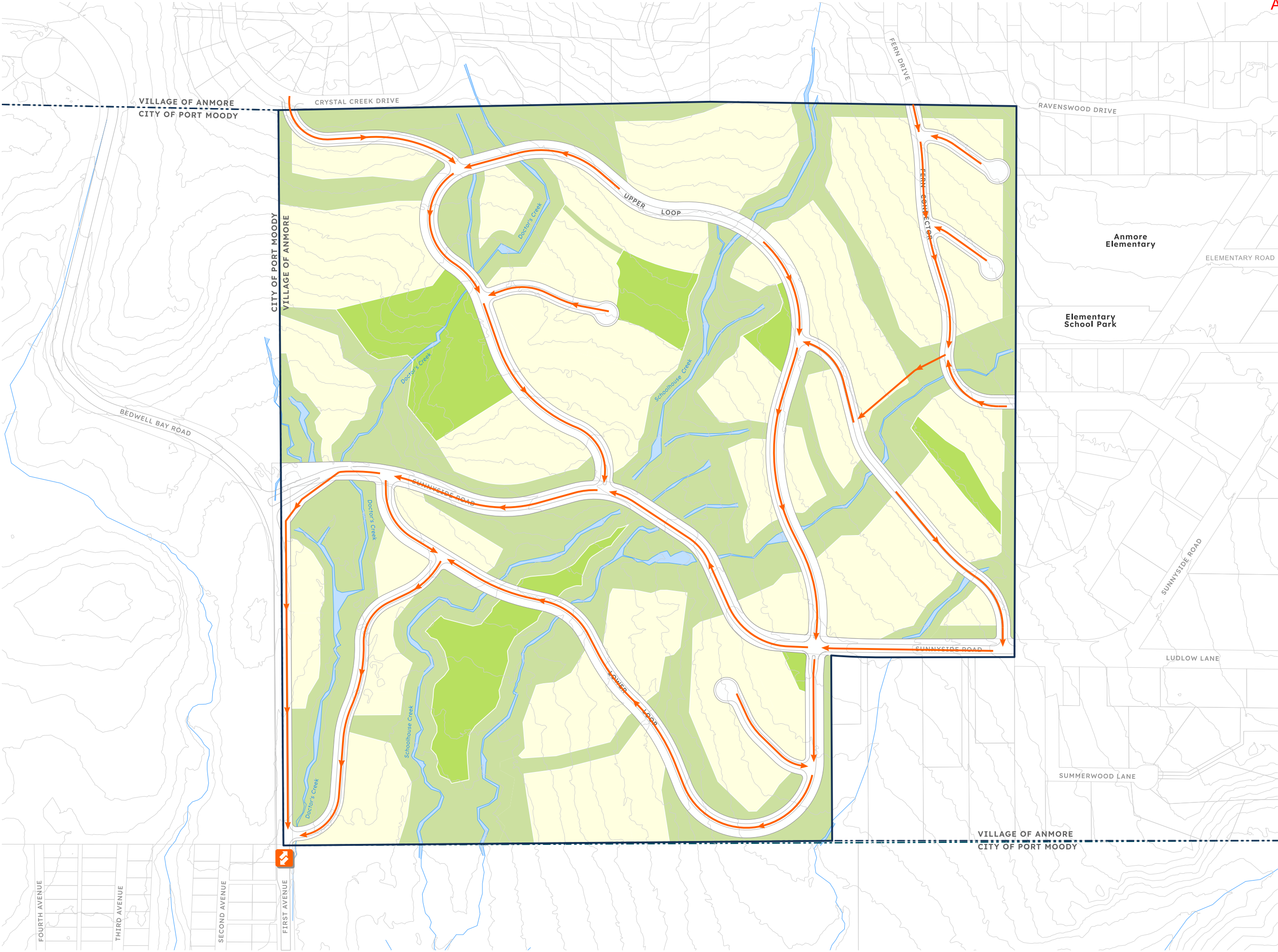
Schedule H
SANITARY SERVICING
CONCEPT

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour

- SANITARY SERVICING**
- Neighbourhood Development Area
 - Neighbourhood Park
 - Conservation + Recreation
 - Sanitary Main
 - Proposed Tie-in Point

Note: The servicing design is conceptual and subject to change through detailed design



Schedule I DRAINAGE CONCEPT

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank
- 5m Contour

- DRAINAGE SERVICING
- Neighbourhood Development Area
 - Neighbourhood Park
 - Conservation + Recreation
 - Drainage Main
 - Main Outfall
 - Culvert

Note: The servicing design is conceptual and subject to change through detailed design



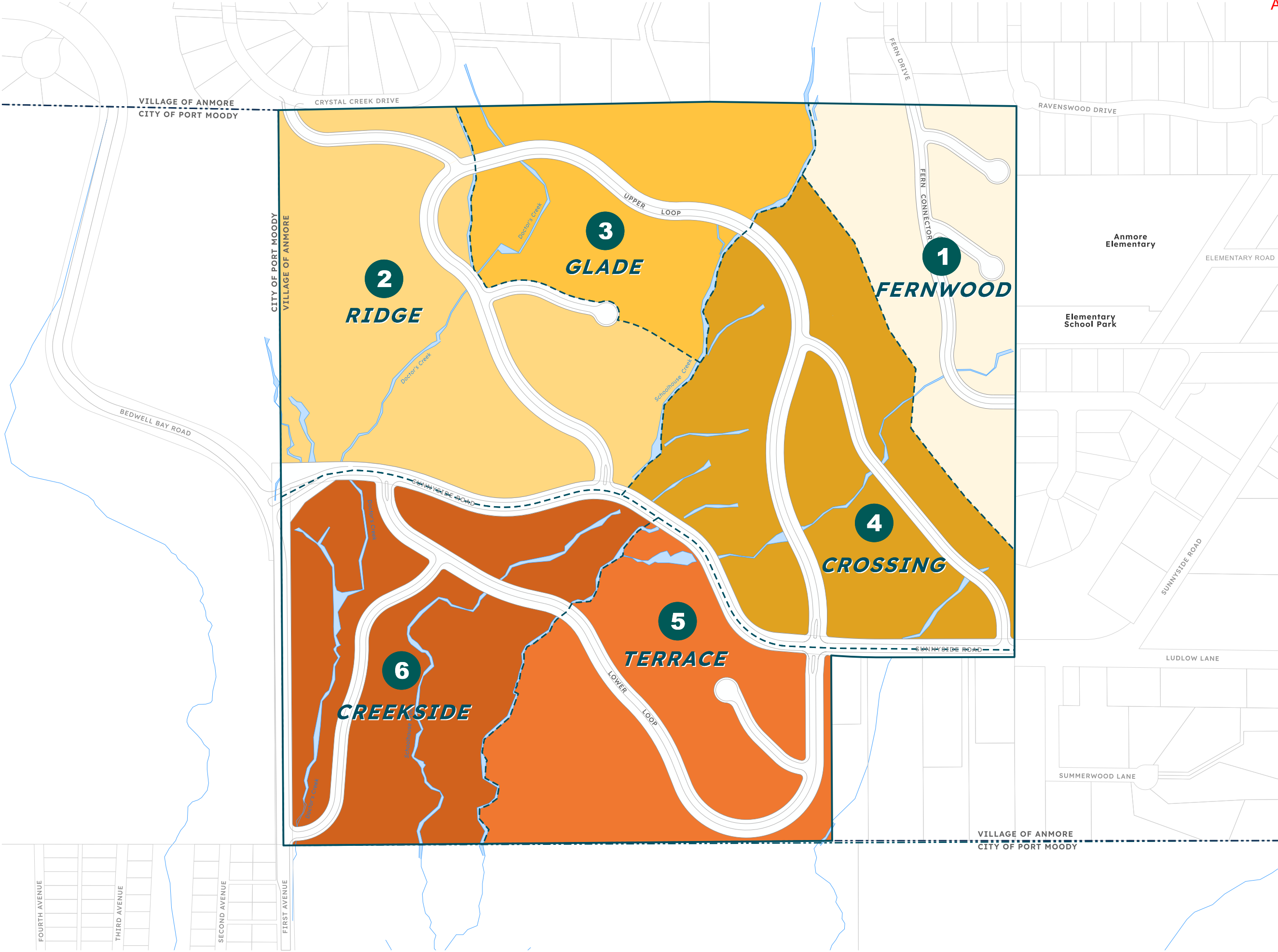
Schedule J
CONCEPTUAL PHASING

LEGEND MAY 2025

- Site Boundary 61.14 ha | 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

CONCEPTUAL PHASING

- Phase Boundary
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



Schedule K DEVELOPMENT PERMIT AREAS

LEGEND MAY 2025

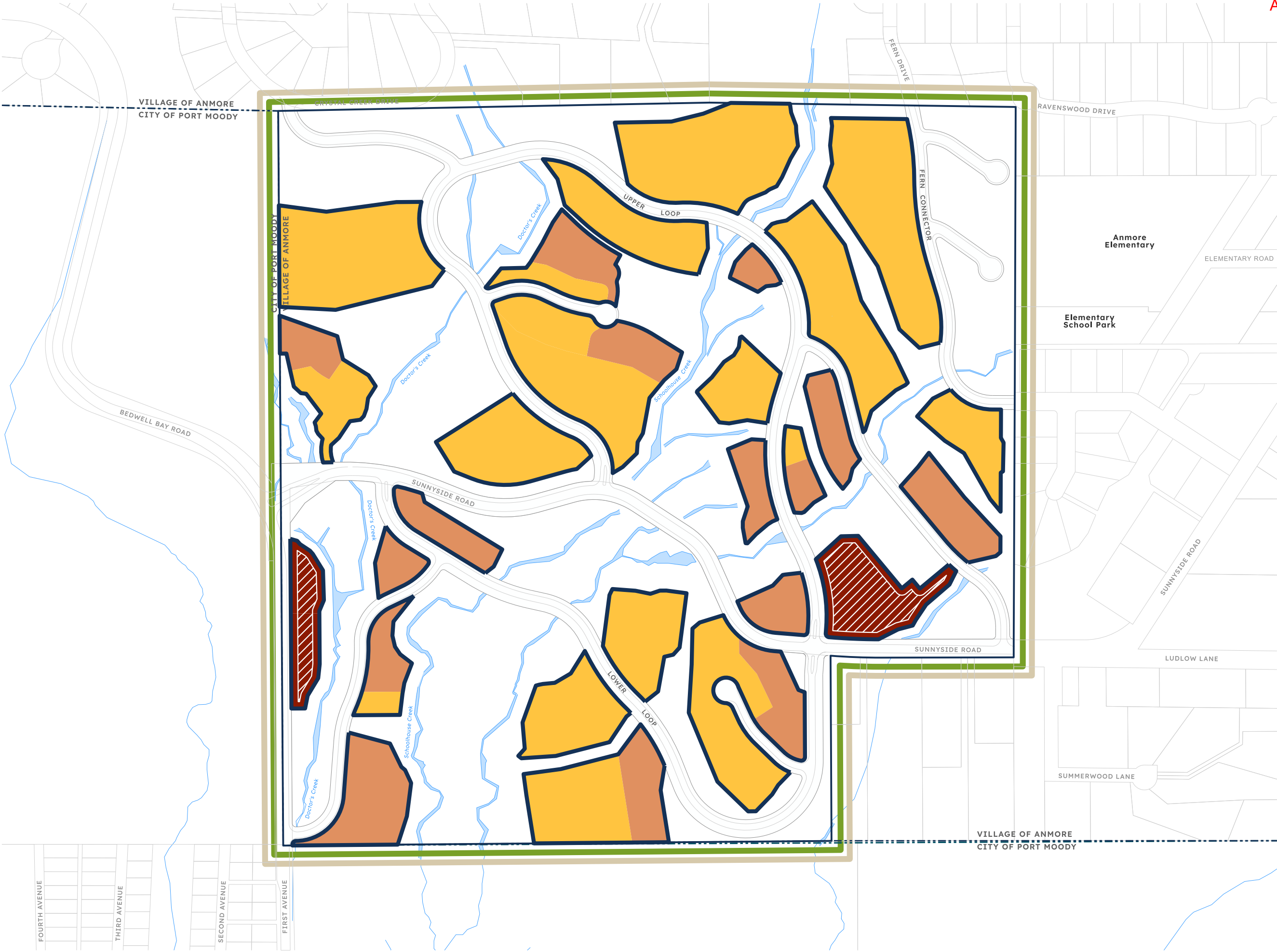
- Site Boundary 61.14 ha / 151.08 ac
- Municipality Boundary
- Property Line
- Surveyed Top of Bank

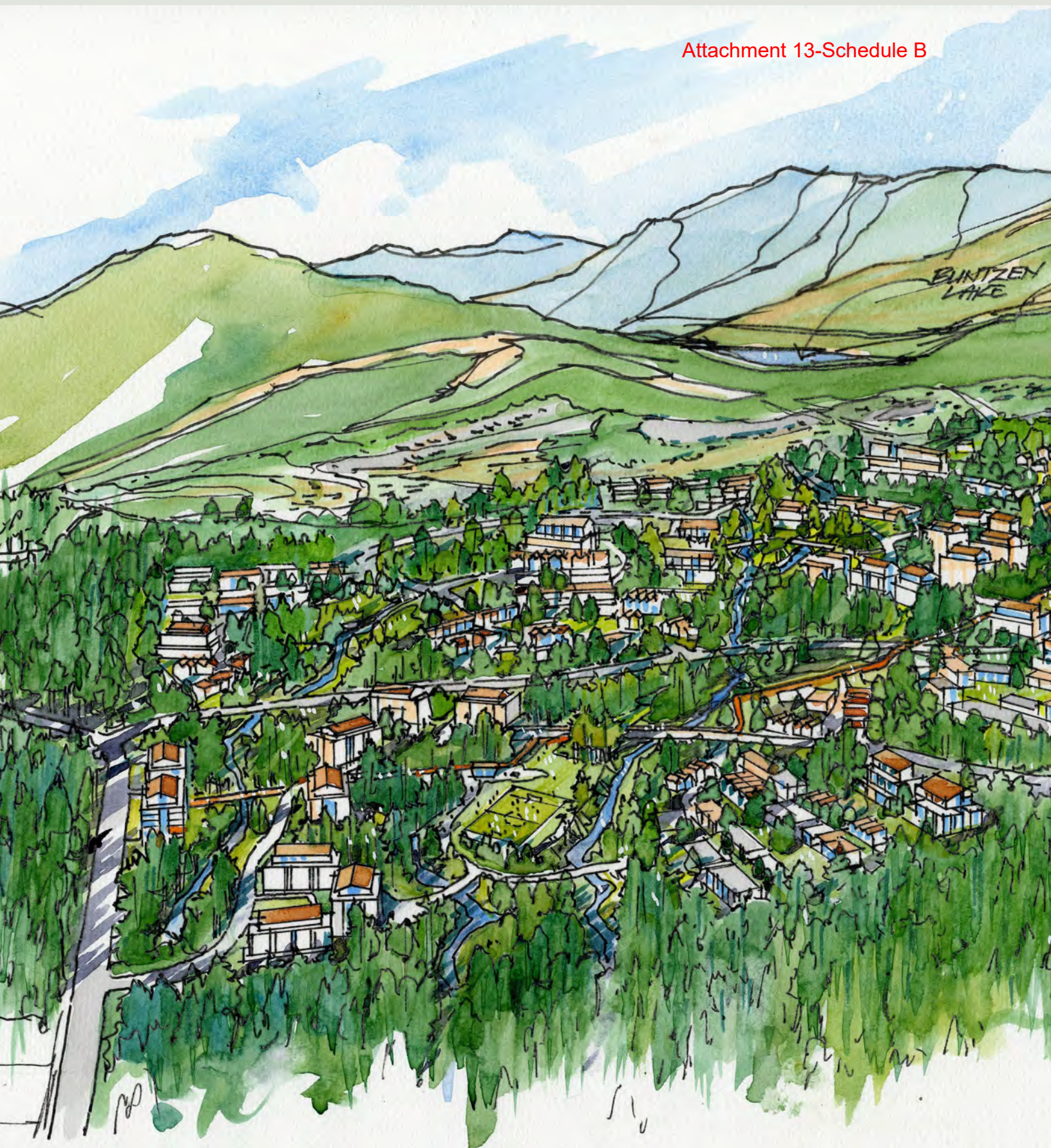
DEVELOPMENT PERMIT AREAS

- Hillside Development
- Natural Environment
- Multi-Unit Residential
- Commercial Mixed Use

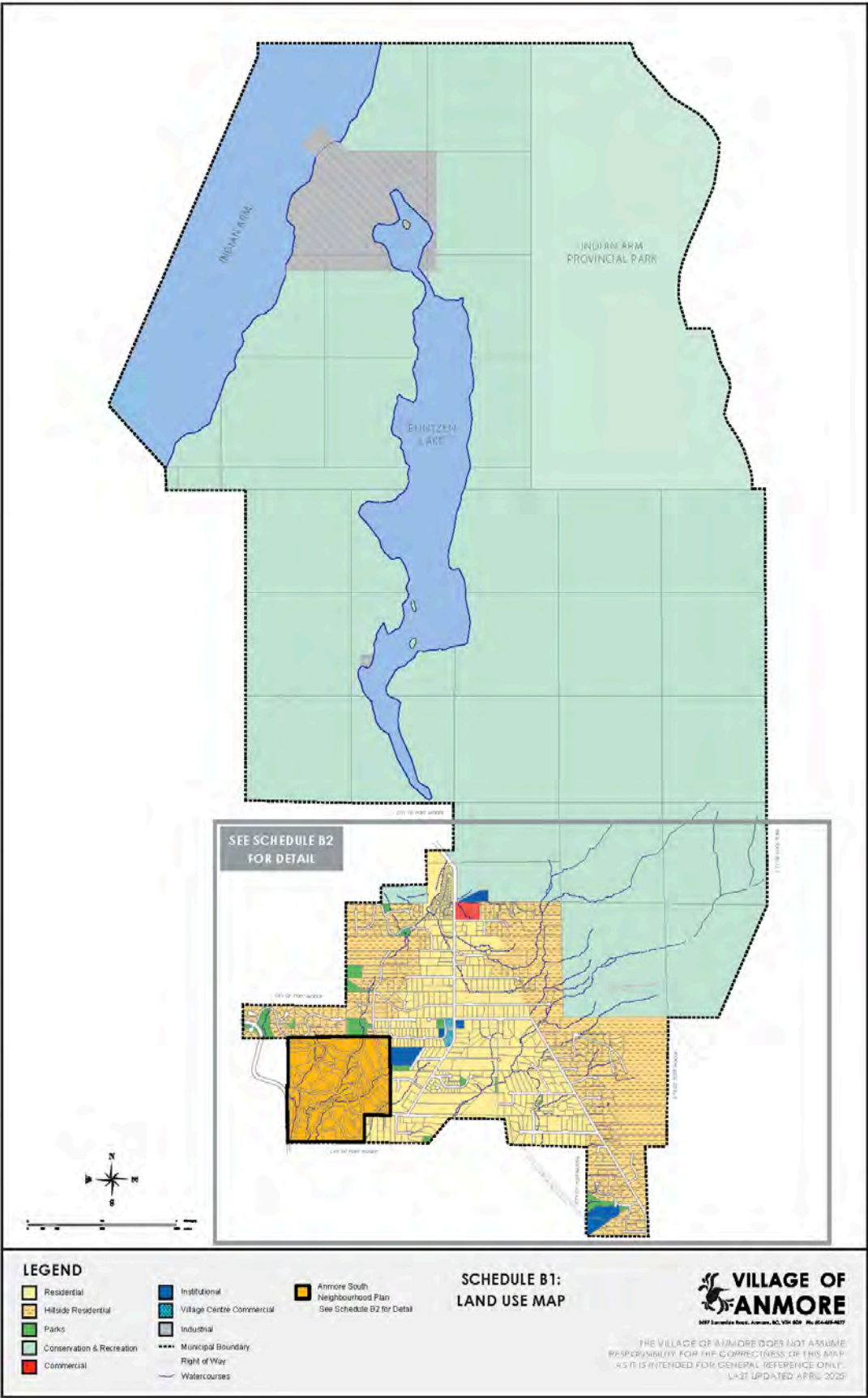
LAND USE

- Multi-Family | Townhome
- Multi-Family | Apartment
- Mixed Use

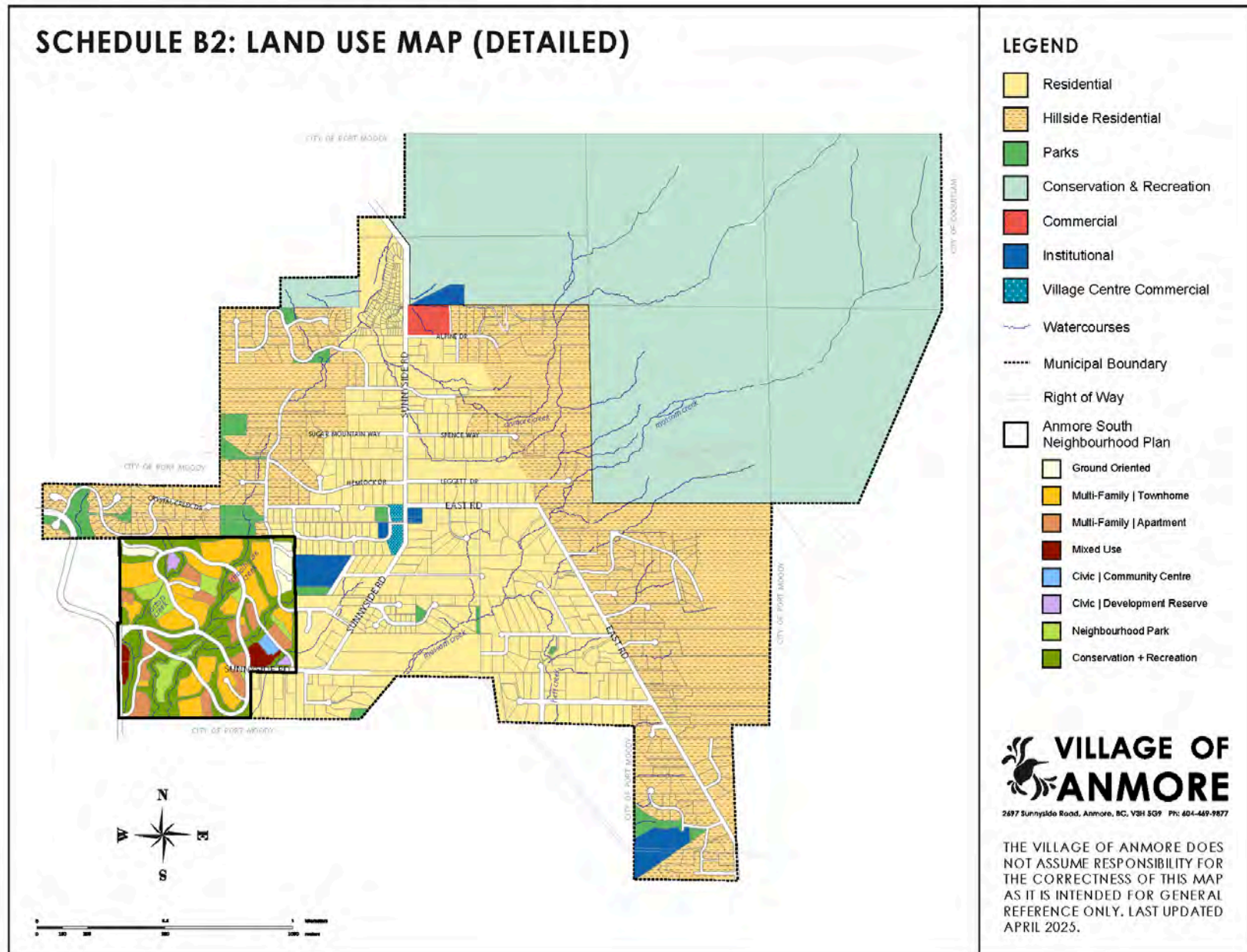




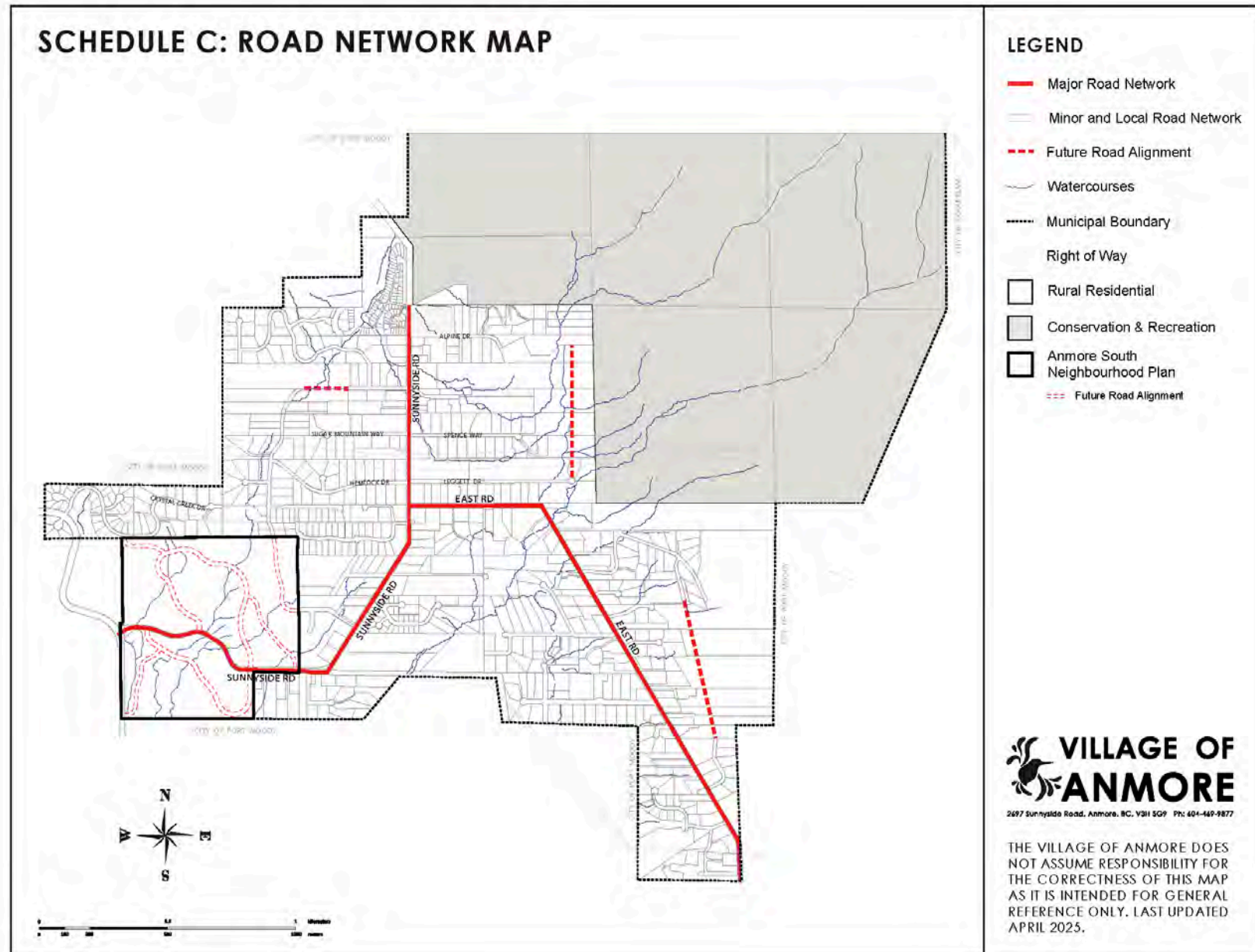
SCHEDULE C - SCHEDULE B1: LAND USE MAP



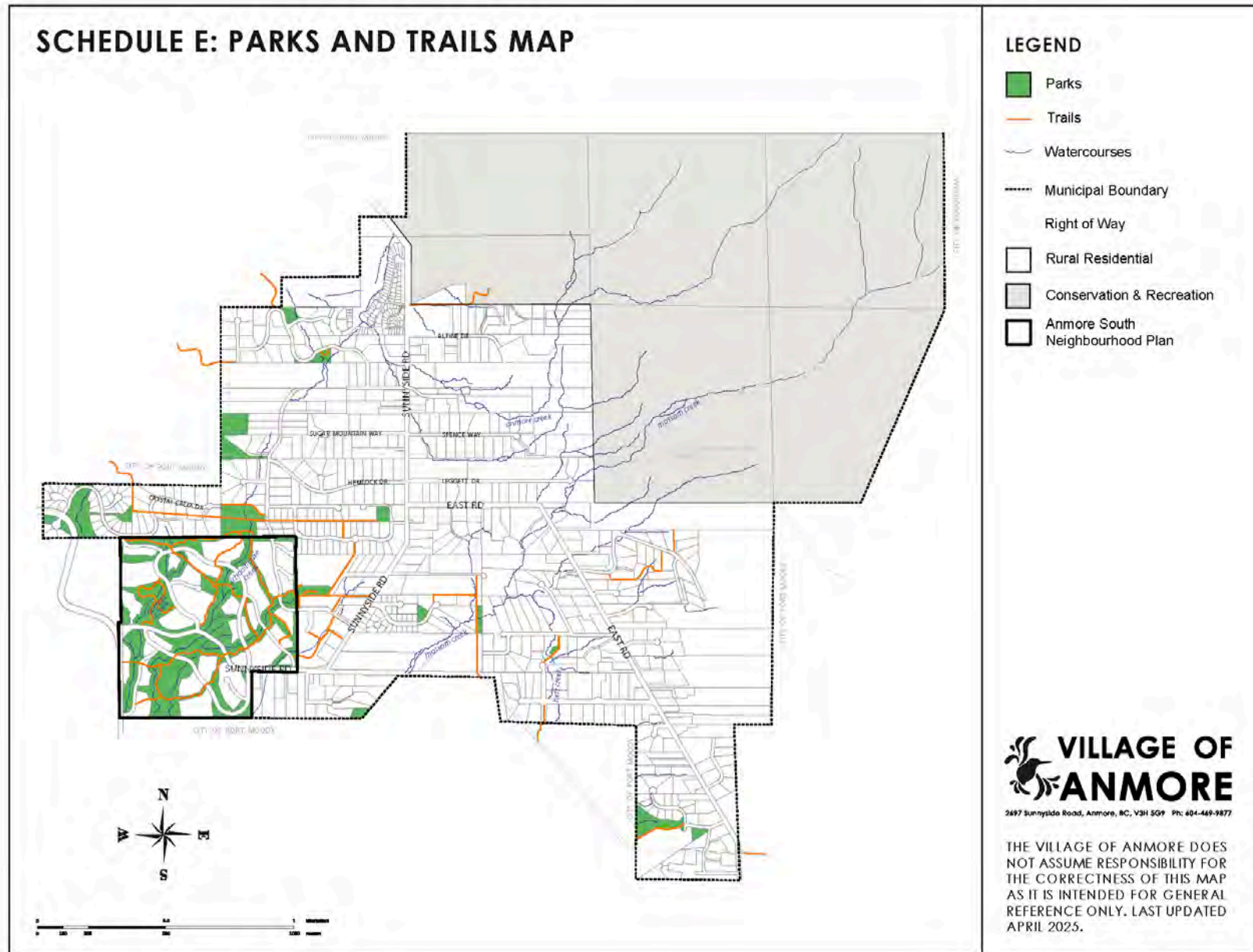
SCHEDULE D - SCHEDULE B2: LAND USE MAP



SCHEDULE E - SCHEDULE C: ROAD NETWORK MAP



SCHEDULE F- SCHEDULE E: PARKS AND TRAILS MAP





VILLAGE OF BELCARRA

"Between Forest and Sea"

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
TELEPHONE 604-937-4100 FAX 604-939-5034
belcarra@belcarra.ca • www.belcarra.ca



April 1, 2025

File No: 3320-05

Karen Elrick
Chief Administrative Officer
Village of Anmore
2697 Sunnyside Road
Anore, BC V3H 5G9

Dear Ms. Elrick:

Re: Anmore South Lands Official Community Plan Amendment Bylaw No. 686.2023 – Request for Early Comments

The Village of Belcarra received the letter dated February 26, 2025, requesting input the proposed Official Community Plan (OCP) Amendment Bylaw No. 686.2023 for Anmore South, which relates to icona Properties Ltd.'s application for the Anmore South lands, a designated Special Study Area in Anmore. In summary, the proposed development includes 2,202 units, opportunities for small commercial businesses, community amenities, and sewer and water connections to service the subject properties. This represents a substantial change on these lands.

At the February 4, 2025 Village of Anmore Council Meeting, passed a motion to initiate the referral process of the OCP Amendment process, including referral to the Village of Belcarra for comment. In response, at the March 10, 2025 Village of Belcarra Council Meeting, Council reviewed the correspondence and passed the following motion:

That the letter from the Village of Anmore be forwarded to the Village planning consultant for review and comment and that staff be directed to provide any other relevant input on OCP Amendment Bylaw No. 686.2023 to the Village of Anmore.

In response to the above noted motion, Pooni Group, the Village's planning consultant, has provided initial planning commentary on the proposal for the Anmore South lands. Staff understand that there are technical memos still in progress, as well as several unresolved questions for the Village of Anmore (noted below), and, therefore, is recommending that a motion be brought forward to ask the Village of Anmore to provide additional time for review to provide a more fulsome response.

PLANNING COMMENTARY

The following planning commentary is based on a high-level review of the Village of Anmore's Anmore South project webpage, the *Anmore South - Neighbourhood Plan Terms of Reference* (March 2024), and the City of Port Moody's March 26, 2025 letter to Anmore providing high level commentary on the proposed OCP amendment and Neighbourhood Plan. Please note that the Phase 1 and 2 technical reports were not reviewed in detail in the formation of the planning commentary below.

Residential Impacts

The proposed development includes a substantial increase in residential density, which will have an impact on the surrounding communities, including the Village of Belcarra. Students residing in Belcarra attend the elementary and middle schools located in Anmore.

- Has a study been conducted on how the increased density will impact local school capacity?

Transportation

The increased traffic associated with the proposed development will impact the existing road network, including Bedwell Bay Road, which is the only road access point for the Village of Belcarra.

- Have the impacts on Bedwell Bay Road been studied and how will they impact Village of Belcarra residents accessing their homes?
- In the summer months, White Pine Beach often results in significant traffic back-ups. Has the impact of the proposed development on White Pine Beach traffic been considered?
- Does the proposed development include any plans for public or alternative forms of transportation?
- Has a transportation demand management plan been developed focused on reducing traffic generated by the project?

Construction Management Plan

Considering the anticipated build out period of 25 years, there will be continuous impacts on the Village of Belcarra, primarily around construction traffic.

- Is there a construction management plan that considers emergency vehicle access during construction?
- Is there a construction management plan that considers Village resident vehicle access during construction?

Fire Safety

Fire protection is provided by the Sasamat Volunteer Fire Department (SVFD), which is operated as a regional district service by Metro Vancouver and provides fire protection and emergency response services to both Anmore and Belcarra. Both Villages have a fire hall within their jurisdiction. The SVFD Board of Trustees are currently undertaking a service review to address cost apportionment for the fire service.

- The Phase 1 Fire Impact Assessment “provides a high-level review of the fundamental legal, regulatory and operational matters that underpin the operation of fire services. It provides baseline information on Anmore South and the Sasamat Volunteer Fire Department (SVFD), representing the first phase of a detailed study for addressing impacts of community growth.”¹ Belcarra requires consultation as further studies are developed to address the implications to the SVFD with the increased population density anticipated.

Civic Facilities and Parks

The only civic facility the Village of Belcarra currently has is in the form of its Municipal Hall - residents mostly travel to Port Moody or Coquitlam for libraries, community centres, pools, and arenas. Belcarra is fortunate enough to have access to beaches and parks, with Sasamat Lake

¹ [230704-Anmore-South-OCP-Fire-Impact-Addendum-compressed.pdf](#)

and White Pine Beach being the most frequently visited by residents and visitors from further afield.

- What types of community facilities are contemplated as part of the Neighbourhood Plan? Will they be designed to serve both Anmore residents and visitors from other municipalities?
- An increase in residents will put strain on existing park space in the area. What types of on-site green and open spaces are proposed to serve the future residents of Anmore South?

Environment

The proposed greenfield development will require the removal of a significant number of trees and will also increase the impervious area and potential for stormwater runoff. There may also be impacts to environmentally sensitive areas and ecosystems that may have far reaching effects.

- What is the stormwater management plan both during construction and after development is complete?
- Are there environmentally sensitive areas or ecosystems within the study area? If so, how will they be addressed to ensure minimal negative impacts?
- Tree canopies have environmental and health benefits, including providing environments for birds and wildlife, and helping make communities more resilient against extreme heat. What is the tree plan for the project?

Based on the background and planning commentary provided above, and considering that the Village requires responses to the questions and comments raised, at the regular meeting of Belcarra Council, the following motion was passed

That the letter dated April 1, 2025 to the Village of Anmore regarding the Anmore South Lands OCP Amendment Application and Neighbourhood Plan be sent; and further

That staff's request in the letter for an additional 60 days to respond after supporting technical memos are made available and questions in the letter dated April 1, 2025, have been addressed by the Village of Anmore be approved.

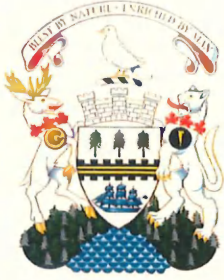
We appreciate the opportunity to comment on the proposed Anmore South Lands Official Community Plan amendment. We look forward to your response to the comments and questions raised in this letter, as well as the Village's request for additional time to provide a more complete response once those comments are addressed.

Please contact Amanda Seibert, Corporate Officer, aseibert@belcarra.ca should you have any questions.

Sincerely,



Jamie Ross
Mayor



CITY OF PORT MOODY

OFFICE OF THE MAYOR

March 26, 2025

File No. 01-0460-05-05

Email: Karen.Elrick@anmore.com

Karen Elrick
Chief Administrative Officer
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Ms. Elrick:

Re: Anmore South Lands Official Community Plan Amendment Bylaw No. 686.2023 – Request for Early Comments

The City of Port Moody has received the letter dated February 26, 2025 requesting input on a proposed Official Community Plan (OCP) Amendment Bylaw and Neighbourhood Plan for Anmore South Lands and inviting early comments by March 26, 2025.

The proposal would see the addition of approximately 2,200 new residential units with some associated small commercial services and community amenities resulting in a tripling of the population of Anmore.

The increase in development and its associated impacts on the City of Port Moody will require additional information to fully assess. At a high level, the potential impacts of this increase would require a new sewer connection, a water distribution system assessment as outlined in the Port Moody Water Service Agreement, increased demand on the municipal and local road network transportation routes through Port Moody and potential impacts on the local watersheds and ecosystems. Potential implications for fire fighting/fire prevention require clarification. At a regional level, the proposed amendment would also require a change in land use designation for the lands through Metro Vancouver through a separate process to adjust the Urban Containment Boundary and Fraser Sewerage Area.

Areas of comment include:

City servicing

The City has not yet received technical documentation regarding the overall water or sewer servicing strategy. Currently the Village of Anmore is serviced with water and sewer through the City of Port Moody as per the 2018 Port Moody Water Supply Agreement and 2020 Anmore Sewer Agreement (for a small area of Anmore). Should the applicant wish to incorporate continued service through Port Moody a detailed review of the proposed servicing strategy will be required.

Water Distribution

Anmore is a member of the Greater Vancouver Water District and the existing land uses are supplied potable water through a single service connection to the Port Moody water distribution system as per the conditions outlined in the 2018 Port Moody Water Supply Agreement (WSA). It is unclear how this OCP amendment is proposed to be serviced and if it is proposed to be connected to the City's water system. The WSA agreement requires that all developments that have an impact on Port Moody's water distribution system must be referred to Port Moody and provides recourse in the event that Port Moody does not consent with the approval of such development.

Sanitary Sewer

Port Moody has historically worked with Anmore to provide sanitary service to Eagle Mountain Middle School in 2014 and later included Anmore Green Estates to resolve a Provincial mandate regarding their failed septic field. The current agreement is to service only the existing 51 units and the middle school. Expanding the Fraser Sewerage Area to provide additional capacity for future developments has not been included in this agreement.

Transportation

Access to the Anmore South Lands development is limited to Ioco Road and East Road, both of which have limited capacity to provide options for micromobility, transit and personal vehicles. The Anmore South Lands will increase traffic volumes and congestion on Ioco Road reducing road safety, as well as an overall increase in the number of regional trips through Port Moody and vehicle kilometers travelled in the region, moving Metro Vancouver away from the TransLink Transport 2050 goals.

The overall goal of Port Moody's Master Transportation Plan is to identify ways to maintain and improve the quality of life, economic vibrancy, and environmental sustainability of the City, while managing the effects of non-local and regional traffic through the community. The Master Transportation Plan and City's Climate Action Plan target of doubling the proportion of daily trips made by walking, cycling and transit to 40% by 2030 is to be accomplished through community planning objectives to create a compact, complete city with density focused around the Frequent Transit Network. TransLink's North East Sector Plan does not envision extending the

Frequent Transit Network into Anmore. The additional traffic will increase the number of regional trips through Port Moody and the overall vehicle kilometers travelled in the region.

East Road (Anmore) and David Ave (Coquitlam) are currently classified as Municipal Road Network (MRN) whereas the connecting roads in Port Moody, including Heritage Mountain Boulevard, David Avenue, Forest Parkway and Aspenwood Dr, are designated local and form a gap in the Municipal Road Network. These roads should be included in the MRN as a condition of the changes to the Urban Containment Boundary and the anticipated growth in regional and local through traffic.

The Port Moody Master Transportation Plan and the TransLink Transport 2050 identifies loco Road, First Avenue and Bedwell Bay Road as gaps in the major bike network which may require improvement to provide adequate alternative access modes to the subject site.

In addition to typical traffic and transportation studies for a development of this scale, the City will be looking for information on: Minimizing and mitigating traffic impacts to loco Road; options to prioritize use of Sunnyside Road and East Road for site traffic; provisions for transit and other non-single occupant vehicle access to rapid transit stations; and transportation demand management approaches to reduce site traffic generation.

Environment

The proposed development will result in an increase in impervious area. A stormwater management plan should be developed that provides recommendations to ensure stormwater quantity and quality is of equal or better quality than pre-development conditions. The plan should include the use of green infrastructure such as rain gardens, bioswales, green roofs, absorbent landscaping, integration of pervious spaces, and space for a stand of trees to reach full maturity to reduce impervious areas.

Potential impacts to environmentally sensitive areas and valuable ecosystem components, including fish habitat, isolated wetlands, wildlife, species and ecosystems at risk, wildlife corridors, etc. should be identified and assessed. This includes changes in groundwater flows that may result in impacts to Port Moody's streams, as well as impacts to adjacent forested areas as a result of windthrow and edge impacts. Potential impacts to adjacent properties as a result of changing drainage patterns and slope stability should also be addressed.

City goals and policy direction

Port Moody's OCP and Master Transportation Plan prioritize transit-oriented growth and substantial shifts to multi-modal transportation options. These priorities are necessary to meet the City's climate action goal of significantly reducing community greenhouse gas emissions.

Anmore South Lands Official Community Plan Amendment Bylaw 686.2023 – Request for Early Comments

Staff will require some time to review and analyze the impacts of the proposed changes before providing complete comments. It is understood that full technical studies related to utility, transportation and environmental impacts will not be available for Port Moody staff to review until later in March. As a result, additional time would be required to provide this analysis and response. The following resolution was passed by Port Moody Council on March 25, 2025:

THAT the City of Port Moody has received the request for comment from the Village of Anmore regarding the Anmore South Lands OCP Amendment Application & Neighbourhood Plan and requests an additional 60 days to respond once supporting technical memos are made available.

Thank you for the opportunity to provide early comments on the proposed Anmore South Lands OCP amendment. We appreciate your attention to the comments provided in this letter and the City's request for additional time to provide a more fulsome response once supporting technical memos are received. Please contact Suzanne Smith, General Manager of Community Development, susmith@portmoody.ca if you have any questions.

Yours truly,



Meghan Lahti
Mayor



kʷikʷəłəm
Kwikwetlem First Nation

2025-03-18

Josh Joseph
Village Planner
Village of Anmore

Sent by email to: josh.joseph@anmore.ca

Re: Official Community Plan Amendment Bylaw No. 686-2023

Dear Josh,

Thank you for forwarding information regarding the Official Community Plan Amendment Bylaw No. 686-2023 ('the Project'), dated February 26th, 2025. kʷikʷəłəm First Nation appreciates the opportunity to comment on the Project.

Our comments are as follows:

1. **Watercourses:** Please clarify which streams in the Project area are either fish bearing or connected to fish bearing streams.

The proposed plan for the project area currently involves the crossing of approximately 14 watercourses. The lack of detail in the provided map makes this number unclear, please provide kʷikʷəłəm First Nation with an exact number of proposed crossings at this time. As it stands the Nation requests that the plan is amended to include less water-crossings to maintain as much natural habitat as possible and pose minimal disturbance to any fish bearing streams.

2. **Additional Environmental Regulation:** kʷikʷəłəm First Nation acknowledges that the Village of Anmore has a riparian setback of at minimum 30 meters to protect sensitive habitats. What other environmental regulations will the property owner be subject to within the Project Area should the rezoning proceed?
3. **Policy IOLU-3:** Can the city of Anmore please clarify whether the Project area's status of a "Special Study Area" will result in the property owner's required continued consultation with kʷikʷəłəm First Nation post the potential re-zoning?

Please note that kʷikʷəłəm First Nation asserts rights, title, and stewardship interests over all lands, waters, and resources within kʷikʷəłəm Traditional Territory. This includes the areas in and around the Project. As a decision-making authority, kʷikʷəłəm expects meaningful consultation for the Project to proceed. The Nation reserves the right to provide comments at any stage of the process. Please continue to notify kʷikʷəłəm via referrals@kwikwetlem.com of any activity related to the Project as planning progresses.



k^wik^wəłəm
Kwikwetlem First Nation

Best regards,

A handwritten signature in black ink, appearing to read 'H. Laing', with a stylized flourish at the end.

Hannah Laing
Referral Project Coordinator

From: [Squamish Connect](#)
To: [Josh Joseph](#)
Subject: [Squamish Connect] Darius Lewis posted a comment on OCP Amendment Bylaw No. 686-2023 - Anmore South Neighborhood Plan
Date: March 3, 2025 2:34:31 PM

You don't often get email from do-not-reply@squamishconnect.com. [Learn why this is important](#)

New Comment

Darius Lewis posted a comment

Hi Josh,

The SN has some preliminary comments to share:

- 1. Economic opportunities/employment/low-barrier business opportunities/procurement from Squamish owned businesses in projects planned under this initiative.*
- 2. Safe, equitable and affordable housing for Squamish members.*
- 3. Health/medical facilities access being available for SN members.*
- 4. Transportation to avail facilities, social infrastructure and amenities.*
- 5. Interconnectedness to reserves through roads and transport.*
- 6. SN artists for representation. SN signages and boards for cultural representation on individual projects.*
- 7. Employment/training opportunities for members.*
- 8. More assisted living homes and elders' centres.*
- 9. Accessibility to educational facilities and programs.*
- 10. Safe housing for community members. Accessibility to support staff if required.*
- 11. Mobility/disable friendly buildings.*
- 12. Regulations should ensure buildings are designed to net zero carbon emissions (considering clean power/heat, building envelope, renewables, and embodied carbon) and the highest sustainability standards (including considerations for water conservation, storm water management, waste management, transportation, environmental conservation, and food security).*
- 13. Touching base with SN and uploading referrals for each constructional project planned under this initiative.*
- 14. Use of Squamish Snichem as inclusivity on signs and boards.*
- 15. Cultural training for staff.*
- 16. Better emergency services.*
- 17. Better communication protocol with SN when works are planned around reserves.*
- 18. More Snichem naming of places, roads and buildings.*
- 19. SN requires the environmental monitoring and reports prepared by a QEP, during construction and for the duration of the works and maintenance period, up to five*

years.

20. SN requires the usage of environmentally safe materials for the development of in-water structures beyond coastal flood protection works, such as piers, ramps, docks and floats.

21. Because of deep rooted cultural history new developments that involve ground disturbance should be uploaded for Squamish Nation's review. Therefore, we expect all individual projects to be submitted separately for a thorough review through Squamish Connect.

22. Squamish Nation owned forestry companies to have first right of refusal for tree removals.

23. Cedars and Western Yew to be used in the non-drought areas amongst deciduous trees.

24. Please reference our climate legacy strategy at https://www.squamish.net/wp-content/uploads/2024/10/ClimateLegacyStrategy_Final_Sep16_DIGITAL_Booklet.pdf for information on our climate priorities.

Lastly, we would like to know more details on Capacity Funding.

Thanks,

Darius

PROJECT NAME

Anmore South Neighborhood Plan

ISSUING AGENCY FILE NUMBER(S)

OCP Amendment Bylaw No. 686-2023

REFERRAL ID

3206

[View this Submission](#)



TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

March 26, 2025

Karen Elrick
Chief Administrative Officer
Village of Anmore
2697 Sunnyside Rd
Anmore, BC V3H SG9
Email: anmoresouth@anmore.com

Dear Ms. Elrick,

Re: Official Community Plan Amendment Bylaw No. 686-2023 – Anmore South

We received your referral letter dated February 26, 2025, and thank you for the opportunity to provide feedback on the proposed Official Community Plan Amendment Bylaw No. 686-2023 – Anmore South.

We appreciate the outreach and provide our comments based on:

- TransLink's legislated mandate to review major development proposals for regional transportation implications, and to support Metro Vancouver's Metro 2050 Regional Growth Strategy.
- Policy direction in [Transport 2050](#), the Regional Transportation Strategy, to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- TransLink's [Transit-Oriented Communities Design Guidelines](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

Key Comments: Alignment with Regional Transportation Plans

- We understand the proposed OCP amendment would require an amendment to Metro 2050 to extend the Urban Containment Boundary and re-designate the land from Rural to General Urban.
- Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on the region's growth being located within the [Metro 2050 Urban Containment Boundary](#), and the region's higher levels of growth being located in Urban Centres, Frequent Transit Development Areas, and along the Major Transit Growth Corridors.
- Transport 2050 ([Action 1.2.3](#)) speaks to expanding frequent local fixed-route transit service so that by 2050 nearly all residents within the Urban Area (i.e. the Urban Containment Boundary) are within a 5-minute walk of frequent, all day, everyday service. These improvements depend on funding and regional priorities. The Anmore South subject area is currently located outside the region's Urban Area.

- The Access for Everyone plan (Transport 2050: 10-Year Priorities) includes a doubling of bus service in the region and expansion of service in new areas. The subject area is identified on [Map 1 of the plan](#) for 'enhanced service to a natural area' (Belcarra Regional Park). Typically service enhancements to natural areas are seasonal, often summer weekends only.
- Existing (year-round) transit service currently operates along Sunnyside Road and 1st Avenue approximately every 30 to 60 minutes, connecting to Moody Centre Station. The rural nature of the area and its location at the edge of the region, however, make it difficult to meet the conditions for transit-oriented growth, as identified in the [Transit-Oriented Communities Design Guidelines](#). It could therefore be a long time into the future until TransLink might be able to consider higher frequency transit service to the area, given funding limitations and other regional priorities.

Additional Considerations

- Through TransLink's Local Government Funding (cost-share) Program, [funding has been awarded](#) for an extension to the Sunnyside Road multi-use path (MUP), to better connect Anmore's existing trail systems and trails between Port Moody and Anmore. For any potential future development in this area, TransLink recommends providing good connections to the MUP and 'Comfortable for Most' cycling and walking infrastructure, to ensure residents have safe access to active transportation and transit.
- Per Section 21(1) and 21(2) of the [South Coast British Columbia Transportation Authority Act](#), TransLink approval is required for any road alterations that would reduce the capacity of any part of the [Major Road Network](#) (MRN) to move people or would prohibit the movement of trucks on any road other than Provincial highways. TransLink would like to collaborate with Anmore on any future changes to the MRN that might be triggered by proposed developments in the Anmore South area.

Continued Collaboration

We appreciate the opportunity to provide comments on the proposed Official Community Plan Amendment Bylaw No. 686-2023 for Anmore South. We look forward to continued coordination with the Village of Anmore. Please feel free to contact me at JuYoung.Kim@translink.ca should you have any questions or wish to discuss further.

Regards,



JuYoung Kim
Planner, Transit-Oriented Communities Planning
Transportation Planning & Policy

March 26, 2025

Karen Elrick
Chief Administrative Officer
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Re: Official Community Plan (OCP) Amendment Bylaw No. 686.2023 – Anmore South

Dear Ms. Elrick:

This letter is in response to the Village of Anmore's referral for the proposed OCP Amendment Bylaw No. 686.2023, which includes an application from icona Properties Ltd. (the proponent) to develop a Neighbourhood Plan for the Anmore South Lands (subject property) designated as Special Study Area in Anmore.

Following the review of the proposed amendment and associated materials, the port authority does not anticipate any impact on port-related operations or activities and therefore does not have any comments on the proposed OCP amendment.

We appreciate the opportunity to review and provide feedback.

Sincerely,



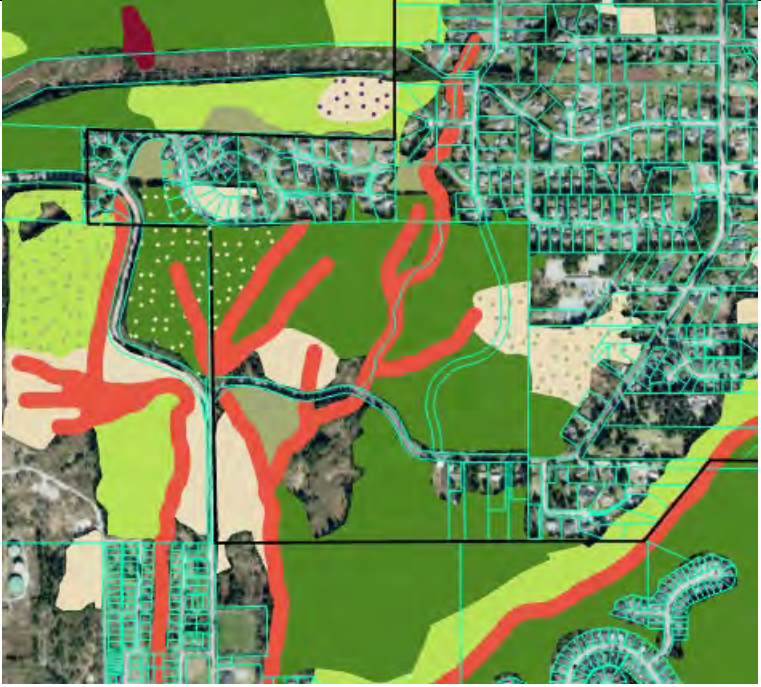
Theresa Rawle
Director, Planning & Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority
Rhona Dulay, Land Use Planner, Land Use Planning, Vancouver Fraser Port Authority

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>	

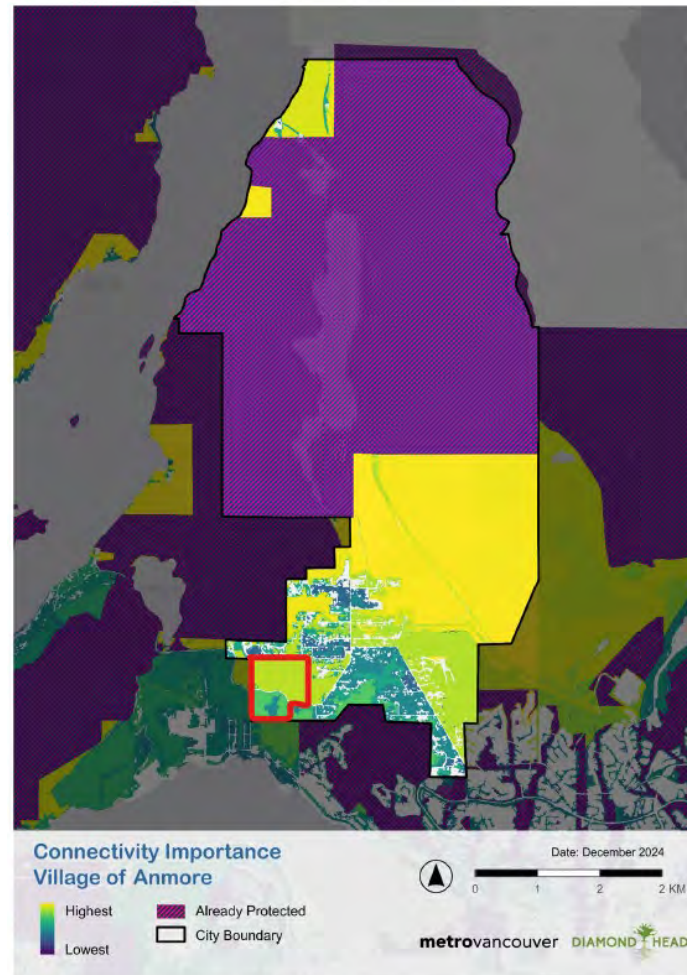
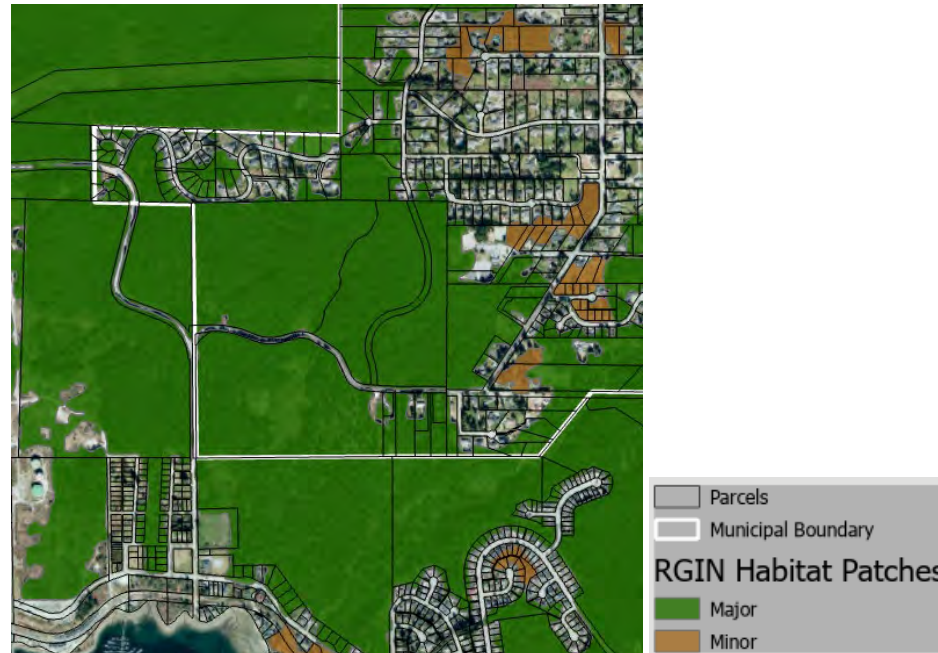


Figure 10 Connectivity Importance Village of Anmore.

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>	
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From: [Dave](#)
 To: [Josh Joseph](#)
 Cc: [Chris Bolt](#); [Angelo Toneguzzo](#)
 Subject: Re: Anmore South Referral Letter
 Date: March 25, 2025 9:37:40 AM

Hi Josh

As you know, we are bordering the Icona site to the west. We are very concerned with the connectivity of our new road to the new proposed development next door as we will be unfairly impacted the most. There was absolutely no communication or consultation with us and the Icona group, as we would have expected with such a large scale development as proposed.

As the new proposed plan shows in the ' Fernwood Area', there will be two townhome sites and two streets of very small single family lots that connect to Fern Drive. The traffic from the proposed density will be detrimental to our new larger estate lot development. The amount of vehicles passing through our development will be in the hundreds per day. We have already experienced concern and hesitation from potential purchasers in our development, questioning the traffic from the new housing stock and also being the only construction access to the new site next door.

Fern Drive, Magnolia Way, and Hemlock Drive to the north are also large estate home sites, the same as our new development. It would make the most sense, and assumed for us and the neighbouring home owners, that this size of building lots would be maintained and would continue through our new neighbourhood. This would be a more natural transition.

Our new low density, semi rural setting, that Anmore is well known for, would transition to extremely high density that would drastically increase traffic volume on our new, narrow road. This doesn't make any sense from a planning standpoint.

We made a few suggestions when we met the Icona group:

1-the proposed small lots to the north east to be 1/3 acre lot minimum

2-the townhouse sites to the south to be accessed from their site only(as shown currently, the future purchasers of the townhouses would have no direct access to the future amenities)

Or

The townhouse sites to be 1/3 acre lot minimum

3-add short access roads on the townhouse sites to allow the future residents to access the new road infrastructure to the south in the new proposed high density development.

4- civil and home construction to start at the south west corner of the new proposed high density development, in order to NOT have construction supplies, heavy equipment and contractors to only have access through our development with 19 completed executive homes.

In summary, you may or may not know, we have been building executive quality homes in

Anmore for over 20 years. Over these years we saw minimal change, and this is what our many happy homeowners were looking for when buying a new home in this quiet, semi rural area. When we did see the final draft plan at the Village hall, our first impressions was that it was highly ambitious and would have a very negative impact on the community and on the residents who are residing here for a quiet and semi rural lifestyle.

Please forward these comments to Mayor and Council and let me know their comments as we are willing to comment and discuss further.

Thx

Dave Toneguzzo

Cordovado Development Inc
255 Newport Drive
Port Moody Bc v3h5h1
Email: Dave@Cordovado.ca
www.cordovado.ca
604 861 5654

On Mar 20, 2025, at 2:09 PM, Josh Joseph <josh.joseph@anmore.com> wrote:

Hi Dave,

At this point, the Village is only receiving input from property owners within 100m of the Anmore South site area as well as relevant authorities' agencies, and organizations. This is an opportunity to relay any comments or concerns you may have regarding the Anmore South OCP amendment and preferred land use plan as shown in the attachments to the referral letter.

Can you please share your input regarding Anmore South through an official letter or email to the Village?

Thank you,

Josh Joseph
Village Planner
<image001.png>

D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: Dave <dave@cordovado.ca>
Sent: March 20, 2025 9:14 AM
To: Chris Boit <cboit@islengineering.com>
Cc: Angelo Toneguzzo <angelo@cordovado.ca>; Josh Joseph <josh.joseph@anmore.com>
Subject: Re: Anmore South Referral Letter

You don't often get email from dave@cordovado.ca. [Learn why this is important](#)

Hi Josh

Can we meet to discuss this development and the impact on our development.

Thx

Dave Toneguzzo

Cordovado Development Inc
255 Newport Drive
Port Moody Bc v3h5h1
Email: Dave@Cordovado.ca
www.cordovado.ca
604 861 5654

On Mar 20, 2025, at 8:59 AM, Chris Boit
<cboit@islengineering.com> wrote:

Dave/Angelo,

See attached letter and information regarding the Anmore South.
This is an official referral to yourselves, as you own property within
100m of the subject property. Please refer to the letter if you wish to
provide official input etc .

Regards

Chris

Chris Boit, P.Eng. | *Manager, Burnaby Office*
ISL Engineering and Land Services Ltd.
T: 604.629.2696 **C:** 778.990.7342

From: Josh Joseph <josh.joseph@anmore.com>

Sent: March 20, 2025 8:34 AM

To: Chris Boit <cboit@islengineering.com>

Subject: Anmore South Referral Letter

Hi Chris,

Are you able to send this off to the Cordovado owners (Cordovado Development Inc)? We sent as letter as they are within 100m but it was returned by Canada post as "moved or unknown".

Thank you,

Josh Joseph
Village Planner
<image001.png>

D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

<Village of Anmore_Anmore South Referral Letter.pdf>

<Anmore South Preferred Land Use Plan.pdf>

<Anmore South Land Use Designations Illustrative Map.pdf>



Royal Canadian Gendarmerie Royale
Mounted Police du Canada

Supt. Darren J. Carr
Officer in Charge
Coquitlam RCMP Detachment

Confidential

Our File - Notre référence
NONE

Karen Elrick
Chief Administrative office
Village of Anmore

Date: 2025 03 03

RE: OCP – Amendment Bylaw No. 686.2023 – Anmore South

Karen, I am writing to you with regards to your letter dated February 26, 2025 to Cpl. Neil Roemer, with respect to Amendment bylaw No. 686.2023. The intent of this letter is to ensure that you are aware of the village's obligations under the *BC Police Act* with respect to policing. I understand that the plan to develop the site is some years away, but given the amendments to the OCP, it is my responsibility to provide the following information to you.

As you know, under the Act, the provincial government must provide policing services to rural/unincorporated areas and municipalities with populations under 5,000. These costs are shared between the provincial government (70%) and the federal government (30%). The municipality is responsible for the Police Tax with is under the purview of the Ministry of Finance.

A municipality that has a population that exceeds 5,000 persons is responsible for the provision of policing and law enforcement services and also becomes responsible for bearing all the costs relating to its municipal police services. The three models by which policing services must be provided is laid out under the *BC Police Act*, Part 2, 3(2),

Subject to the approval of the minister under section 3.1 (2) (a), a municipality with a population of more than 5000 persons must provide policing and law enforcement in accordance with this Act and the regulations by means of one of the following:

- (a) Establishing a municipal department;*
- (b) Entering into an agreement with the minister on behalf of the government, under which policing and law enforcement in the municipality will be provided by the provincial police force;*
- (c) Entering into an agreement with another municipality that has a municipal police department under which policing and law enforcement in the municipality will be provided by the municipal police department of that municipality.*

In accordance with agreements under the *Provincial Police Service Agreement*, the *Municipal Police Service Agreement* and the *Municipal Police Unit Agreement*, should the Village wish to continue with the use of RCMP members, costs relating to a municipality of less than 15,000 persons, pay 70 % of policing costs with the federal government paying the remaining 30%

(assuming approval is granted). It is important to note that these costs do not include operating costs of a police building/detachment and necessary municipal support staff as defined under the *Municipal Police Unit Agreement*.

The RCMP Lower Mainland District are aware of your intentions with respect to future growth in your community and long-term policing impacts. To that end, Supt. Joe Fortin, Lower Mainland District, will be briefing the province.

I have attached the 2023 "Police Resources in British Columbia" as an overview with respect to policing in the province.

Please be reassured that we are committed to supporting you and guiding any relevant discussions as the Village of Anmore grows. Should you wish to meet with myself and/or Supt. Joe Fortin in person, please feel free to contact me directly or thorough Cpl. Neil Roemer.

Regards,



Superintendent Darren Carr
Officer in Charge
Coquitlam RCMP Detachment

CC: C/Supt. Duncan Pound
CC: Supt. Joe Fortin
CC: Cpl. Neil Roemer

From: [Kaptur, Suzanna \[FH\]](#)
To: [Josh Joseph](#)
Cc: [Gill, Sandra \[FH\]](#)
Subject: RE: Referral for Official Community Plan Amendment Bylaw No. 686-2023 - Anmore South
Date: March 26, 2025 12:48:29 PM
Attachments: [image001.png](#)

Hi Josh,

Thank you for sending the referral letter, I want to acknowledge receipt of the referral for OCP Amendment Bylaw No. 686.2023 for Anmore South. I would also like to confirm that due to this referral being part of a development application, it is not within scope for our Healthy Built Environment Program at the Fraser Health Authority.

Our team mainly takes on projects such as overarching OCP updates and city strategies with a public policy focus, and we do not currently provide feedback for projects involving rezoning and development applications.

Thank you for sending the information and please feel free to let me know of any questions.

Best regards,
Suzanna

Suzanna Kaptur, M.Sc. (Planning)
Community Planner
Consultant, Healthy Communities
Healthy Built Environment Program
Fraser Health

I acknowledge that Fraser Health provides services within the ancestral, traditional, and unceded lands of the Coast Salish and Nlaka'pamux Nations and is home to 32 First Nations within the Fraser Salish region.

From: Josh Joseph <josh.joseph@anmore.com>
Sent: Friday, March 14, 2025 2:54 PM
To: Kaptur, Suzanna [FH] <suzanna.kaptur@fraserhealth.ca>
Subject: Referral for Official Community Plan Amendment Bylaw No. 686-2023 – Anmore South

EXTERNAL SENDER. Does this email look suspicious? Click on Report Message/Phish Alert in the top right of your Outlook toolbar. **Do not** open attachments or click on links.

Hi Suzanna,

Please find attached a referral letter from the Village of Anmore regarding the Official Community Plan (OCP) Amendment Bylaw No. 686-2023 for the Anmore South area. The Village is seeking input from agencies, authorities and organizations that may be affected

by this proposed amendment and the accompanying Neighbourhood Plan.

We invite you to review the details outlined in the letter and the attached documents.

Should you have any comments or feedback, please submit them to anmoresouth@anmore.com by **March 26, 2025**.

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph
Village Planner



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9



550 Poirier Street, Coquitlam, British Columbia V3J 6A7 • Phone (604) 939 9201 • Fax (604) 939 7828

May 1, 2025

Karen Elrick
Village of Anmore
2697 Sunnyside Road
Anmore, BC, V3H 5G9

Dear Ms. Elrick,

Re: Village of Anmore Official Community Plan Amendment Bylaw No. 686-2023

Thank you for the information that we have received regarding the Village of Anmore Official Community Plan amendment. This is a response to Anmore's referral in accordance with Section 476 of the Local Government Act.

From a School District planning perspective, the number of students yielding from any development is correlated with the size and types of units that are constructed. With that said, we are seeing a greater number of students living in apartment and townhome style units compared to the past so we would anticipate a significant increase in student enrolment resulting from the proposed Anmore South development.

At present, there is significant space available at Anmore Elementary School. Based on approximately 2,200 residential units being constructed, along with a modest number of additional units in other areas of the village, it is anticipated that a school addition would be needed at the elementary school. Further, as the school is on a septic system, with added usage due to an addition, connection to sewer would likely be required. Moreover, given the proximity of the proposed Anmore South development to the elementary school, the School District is open to discussions with the village on additional joint-use opportunities which will benefit both the village and the school district.

Currently, the middle school in Anmore and the secondary school serving Anmore are at capacity, with three portables at the middle school to support the student population. With the information provided for the Anmore South development, at build-out, we anticipate requiring a possible school addition or catchment change to support the middle school population in the area. The secondary school would be at or near maximum capacity.

As a general rule, there are challenges associated with planning for available student spaces if there are significant changes in short and medium-term housing projections. If there is an anticipated change in the 10-year projections from the Village of Anmore to the School District, as much notice as possible is requested to ensure adequate time to incorporate any changes into the 5-year Capital Plan for the Ministry of Infrastructure.

If you have any questions, please contact me via email at icecchini@sd43.bc.ca or by phone at (604) 939-9201.

Sincerely,



Ivano Cecchini
Executive Director, Facilities and Planning Services

Anmore South | Finance Committee

Response to Outstanding Questions | May 6th 2025

- **Clarify the changes to property tax revenue assumptions between March + April Deloitte reports**

Between the March and April iterations of Deloitte's Fiscal Impact Analysis for the Anmore South Neighbourhood Plan, the principal revision was to realign the fiscal model with the Village of Anmore's 2024 adopted Financial Plan. This entailed updating both expenditures and revenue assumptions to reflect the latest budget and property tax rates, thereby ensuring internal consistency across the model and adherence to current-year policy settings. This approach reduces forward-looking uncertainty by analyzing the net fiscal impact as if Anmore South were fully built and operational under today's conditions - a standard practice in municipal fiscal modeling, consistent with Deloitte's prior analyses for Anmore in 2019 and 2021.

As part of this recalibration, estimated property tax revenues were derived using 2024 MLS sales data from Port Moody, adjusted by a 5% discount for apartment units to reflect Anmore's relative distance from rapid transit infrastructure. No such discount was applied to townhouses. Notably, while the April report incorporated these updated unit values for the first time, an earlier increase in projected revenues between the fall draft and the March version was exclusively attributable to an increase in the total number of units. This clarification is crucial, as it addresses potential misconceptions among stakeholders who may have inferred a dual escalation—both in unit count and unit value. In reality, the values were revised only once, and all revenue increases prior to April stemmed solely from the higher unit total.

This refined modeling enhances the accuracy and defensibility of the projected fiscal impacts, providing a robust framework for decision-making as the Village evaluates the financial implications of accommodating future growth.

- **Confirm assumptions on maintenance and refurbishment costs for roads and other infrastructure lifecycle costing methodology**

The analysis does not project capital replacement costs on a one-time basis. An "average annual lifecycle cost" approach was used, which reflects both maintenance (operational) and refurbishment (capital renewal) expenses.

This method amortizes expected costs over the useful life of each asset class (e.g., roads, water pipes, storm sewers) to estimate a steady annual financial impact.

The total annualized cost for new local government-owned infrastructure, specifically roads, water and storm infrastructure in Anmore South is estimated at \$813,000 per year. This figure is designed to reflect long-term refurbishment/replacement needs over time.

- **Confirm Local Service Area assumptions for Anmore South sewer system costs**

Due to new sewer infrastructure being confined within the physical boundaries of Anmore South, it is assumed the most equitable cost recovery approach is to institute a local area service tax that is levied only on Anmore South properties that benefit from the new infrastructure.

Due to these revenues and costs being localized to Anmore South and not affecting Village finances overall, they were excluded from the fiscal impact analysis. Detailed cost assumptions were not required for the analysis and were not prepared. It is assumed that however those costs are calculated, they are fully covered by the local area service tax.

- **Given Provincial Bill 44 legislation and planned development in Anmore, when might the Village population exceed 5,000 regardless of Anmore South?**

It is hard to predict what the impact of Bill 44 will have on Anmore. According to the population forecast provided, the Village of Anmore is expected to surpass the 5,000-resident threshold in the year 2043. If you look at the growth according to Stats Can, Anmore grew at 6.6% between 2016 – 2021. The projection is based on a detailed breakdown of population growth across multiple sources, including existing growth trends, contributions from the Hillside development, and incremental additions from the Anmore South neighbourhood plan.

- **Understanding the Components of Growth**

1. Baseline Village Population – This includes organic growth from existing neighbourhoods in Anmore. Between 2016 and 2021, the population increased from 2,210 to 2,355, reflecting a modest growth rate.
2. Hillside Development Contribution – If the project starts in 2027, it will add 874 residents, then assume that this will be built out over 10 years,
3. Anmore South Development Contribution – Starting in 2030, the Anmore South Neighbourhood Plan adds 180 residents, with this number held constant through each subsequent interval in the model. This likely reflects phased residential buildout over time.

	2016	2021	2025	2030	2034	2039	2043	2048
Total Pop	2210	2355	2510	4013	4656	4904	5168	5450

- **Should all the police cost impacts be assigned to Anmore South?**

The fiscal impact analysis uses a conservative approach that assigns 100% of the increase in policing costs to Anmore South. It could alternatively be argued that community growth is occurring in multiple areas that jointly contribute to Anmore eventually exceeding a population of 5,000. Sharing the impact of policing cost increases across the various contributors, including Hillside, smaller developments, infill, and additional units permitted by Bill 44, would reduce the cost impact associated with Anmore South. This would increase the net financial benefit to the municipality from the project.

Anmore South will contribute significantly to the Village's tax base and provide critical revenue that helps offset the increased costs associated with growth, including those related to policing.

- **Reconciling the estimated increase in employees with the assumed increase in operating costs.**

A committee member accurately noted an inconsistency between the Economic Impact Analysis and the Fiscal Impact Analysis. To resolve this, the employment estimates in the Economic Report should be revised to align with the Fiscal Report; no adjustments to the Fiscal Analysis are required.

The increase in operating costs associated with new development in Anmore South does not scale linearly with population or employee growth due to economies of scale and the efficient design of the proposed community.

As Anmore grows, many fixed costs—such as Village Hall operations, administrative staffing, and the core road network—remain unchanged. These essential services and infrastructure are already in place and do not require significant expansion to support a larger population. Similarly, core leadership positions like the Mayor, Council members, CAO, or department directors (e.g., Director of Engineering) do not need to increase simply because the population has grown by 10%.

Where growth does occur, it tends to be incremental and strategic—focused on operations, public works, or administrative support roles. Even in those areas, growth in costs is tempered by increased service delivery efficiency. For instance, a 10% increase in population might only require a 5% increase in staffing. Services such as governance, communications, and planning benefit from scale, technology, and streamlined workflows.

Additionally, Anmore South's compact, urban-style neighbourhood delivers further cost-efficiencies. Denser development means fewer roads, sidewalks, and utility lines per capita, which lowers maintenance and replacement costs. A clear example is snow clearing: 15 single-family homes on one-acre lots typically require about 1,500 feet of road frontage. The same number of townhouses can be served with just 200 feet of shared frontage—making snow clearing operations 7.5 times more efficient. This efficiency translates into significant savings in staff time, equipment use and fuel.

Similar benefits apply to waste collection, utility servicing, and infrastructure lifecycle management, where compact development reduces the physical footprint and service demand on a per-resident basis.

These efficiencies were confirmed by the fiscal impact analysis prepared by Deloitte, which concluded that Anmore South can generate substantial revenue increases for the Village without requiring a proportionate increase in costs. The Village's ability to absorb population growth while maintaining high service standards - and improving its financial sustainability - is a direct result of these combined efficiencies in governance, infrastructure, and land use.

- **Clarify fire service costs to ensure no changes are required.**

Both operating and capital costs associated with firefighting were reviewed in reference to the 2022 report by Dave Mitchell & Associates that assessed the impact of Anmore South on the Sasamat Volunteer Fire Department (SVFD).

The report identifies the requirement for an aerial apparatus to fight fires in taller buildings, the cost of which is estimated at \$1.5 million to \$2 million. The current fiscal report uses \$1.25 million. The report further states that a typical lifespan for such assets is 15 years. The current fiscal report uses 10 years.

The upfront capital cost of purchasing the apparatus will be borne by the developer so the issue for the fiscal impact analysis is whether a change is required in the estimated annual lifecycle replacement cost. The current fiscal report uses \$125,000 per year (\$1.25 million over 10 years), of which only 50% is assigned to Anmore per the cost-sharing formula for SVFD capital with the Village of Belcarra. Using the updated figures from the Mitchell report, the annual cost would be approximately \$133,000 (\$2 million spread over 15 years).

The approach throughout the fiscal analysis is to assume that current cost structures remain in place, but this may be unfair to Belcarra in the case of increased fire service costs. If the full capital cost replacement of \$133,000 is assigned to Anmore, this would exceed the current estimate of \$62,500 per year, a difference of \$70,500 per year.

Additional discussion of fire service impacts are provided in a later response.

- **Identify whether there will be any savings associated with water being supplied by Metro rather than Port Moody.**

Transitioning Anmore South's water supply from the City of Port Moody to Metro Vancouver offers several strategic advantages. First, it would displace the current intermunicipal arrangement, eliminating associated fees or markups that Port Moody may charge—resulting in direct savings for the Village or for a future Local Area Service district, depending on how the servicing is structured. In addition to cost savings, this shift would enhance Anmore's infrastructure independence by reducing reliance on neighbouring municipalities for critical utilities. This independence allows for more resilient operations, better long-term service planning, and a self-contained utility model tailored to the community's needs. Furthermore, Metro Vancouver's regional water system is engineered for urban-scale service delivery, offering improved pressure management, higher fire flow capacity, and greater system redundancy—factors particularly important for hillside and higher-density developments like Anmore South.

That said, further engineering work will be required to determine the most effective way to integrate the new Metro Vancouver water connection into Anmore's existing water network. This integration analysis falls outside the current scope of the Anmore South neighbourhood planning process.

- **Is there a need to understand phased financial impacts year by year instead of just looking at full build-out?**

The request to understand phased financial impacts on a year-by-year basis falls outside the scope of what was outlined in the Council-approved Terms of Reference. The analysis completed to date was based on a full build-out scenario, as specifically requested by the Village. Producing a detailed, phased financial model would require a substantial amount of additional work and resources.

- **Why is there a 60% increase in staff in Economic Report but only a 20% increase in staff costs in Fiscal Report?**

This discrepancy has been correctly identified as an internal inconsistency between the Economic Impact Report and the Fiscal Impact Analysis. The issue can be addressed by making a slight adjustment to the employment estimates in the Economic Impact Report to better align with the assumptions used in the Fiscal Analysis. There is no need to revise the Fiscal Impact Analysis itself, as its staffing cost projections remain accurate and internally consistent with its overall methodology.

- **Clarify fire service cost assumptions – they appear low as there is a need for new training and equipment to address 6-storey wood frame buildings.**

We accounted for the new requirements by increasing per-household costs by 25%. More specific guidance on the size of the necessary cost increase was not provided in the Mitchell report.

The need for new training and equipment to address 6-storey wood-frame buildings is acknowledged in the Fire Impact Assessment Addendum prepared for the Anmore South OCP Amendment. Key points from the report include:

Current Service Level: The Sasamat Volunteer Fire Department (SVFD) currently operates at an Exterior Operations level, which restricts firefighting to outside the structure.

- **Upgrading Requirements:** With population growth and increased building density—especially with structures over three storeys—there is a recognized need to upgrade to Interior Operations or even Full-Service levels. This upgrade requires:
 - New firefighter training,
 - Enhanced safety protocols,
 - Expanded response planning, and
 - New operational guidelines.
- **Building Height & Equipment Needs:** The plan includes multiple buildings up to 6 storeys, which triggers the requirement under Fire Underwriters’ standards for an aerial apparatus (ladder truck) once more than five buildings exceed three storeys. A fully equipped ladder truck (Type 1 fire engine) is estimated to cost between \$1.5–\$2 million.
- **Recruitment Challenges:** The volunteer nature of the SVFD presents recruitment and retention challenges, especially given the increased demands. Some municipalities have mitigated this by offering firefighter housing or affordability supports. Icona has addressed this by offering to provide accommodations for firefighter fighters in Anmore South.

- **Clarify fire engine cost - it is higher in the Phase 1 Fire Impact Analysis than the Fiscal Impact Analysis.**

According to the Phase 1 Fire Impact Assessment prepared by Dave Mitchell & Associates, the estimated cost of a new fully-equipped “Type 1” fire engine with aerial apparatus is between \$1.5 million and \$2 million. This is a more accurate reflection of current market conditions for this type of apparatus, especially considering the specialized equipment and functionality required to service buildings up to 6 storeys.

Importantly, this capital cost is expected to be covered by the developer as part of their Community Amenity Contributions (CACs). This is consistent with how capital contributions are typically negotiated during the rezoning and development approval processes.

Moreover, the introduction of this new aerial fire truck, along with the associated training and upgrades to service level (moving from “Exterior Operations” to “Interior” or potentially “Full-Service”), will significantly enhance fire protection and emergency response capabilities. This investment won’t only benefit the new Anmore South neighbourhood—it will improve overall emergency service levels for all residents of Anmore, helping ensure a safer, more resilient community.

- **Belcarra will not support paying their share of higher fire service cost.**

The current cost-sharing formula between Anmore and Belcarra for fire services was maintained in the most recent version of the fiscal analysis. However, it's important to note that earlier drafts of the study had conservatively assigned 100% of future fire service cost increases to Anmore, specifically to reflect the anticipated impact of the Anmore South development.

The decision to revert to the current shared formula followed feedback from the Village review. However, given Belcarra’s clear indication that it will not support an increased financial share, and to avoid any overestimation of shared contributions, it may be prudent to revert to the more conservative approach. That would mean assigning all incremental fire service costs related to Anmore South exclusively to Anmore, aligning the analysis with political and practical realities.

- **Clarify Police Service costs assumptions – they appear low as the police service tax only covers officers, not equipment, jails, etc.**

Once the Village surpasses 5,000 residents, expected around 2043, it will transition to a municipal policing model. The financial impact of this transition has already been comprehensively analyzed in the Fiscal Impact Report, which models the cost of policing under a post-5,000 population scenario using data from comparable municipalities across British Columbia. The projected cost increase is from \$313,000 today to approximately \$1.08 million annually. It is correct the current fiscal report did not specifically address overhead costs, other than noting that due to sharing a detachment with Coquitlam and Port Coquitlam, Anmore’s proportional share of costs would be very small.

Attempting to forecast the precise nature and cost of policing in 2043, however, remains highly speculative. Future costs will depend on multiple evolving factors: the renegotiation of a new national RCMP contract, potential infrastructure changes (such as the need for a new or expanded RCMP detachment in Coquitlam and Port Coquitlam), technological advancements, and regional growth initiatives.

What is clear, though, is that having a more diverse and stable tax base will place Anmore in a stronger position to manage these future responsibilities. The planned growth under the Anmore South Neighbourhood Plan will provide the financial resilience and flexibility needed to absorb these increased costs without disproportionately burdening current residents.

- **Spallumcheen is not a fair comparison for police costs, the population density is too low.**

Dismissing Spallumcheen as a comparator based solely on that factor overlooks key considerations in how policing costs are structured and managed in small municipalities. In lower-density communities, the geographic spread of residents can result in longer response times, increased travel distances, and higher per capita operational costs. In contrast, higher-density urban settings can benefit from greater efficiency in service delivery.

However, policing costs are not determined by density alone. More relevant comparators are municipalities that, like Anmore, operate independently of regional police services and manage community-scale services with limited administrative resources. Spallumcheen, despite its low density, shares this governance structure and thus provides a meaningful benchmark for assessing fiscal and service planning implications for a municipality of Anmore's scale.

Additionally, Spallumcheen provides a useful precedent for understanding the implications when a municipality surpasses the 5,000-resident threshold. Currently, policing in Anmore is funded through a provincial formula applied by the Solicitor General's office for municipalities under 5,000, and service levels are largely dictated by that framework. Once Anmore crosses that threshold, the Village will assume direct responsibility for policing costs and gain the ability to determine service levels locally.

It's also important to note that Anmore currently benefits from being part of the Coquitlam RCMP detachment. This arrangement arguably results in a level of subsidization, as policing resources are drawn from a broader, urban detachment without a direct cost recovery model specific to Anmore's usage.

- **Why didn't you ask Coquitlam what police costs are?**

The fiscal impact analysis relied on publicly available and standardized data sources to ensure consistency and comparability across municipalities. This approach avoids the variability and potential inconsistency that can arise from relying on informal or anecdotal primary research. While direct inquiry to the City of Coquitlam could be undertaken in the future, it may not provide particularly useful benchmarks for Anmore's planning purposes.

Coquitlam's policing needs and associated costs are shaped by factors that are significantly different from those in Anmore. These include the presence of rapid transit infrastructure (SkyTrain), large commercial and industrial zones, and a substantially larger population spread over a broader geographic area. As a result, the scale, complexity, and service model of the Coquitlam RCMP detachment do not offer a direct or scalable comparison to what Anmore is likely to face—even after crossing the 5,000-resident threshold.

Instead, the analysis focused on small municipalities with similar governance structures, service levels, and rural or semi-rural characteristics, which provide a more appropriate basis for forecasting Anmore's future policing responsibilities.

- **Anmore will still pay Port Moody for water since the water system connects for looping. Anmore can't get water to the reservoir as inexpensively as Port Moody.**

See previous answer.

MEMORANDUM



DATE: 2 May 2025
TO: Karen Elrick, CAO, Village of Anmore
FROM: Blair Erb, Coriolis Consulting Corp.
RE: Comments on Deloitte Responses to Questions about Fiscal Impact Analysis

1.0 Introduction

Deloitte recently completed an analysis of the potential impact of the proposed Anmore South neighbourhood on the Village of Anmore's annual operating revenues and operating costs. The final impact assessment report was submitted to the Village on 2 April 2025¹.

Coriolis Consulting reviewed the Deloitte analysis (as well as supporting materials) and provided comments on the April 2025 Deloitte report and the financial estimates².

Deloitte then presented its fiscal impact analysis to the Village of Anmore Finance Committee on 15 April 2025. A number of questions and comments were provided by Finance Committee members during the meeting. So, following the Committee meeting, Deloitte provided a follow up document to the Village that addresses a number of the questions and comments provide by the Committee.

The Village asked Coriolis to review the responses and additional information provided by Deloitte in this follow up submission and provide our comments. This memo summarizes our comments.

These comments should be reviewed in combination with the actual responses to the Committee member questions provided by Deloitte (see Attachment 1) as well as our previous 9 April 2025 memo which documents our comments on the Deloitte impact analysis.

2.0 Comments on Deloitte Responses

Generally, we agree with most of the responses provided by Deloitte (in the attached document). However, we have some follow up comments on a few items:

1. In the attached response, Deloitte confirmed that it thinks its property tax growth estimate of \$3,638,000 associated with Anmore South is reasonable. However (as outlined in our previous memo), we think this could be optimistic. Our most recent internal estimates indicate property tax growth up to about \$3,415,000 which is about \$223,000 lower than the Deloitte estimate.
2. Deloitte provided additional information and comments on the methodology used to estimate the potential increase in Anmore police service costs due to Anmore South. As outlined in our previous memo¹, we think that the approach used by Deloitte is reasonable. However, we think the estimated increased costs could be conservative. We think it is more reasonable to assume that police service costs will increase by about \$156,000 more than estimated by Deloitte.

¹ "Fiscal Impact Analysis, Anmore South Neighbourhood Plan", Deloitte, April 2025.

² Our comments are documented in a memo entitled "Review of Fiscal Impact Analysis for Anmore South", Coriolis Consulting, 9 April 2025.

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3. Part of the attached Deloitte response focuses on whether or not 100% of the estimated increase in police services costs should be allocated to Anmore South or whether some of the estimated cost increase should be allocated to other planned projects or growth areas in the Village. Our comments on this are as follows:
- If other potential new housing projects were incorporated into the analysis, then the estimated increase in total police service costs would be higher than assumed in the impact analysis as there would be more growth in the number of households and residents in Anmore. So, the total increase in police services costs to the Village would be higher (but with a lower share due to Anmore South).
 - The approach used in the overall impact analysis excludes impacts from any growth that could occur in the Village due to other planned projects and only focuses on Anmore South. So, like all items in the analysis, it is correct that the impact analysis assigns 100% of the estimated police services costs to Anmore South.
4. The fiscal impact analysis assumes that the increased costs (capital and operating costs) associated with fire service would be split between Belcarra and Anmore using the current cost sharing formulas. The additional response from Deloitte indicates that a more conservative approach could be considered which would assign 100% of any increase in costs to the Village and none to Belcarra. Deloitte does not indicate how this would affect the results of the impact analysis. However, if this approach is used, it would increase the assumed annual fire services costs to Anmore beyond the figures used in the impact analysis.

3.0 Conclusions

We generally agree with the follow up responses provided by Deloitte, with the exception of the items noted above.

Deloitte's impact assessment indicates that Anmore South will have a net positive operating impact of \$696,000 per year on the Village of Anmore. However, we think this is likely optimistic. After taking into account our suggested revisions to property tax revenues and police services costs that are noted above (a combined reduction of about \$379,000 per year) plus any impact of the changes suggested by Deloitte to the allocation of fire services costs between Anmore and Belcarra, the net annual operating impact would be significantly less.

Attachment 1:

Responses Provided by Deloitte Following Questions and Comments from
Finance Committee

The following information was provided by Deloitte following the 15 April Finance Committee meeting.

Anmore South | Finance Committee

Response to Outstanding Questions | May 6th 2025

- **Clarify the changes to property tax revenue assumptions between March + April Deloitte reports**

Between the March and April iterations of Deloitte's Fiscal Impact Analysis for the Anmore South Neighbourhood Plan, the principal revision was to realign the fiscal model with the Village of Anmore's 2024 adopted Financial Plan. This entailed updating both expenditures and revenue assumptions to reflect the latest budget and property tax rates, thereby ensuring internal consistency across the model and adherence to current-year policy settings. This approach reduces forward-looking uncertainty by analyzing the net fiscal impact as if Anmore South were fully built and operational under today's conditions - a standard practice in municipal fiscal modeling, consistent with Deloitte's prior analyses for Anmore in 2019 and 2021.

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This refined modeling enhances the accuracy and defensibility of the projected fiscal impacts, providing a robust framework for decision-making as the Village evaluates the financial implications of accommodating future growth.

- **Confirm assumptions on maintenance and refurbishment costs for roads and other infrastructure lifecycle costing methodology**

The analysis does not project capital replacement costs on a one-time basis. An "average annual lifecycle cost" approach was used, which reflects both maintenance (operational) and refurbishment (capital renewal) expenses.

This method amortizes expected costs over the useful life of each asset class (e.g., roads, water pipes, storm sewers) to estimate a steady annual financial impact.

The total annualized cost for new local government-owned infrastructure, specifically roads, water and storm infrastructure in Anmore South is estimated at \$813,000 per year. This figure is designed to reflect long-term refurbishment/replacement needs over time.

- **Confirm Local Service Area assumptions for Anmore South sewer system costs**

Due to new sewer infrastructure being confined within the physical boundaries of Anmore South, it is assumed the most equitable cost recovery approach is to institute a local area service tax that is levied only on Anmore South properties that benefit from the new infrastructure.

Due to these revenues and costs being localized to Anmore South and not affecting Village finances overall, they were excluded from the fiscal impact analysis. Detailed cost assumptions were not required for the analysis and were not prepared. It is assumed that however those costs are calculated, they are fully covered by the local area service tax.

- **Given Provincial Bill 44 legislation and planned development in Anmore, when might the Village population exceed 5,000 regardless of Anmore South?**

It is hard to predict what the impact of Bill 44 will have on Anmore. According to the population forecast provided, the Village of Anmore is expected to surpass the 5,000-resident threshold in the year 2043. If you look at the growth according to Stats Can, Anmore grew at 6.6% between 2016 – 2021. The projection is based on a detailed breakdown of population growth across multiple sources, including existing growth trends, contributions from the Hillside development, and incremental additions from the Anmore South neighbourhood plan.

- **Understanding the Components of Growth**

1. Baseline Village Population – This includes organic growth from existing neighbourhoods in Anmore. Between 2016 and 2021, the population increased from 2,210 to 2,355, reflecting a modest growth rate.
2. Hillside Development Contribution – If the project starts in 2027, it will add 874 residents, then assume that this will be built out over 10 years,
3. Anmore South Development Contribution – Starting in 2030, the Anmore South Neighbourhood Plan adds 180 residents, with this number held constant through each subsequent interval in the model. This likely reflects phased residential buildout over time.

	2016	2021	2025	2030	2034	2039	2043	2048
Total Pop	2210	2355	2510	4013	4656	4904	5168	5450

- **Should all the police cost impacts be assigned to Anmore South?**

The fiscal impact analysis uses a conservative approach that assigns 100% of the increase in policing costs to Anmore South. It could alternatively be argued that community growth is occurring in multiple areas that jointly contribute to Anmore eventually exceeding a population of 5,000. Sharing the impact of policing cost increases across the various contributors, including Hillside, smaller developments, infill, and additional units permitted by Bill 44, would reduce the cost impact associated with Anmore South. This would increase the net financial benefit to the municipality from the project.

Anmore South will contribute significantly to the Village's tax base and provide critical revenue that helps offset the increased costs associated with growth, including those related to policing.

- **Reconciling the estimated increase in employees with the assumed increase in operating costs.**

A committee member accurately noted an inconsistency between the Economic Impact Analysis and the Fiscal Impact Analysis. To resolve this, the employment estimates in the Economic Report should be revised to align with the Fiscal Report; no adjustments to the Fiscal Analysis are required.

The increase in operating costs associated with new development in Anmore South does not scale linearly with population or employee growth due to economies of scale and the efficient design of the proposed community.

As Anmore grows, many fixed costs—such as Village Hall operations, administrative staffing, and the core road network—remain unchanged. These essential services and infrastructure are already in place and do not require significant expansion to support a larger population. Similarly, core leadership positions like the Mayor, Council members, CAO, or department directors (e.g., Director of Engineering) do not need to increase simply because the population has grown by 10%.

Where growth does occur, it tends to be incremental and strategic—focused on operations, public works, or administrative support roles. Even in those areas, growth in costs is tempered by increased service delivery efficiency. For instance, a 10% increase in population might only require a 5% increase in staffing. Services such as governance, communications, and planning benefit from scale, technology, and streamlined workflows.

Additionally, Anmore South's compact, urban-style neighbourhood delivers further cost-efficiencies. Denser development means fewer roads, sidewalks, and utility lines per capita, which lowers maintenance and replacement costs. A clear example is snow clearing: 15 single-family homes on one-acre lots typically require about 1,500 feet of road frontage. The same number of townhouses can be served with just 200 feet of shared frontage—making snow clearing operations 7.5 times more efficient. This efficiency translates into significant savings in staff time, equipment use and fuel.

Similar benefits apply to waste collection, utility servicing, and infrastructure lifecycle management, where compact development reduces the physical footprint and service demand on a per-resident basis.

These efficiencies were confirmed by the fiscal impact analysis prepared by Deloitte, which concluded that Anmore South can generate substantial revenue increases for the Village without requiring a proportionate increase in costs. The Village's ability to absorb population growth while maintaining high service standards - and improving its financial sustainability - is a direct result of these combined efficiencies in governance, infrastructure, and land use.

- **Clarify fire service costs to ensure no changes are required.**

Both operating and capital costs associated with firefighting were reviewed in reference to the 2022 report by Dave Mitchell & Associates that assessed the impact of Anmore South on the Sasamat Volunteer Fire Department (SVFD).

The report identifies the requirement for an aerial apparatus to fight fires in taller buildings, the cost of which is estimated at \$1.5 million to \$2 million. The current fiscal report uses \$1.25 million. The report further states that a typical lifespan for such assets is 15 years. The current fiscal report uses 10 years.

The upfront capital cost of purchasing the apparatus will be borne by the developer so the issue for the fiscal impact analysis is whether a change is required in the estimated annual lifecycle replacement cost. The current fiscal report uses \$125,000 per year (\$1.25 million over 10 years), of which only 50% is assigned to Anmore per the cost-sharing formula for SVFD capital with the Village of Belcarra. Using the updated figures from the Mitchell report, the annual cost would be approximately \$133,000 (\$2 million spread over 15 years).

The approach throughout the fiscal analysis is to assume that current cost structures remain in place, but this may be unfair to Belcarra in the case of increased fire service costs. If the full capital cost replacement of \$133,000 is assigned to Anmore, this would exceed the current estimate of \$62,500 per year, a difference of \$70,500 per year.

Additional discussion of fire service impacts are provided in a later response.

- **Identify whether there will be any savings associated with water being supplied by Metro rather than Port Moody.**

Transitioning Anmore South's water supply from the City of Port Moody to Metro Vancouver offers several strategic advantages. First, it would displace the current intermunicipal arrangement, eliminating associated fees or markups that Port Moody may charge—resulting in direct savings for the Village or for a future Local Area Service district, depending on how the servicing is structured. In addition to cost savings, this shift would enhance Anmore's infrastructure independence by reducing reliance on neighbouring municipalities for critical utilities. This independence allows for more resilient operations, better long-term service planning, and a self-contained utility model tailored to the community's needs. Furthermore, Metro Vancouver's regional water system is engineered for urban-scale service delivery, offering improved pressure management, higher fire flow capacity, and greater system redundancy—factors particularly important for hillside and higher-density developments like Anmore South.

That said, further engineering work will be required to determine the most effective way to integrate the new Metro Vancouver water connection into Anmore's existing water network. This integration analysis falls outside the current scope of the Anmore South neighbourhood planning process.

- **Is there a need to understand phased financial impacts year by year instead of just looking at full build-out?**

The request to understand phased financial impacts on a year-by-year basis falls outside the scope of what was outlined in the Council-approved Terms of Reference. The analysis completed to date was based on a full build-out scenario, as specifically requested by the Village. Producing a detailed, phased financial model would require a substantial amount of additional work and resources.

- **Why is there a 60% increase in staff in Economic Report but only a 20% increase in staff costs in Fiscal Report?**

This discrepancy has been correctly identified as an internal inconsistency between the Economic Impact Report and the Fiscal Impact Analysis. The issue can be addressed by making a slight adjustment to the employment estimates in the Economic Impact Report to better align with the assumptions used in the Fiscal Analysis. There is no need to revise the Fiscal Impact Analysis itself, as its staffing cost projections remain accurate and internally consistent with its overall methodology.

- **Clarify fire service cost assumptions – they appear low as there is a need for new training and equipment to address 6-storey wood frame buildings.**

We accounted for the new requirements by increasing per-household costs by 25%. More specific guidance on the size of the necessary cost increase was not provided in the Mitchell report.

The need for new training and equipment to address 6-storey wood-frame buildings is acknowledged in the Fire Impact Assessment Addendum prepared for the Anmore South OCP Amendment. Key points from the report include:

Current Service Level: The Sasamat Volunteer Fire Department (SVFD) currently operates at an Exterior Operations level, which restricts firefighting to outside the structure.

- **Upgrading Requirements:** With population growth and increased building density—especially with structures over three storeys—there is a recognized need to upgrade to Interior Operations or even Full-Service levels. This upgrade requires:
 - New firefighter training,
 - Enhanced safety protocols,
 - Expanded response planning, and
 - New operational guidelines.
- **Building Height & Equipment Needs:** The plan includes multiple buildings up to 6 storeys, which triggers the requirement under Fire Underwriters’ standards for an aerial apparatus (ladder truck) once more than five buildings exceed three storeys. A fully equipped ladder truck (Type 1 fire engine) is estimated to cost between \$1.5–\$2 million.
- **Recruitment Challenges:** The volunteer nature of the SVFD presents recruitment and retention challenges, especially given the increased demands. Some municipalities have mitigated this by offering firefighter housing or affordability supports. Icona has addressed this by offering to provide accommodations for firefighter fighters in Anmore South.

- **Clarify fire engine cost - it is higher in the Phase 1 Fire Impact Analysis than the Fiscal Impact Analysis.**

According to the Phase 1 Fire Impact Assessment prepared by Dave Mitchell & Associates, the estimated cost of a new fully-equipped “Type 1” fire engine with aerial apparatus is between \$1.5 million and \$2 million. This is a more accurate reflection of current market conditions for this type of apparatus, especially considering the specialized equipment and functionality required to service buildings up to 6 storeys.

Importantly, this capital cost is expected to be covered by the developer as part of their Community Amenity Contributions (CACs). This is consistent with how capital contributions are typically negotiated during the rezoning and development approval processes.

Moreover, the introduction of this new aerial fire truck, along with the associated training and upgrades to service level (moving from “Exterior Operations” to “Interior” or potentially “Full-Service”), will significantly enhance fire protection and emergency response capabilities. This investment won’t only benefit the new Anmore South neighbourhood—it will improve overall emergency service levels for all residents of Anmore, helping ensure a safer, more resilient community.

- **Belcarra will not support paying their share of higher fire service cost.**

The current cost-sharing formula between Anmore and Belcarra for fire services was maintained in the most recent version of the fiscal analysis. However, it's important to note that earlier drafts of the study had conservatively assigned 100% of future fire service cost increases to Anmore, specifically to reflect the anticipated impact of the Anmore South development.

The decision to revert to the current shared formula followed feedback from the Village review. However, given Belcarra’s clear indication that it will not support an increased financial share, and to avoid any overestimation of shared contributions, it may be prudent to revert to the more conservative approach. That would mean assigning all incremental fire service costs related to Anmore South exclusively to Anmore, aligning the analysis with political and practical realities.

- **Clarify Police Service costs assumptions – they appear low as the police service tax only covers officers, not equipment, jails, etc.**

Once the Village surpasses 5,000 residents, expected around 2043, it will transition to a municipal policing model. The financial impact of this transition has already been comprehensively analyzed in the Fiscal Impact Report, which models the cost of policing under a post-5,000 population scenario using data from comparable municipalities across British Columbia. The projected cost increase is from \$313,000 today to approximately \$1.08 million annually. It is correct the current fiscal report did not specifically address overhead costs, other than noting that due to sharing a detachment with Coquitlam and Port Coquitlam, Anmore’s proportional share of costs would be very small.

Attempting to forecast the precise nature and cost of policing in 2043, however, remains highly speculative. Future costs will depend on multiple evolving factors: the renegotiation of a new national RCMP contract, potential infrastructure changes (such as the need for a new or expanded RCMP detachment in Coquitlam and Port Coquitlam), technological advancements, and regional growth initiatives.

What is clear, though, is that having a more diverse and stable tax base will place Anmore in a stronger position to manage these future responsibilities. The planned growth under the Anmore South Neighbourhood Plan will provide the financial resilience and flexibility needed to absorb these increased costs without disproportionately burdening current residents.

- **Spallumcheen is not a fair comparison for police costs, the population density is too low.**

Dismissing Spallumcheen as a comparator based solely on that factor overlooks key considerations in how policing costs are structured and managed in small municipalities. In lower-density communities, the geographic spread of residents can result in longer response times, increased travel distances, and higher per capita operational costs. In contrast, higher-density urban settings can benefit from greater efficiency in service delivery.

However, policing costs are not determined by density alone. More relevant comparators are municipalities that, like Anmore, operate independently of regional police services and manage community-scale services with limited administrative resources. Spallumcheen, despite its low density, shares this governance structure and thus provides a meaningful benchmark for assessing fiscal and service planning implications for a municipality of Anmore's scale.

Additionally, Spallumcheen provides a useful precedent for understanding the implications when a municipality surpasses the 5,000-resident threshold. Currently, policing in Anmore is funded through a provincial formula applied by the Solicitor General's office for municipalities under 5,000, and service levels are largely dictated by that framework. Once Anmore crosses that threshold, the Village will assume direct responsibility for policing costs and gain the ability to determine service levels locally.

It's also important to note that Anmore currently benefits from being part of the Coquitlam RCMP detachment. This arrangement arguably results in a level of subsidization, as policing resources are drawn from a broader, urban detachment without a direct cost recovery model specific to Anmore's usage.

- **Why didn't you ask Coquitlam what police costs are?**

The fiscal impact analysis relied on publicly available and standardized data sources to ensure consistency and comparability across municipalities. This approach avoids the variability and potential inconsistency that can arise from relying on informal or anecdotal primary research. While direct inquiry to the City of Coquitlam could be undertaken in the future, it may not provide particularly useful benchmarks for Anmore's planning purposes.

Coquitlam's policing needs and associated costs are shaped by factors that are significantly different from those in Anmore. These include the presence of rapid transit infrastructure (SkyTrain), large commercial and industrial zones, and a substantially larger population spread over a broader geographic area. As a result, the scale, complexity, and service model of the Coquitlam RCMP detachment do not offer a direct or scalable comparison to what Anmore is likely to face—even after crossing the 5,000-resident threshold.

Instead, the analysis focused on small municipalities with similar governance structures, service levels, and rural or semi-rural characteristics, which provide a more appropriate basis for forecasting Anmore's future policing responsibilities.

- **Anmore will still pay Port Moody for water since the water system connects for looping. Anmore can't get water to the reservoir as inexpensively as Port Moody.**

See previous answer.

Village of Anmore

Anmore South OCP Amendment Application & Neighbourhood Plan Community Engagement Framework

February 20, 2024

Situation Analysis

The future of the Anmore South property (formerly called the IOCO lands) owned by icona Properties Ltd. (icona) is one of the most significant development initiatives being proposed for Anmore.

Official Community Plan (OCP) Amendment Bylaw No. 686-2023 associated with the application received from icona was given First Reading by Council, which initiated a comprehensive review process that includes community engagement. The proponent has also submitted proposed terms of reference for a Neighbourhood Plan for the area, which will be reviewed by staff for further recommendations on areas where refinement may be required, then forwarded to Council for consideration. The terms of reference will provide more details about what will be included in the Neighbourhood Plan as a guide for future development. The combined submissions from icona indicate they are interested in a development that would require changing the land use designation from Rural to Urban, along with other significant and comprehensive policy updates. As a result, this application triggers a much different – and much more comprehensive – process than the subdivision application that is currently in place for the property, and it will require approval processes through Council and Metro Vancouver.

In general, icona is proposing amendments to the OCP that would allow for land development that includes a broader mix of housing beyond single-family homes, such as townhouses and condominiums. Their proposal also includes opportunities for small commercial businesses like a local grocery, shops and services. The OCP amendment application is for 3,300 homes in a mix of multi-family and mixed-use buildings that would be built over a 25-year period as well as the development of parks, trails, natural areas and recreational and community facilities.

This type of development would have a significant impact on Anmore and requires careful consideration of what it would mean for the community, what types of housing and commercial businesses would be acceptable and how the development would fit with Anmore's semi-rural community.

Some of the key requirements for a development proposal of this type include:

- amendments to Anmore's OCP;
- development of a Neighbourhood Plan to align with the OCP to provide more detailed parameters for the type of development that would be permitted;
- Regional Growth Strategy update, including a change to the designation from Rural to Urban for the Anmore South property, and adding this area of Anmore to the Urban Containment Boundary; and
- amendments to Anmore's Zoning Bylaw to add new zoning and requirements.

The recommendations in this Community Engagement Plan provide a framework that forms the foundation for how the information sharing and consultation on this project would be implemented, including principles for community engagement, target audiences and the general methodology that would be applied.

Details related to scheduling and implementation are pending Council's direction on the Neighbourhood Plan Terms of Reference and direction to staff.

Target Audiences

A number of audiences may have interest in or be affected by any changes Anmore's OCP and potential future development of the Anmore South lands.

The following is a list of primary audiences for the recommended community engagement process:

- Anmore residents
- Anmore Council Advisory Committees
- Anmore community groups/organizations
- First Nations with traditional territory within Anmore's municipal boundaries

In addition to ongoing discussions with icona as the landowner and proponent for Anmore South, the following is a list of organizations that would be approached to participate in an intergovernmental engagement process to review and discuss regulatory and service impacts and requirements.

- Metro Vancouver
- City of Port Moody
- Village of Belcarra
- School District 43
- BC Hydro
- TransLink
- The Port of Vancouver
- Destination BC
- Tri-Cities Chamber of Commerce
- Community Futures
- Sasamat Volunteer Fire Department
- Fraser Health
- BC Ambulance
- RCMP
- Burrard Inlet Marine Enhancement Society

Targeted Outcomes

The targeted outcomes for the community engagement process include the following:

- Achieve broad representation of Anmore residents in the Village's community engagement activities to support an informed community with the majority of residents sharing their input and feedback.
- Increase awareness and understanding about what is being proposed in the OCP amendment for Anmore South and the related Neighbourhood Plan, including:
 - what is included (the form and function, density, location for housing and amenities, types of commercial services, etc.);
 - how the OCP amendment and Neighbourhood Plan would be applied to guide future decisions related to development;
 - the various policy steps required; and
 - the process to review and consider these changes before decisions are made.
- Increase awareness and understanding of the technical studies and analysis being completed, including responding to questions to equip Anmore residents and other interested/affected audiences with background information related to how the OCP amendment and Neighbourhood Plan would affect Anmore.
- Gain insight into the community's perspectives on icona's vision for Anmore South and how this vision would be implemented, including:
 - Anmore residents' priorities and concerns related to the proposed OCP Amendment and the Neighbourhood Plan; and
 - additional ideas for consideration.
- Achieve an informed community that is aware of the process that was followed and how their input and feedback were applied in conjunction with technical studies and policy requirements to develop the recommendations for Council's decision and direction related to the proposed OCP amendments and a Neighbourhood Plan for Anmore South.

Community Engagement Values and Principles

IAP2 Core Values for Community Engagement

1. Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.
4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
5. Public participation seeks input from participants in designing how they participate.

6. Public participation provides participants with the information they need to participate in a meaningful way.
7. Public participation communicates to participants how their input affected the decision.

Principles for Community Engagement

The following principles support proactive, transparent and responsive communication and engagement:

- Consider all audiences. Identify and engage with people and organizations who will be affected by the project, including residents and community groups.
- Open and honest. Adhere to transparency in decision making and a commitment to sharing information, data and other materials without undue process, particularly when information is readily available, to assist with establishing trust and credibility.
- Factual, relevant and accurate. Present information clearly, explain the project considerations, including challenges, opportunities and other technical study components being assessed.
- Timely and proactive. Provide information and community engagement with residents and interested/affected organizations early in the process as well as at regular intervals.
- Engaging. Integrate community engagement with processes to improve community consultation, build relationships with residents and local interested/affected organizations, and support ongoing community engagement to promote meaningful conversations.
- Apply best practices: Use multiple communication methods to notify affected audiences about opportunities to share input/participate in community engagement. Provide multiple methods to share input to maximize opportunities for all residents to participate and develop a community engagement summary report that will be shared broadly and proactively with affected communities/audiences.

Challenges

The following are challenges that may impede effective communication and engagement.

- It appears that icona is planning to do its own community engagement at the same time that the Village-led community engagement would be implemented, which could cause confusion in the community about who is leading what process, how their input will be applied and potential consultation fatigue.
- There is still information circulating about the 2021 community engagement related to Anmore South, which may result in some confusion about this new and separate process.
- There is a lot of technical information related to the various studies that will be important to share with the community to support an informed discussion about the future of Anmore South; however, some of the studies may involve complex information and analysis by subject matter experts that will require explanations in laypersons terms, with analogies and examples that are relatable.

- It is important to get input and feedback from target audiences, particularly broad representation from Anmore residents; however, people are busy, which may make it difficult to reach and engage them.
- There may be confusion about the process related to an OCP amendment and Neighbourhood Plan compared to Zoning changes and a development application.
- The engagement with affected First Nations requires time and attention to respectful protocols, which may affect the timeline for considering the OCP amendment.

Methodology

The proposed community engagement process involves an iterative approach that includes sharing information as it becomes available, providing opportunities for target audiences to provide input and feedback as well as to ask questions, sharing what is learned from consultation and then repeating the cycle as the OCP amendment and Neighbourhood Plan development consideration process moves forward.

To support broad outreach and participation, the methodology involves using a variety of communication tactics to share information and notify target audiences about opportunities to participate in community engagement activities, as well as a mix of methods to consult with affected audiences.

Inform

To support an informed community, the following are examples of the types of information that would be communicated:

- Provide details on the OCP amendment, how it affects the Anmore South lands and the rest of Anmore based on the various studies being completed and advice from the Village's community planning team.
- Outline how an OCP is used to guide development in the community.
- Provide details of the Neighbourhood Plan, the terms of reference, what is included, and how it guides development in Anmore South.
- Outline how a Neighbourhood Plan is used to establish parameters for the types of development in the community.
- Provide an overview of future policies that would also need to be reviewed before any development would take place.
- Outline the overall process for this type of planning initiative – steps, requirements, decision points.
- Share the analysis outcomes and other details from the various technical studies required, including:
 - traffic impact studies and projections of the resulting new population;

- a complete analysis of impacts on Village finances resulting from development, including revenues and expenditures, asset management, and capital and operating considerations such as additional costs for policing and fire response;
 - wildfire/fire impact strategies;
 - an assessment of the amenity needs generated by the new population;
 - social equity and inclusivity, including marginalized persons, aging in place and accessibility;
 - environmental impact assessments; and
 - an analysis of potential job creation/employment impacts.
- Provide regular updates on how to stay informed and participate in opportunities to share input/feedback.

Notify and Inform Tactics

The following are examples of communication tactics used to share information and notify audiences about opportunities to participate in community consultation opportunities.

- *Anmore Advisor*
- Direct mail flyers/postcards
- Presentation materials (Handouts, Boards and PowerPoint)
- Email notifications
- Postcards
- Village Facebook page
- Media relations (news release, media briefing/backgrounders)
- Village website
- Outdoor signs
- Community Engagement Summary Reports

Consult

In general, the methodology for community consultation would be done in phases as information related to the planning process becomes available.

When focusing on gaining insight into community priorities and concerns related to the OCP amendment and seeking feedback on the vision and Neighbourhood Plan for Anmore South, the initial consultation steps would involve providing opportunities for more in-depth discussion, such as through workshops, advisory committees and small group meetings.

The next step would involve tactics such as open houses and surveys to collect feedback on the input shared through the workshops and meetings. It is recommended that the Village use a

professional research firm to host and manage the community survey(s) and to assist with developing survey questions.

When sharing technical studies and providing opportunities to ask questions and provide feedback, the Village would organize and host the various community engagement activities; however, the subject matter experts involved in the studies would be responsible for presenting the information and responding to questions.

As well, as part of its commitment to the truth and reconciliation process and to build relationships, the Village would also consult with First Nations who have traditional territory within Anmore's municipal boundaries.

The following are some of the topics that would be included as part of community consultation.

- Feedback on icona's vision of Anmore South and how it will be defined through a Neighbourhood Plan, including what respondents like, don't like, or would like to see in relation to:
 - density/housing;
 - parks, trails and other recreation amenities;
 - commercial uses – what types;
 - protected areas/dedicated green space; and
 - design guidelines, such as the general look and feel of the area, where buildings are located, how they are designed within the landscape.
- Feedback on the proposed amendments to the OCP bylaw, including concerns, priorities and level of support for the proposed OCP amendment.
- Input on priorities and/or concerns that respondents want to see addressed through policy, plans or other measures, as well as ideas to mitigate concerns or leverage opportunities.
- Feedback and response to questions on technical studies, including asking questions for clarifications, outlining priorities and/or concerns and sharing ideas to mitigate concerns and/or leverage opportunities.

Consult Tactics

- Workshops (in person, virtual, single or multiple topics)
- Feedback forms
- Open Houses (In person)
 - Display boards (in person) and presentation (Zoom/Teams) with study highlights.
 - Subject matter experts to provide information and respond to questions
 - Activities to provide input/feedback

- Community idea boards
- Council Advisory Committee meetings
- Small Group Meetings:
 - Anmore neighbourhoods
 - Community groups/organizations
- Community Surveys
- Public Hearing (as per legislated requirements)

Schedule

The schedule for the community engagement would align with the planning processes underway, as well as the completion of the various studies and analysis. In general, it is noted that each phase of the community engagement process will take several months to complete.



Village of Anmore

Anmore South OCP Amendment Application & Neighbourhood Plan Development

Phase 3 Community Engagement Plan

January 21, 2025

Situation Analysis

The process to consider the proposed amendments to Anmore's Official Community Plan and develop a Neighbourhood Plan for Anmore South is now in Phase 3. As per the Terms of Reference approved by Council, Phase 3 involves a comprehensive evaluation of the Preferred Land Use Plan determined in Phase 2, including preparing engineering studies and technical assessments.

In general, these studies provide details on how the Preferred Land Use Plan would affect Anmore in terms of traffic and transportation, utility requirements, environmental impacts and financial considerations, including property tax impacts, service requirements, economic and employment impacts and a commercial/retail demand analysis.

While this phase provides context for how the proposed vision for Anmore South would affect Anmore and will answer many of the questions raised in the Phase 1 community engagement, it is also important to note that this stage of a planning process is focused on overall vision for the area and high level details related to density, housing mix, commercial areas and dedicated area for green space, programmed park and trail space and recreational amenities. If the OCP amendment and Neighbourhood Plan are approved, more detailed planning work is still required as part of rezoning and subdivision planning. This means that there will likely still be questions that cannot be fully addressed at this stage in the planning process.

The recommendations for the Phase 3 community engagement outlined in this plan adhere to the approved *Community Engagement Framework* for this process, including principles for community engagement, target audiences and the general methodology that would be applied.

Details related to scheduling and implementation are pending the completion of the Phase 3 technical studies and assessments, including review by Village staff and any required adjustments by the Applicant. This phase will include a mix of inform and consult tactics.

Target Audiences

The following is a list of primary audiences for the recommended community engagement process:

- Anmore residents
- Anmore Council Advisory Committees
- Community groups and affected/interested organizations:
 - BC Hydro
 - Destination BC
 - Tri-Cities Chamber of Commerce
 - Community Futures
 - Sasamat Volunteer Fire Department
 - Parent Advisory Council (PAC)
 - Burrard Inlet Marine Enhancement Society

- Anmore Garden Club
- Tri-Cities Bear Aware
- First Nations with traditional territory within Anmore's municipal boundaries

In addition to ongoing discussions with icona as the landowner and proponent for Anmore South, the following is a list of organizations that would be included in the referral process as per Section 475 of the *Local Government Act*. Section 475 notes that "During the development of an official community plan, or the repeal or amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected."

The referral process will reflect the motion put forward to Council at the February 4, 2025 Regular Council meeting as follows:

THAT in relation to Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023 with respect to the development of a Neighbourhood Plan for the site identified as the Anmore South Development and shown on the attached map affecting PID 031-060-447 Lot 1 DL 269 Group 1 NWD District Plan EPP99431, PID 031-060-455, Lot 2 DL 269 Group 1 NWD District Plan EPP99431 and PID 031-060-463 Lot 3 DL 269 Group 1 NWD District Plan EPP99431, the Council will provide the following opportunities it considers appropriate for consultation with persons, organizations, or authorities it considers will be affected including:

- the municipalities of the Village of Belcarra and the City of Port Moody;
- School District 43;
- affected First Nations being Musqueam Nation, Kwikwetlem First Nation, Squamish Nation and Tsleil-Waututh Nation;
- TransLink;
- the Greater Vancouver Regional District (Metro Vancouver);
- Vancouver Fraser Port Authority
- Fraser Health
- BC Ambulance
- RCMP
- the owners and occupiers of the property within 100 metres of the subject property.

who are invited to comment on the most recent proposed plan.

AND THAT consultation in the plan development process will include initial contact to apprise persons of the nature of the proposed amendment, and the Council will consider any comments received prior to proceeding to any public hearing;

AND THAT the proposed Anmore South OCP Amendment Application & Neighbourhood Plan Phase 3 Community Engagement Plan outlined in the report dated January 21, 2025 from Mickelson Consulting Inc. be endorsed.

Targeted Outcomes

Targeted outcomes for Phase 3:

- Achieve broad representation of Anmore residents in the Village's community engagement activities to support an informed community with the majority of residents sharing their input and feedback.
- Increase awareness and understanding of the technical studies and analysis being completed, including responding to questions to equip Anmore residents and other interested/affected audiences with background information related to how the OCP amendment and Neighbourhood Plan would affect Anmore.
- Gain insight into the community's perspectives on icona's vision for Anmore South and how this vision would be implemented compared to the current RS-1 zoning.
- Achieve an informed community that is aware of the process that was followed and how their input and feedback were considered in conjunction with technical studies and policy requirements to develop the recommendations for Council's decision and direction related to the proposed OCP amendments and a Neighbourhood Plan for Anmore South.

Phase 3 Tactics

To support broad outreach and participation, Phase 3 will include a variety of communication tactics to share information and notify target audiences about opportunities to participate in community engagement activities, as well as a mix of tactics to consult with affected audiences.

Phase 3 will also include engagement with First Nations, which is being conducted as a separate process.

Notify and Inform Tactics

The following are examples of communication tactics used to share information and notify audiences about opportunities to participate in community consultation opportunities.

- Direct mail flyers/postcards
- Presentation materials (e.g. handouts, boards)
- Email notifications
- Village Facebook page
- Media relations (news release, media briefing/backgrounders)
- Village website
- HaveYourSayAnmore.com
- Outdoor signs in high traffic areas
- Community Engagement Summary Report

Consult Tactics

- Open House(s)
- Council Advisory Committee meetings
- Notification letter with offer to meet sent to community groups/organizations
- Community survey
- HaveYourSayAnmore.com
- Referral letters for intergovernmental engagement

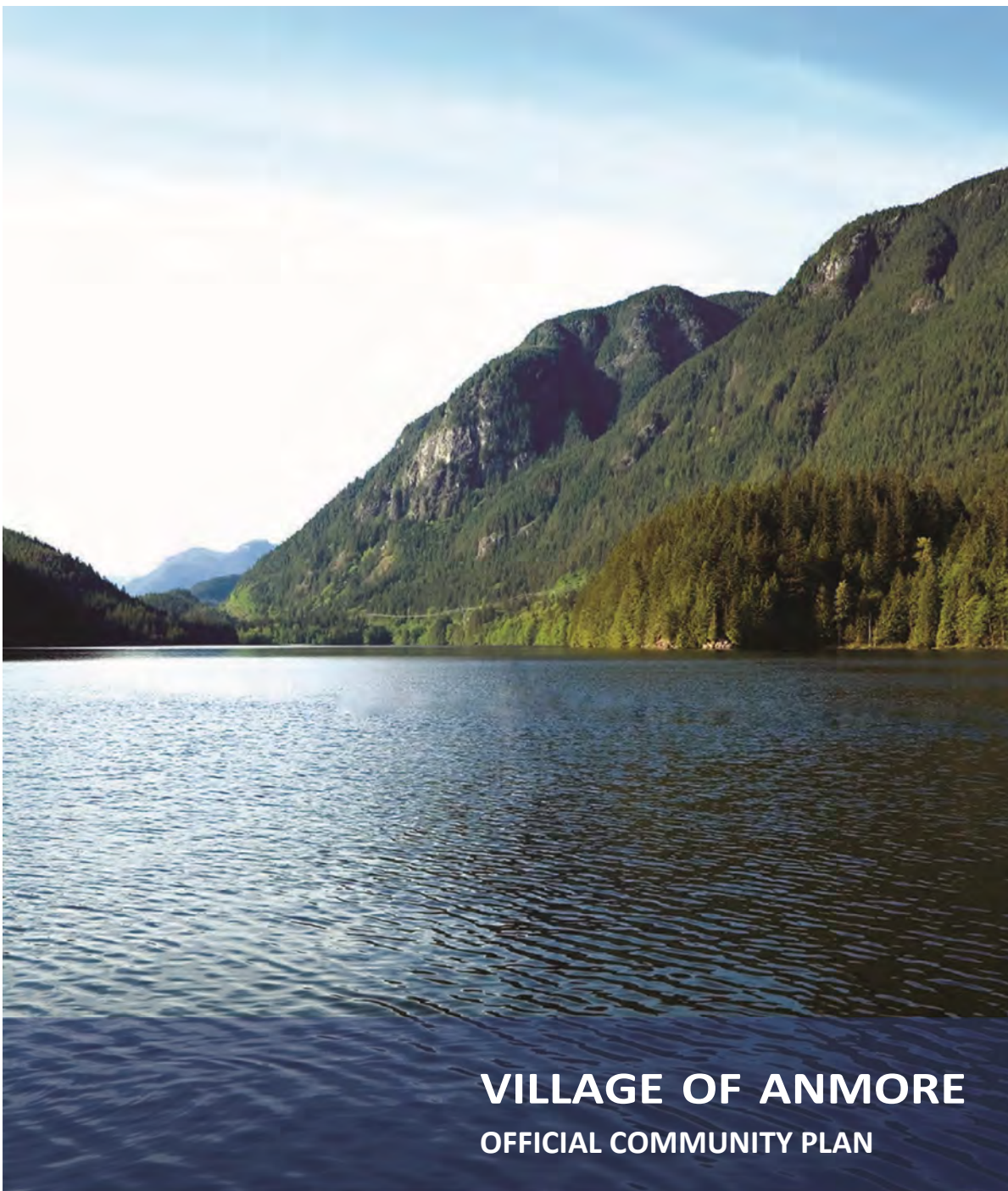
The approach to this phase of engagement will begin with sharing information on the outcomes from the technical studies and assessments to raise awareness in the community about how the preferred land use plan would affect Anmore.

This will include sharing information on the studies through multiple communication methods to support an informed community and providing an opportunity for residents to ask questions.

The next step would involve a community survey to gain insight into the community's priorities related to the preferred land use plan for Anmore South as defined through the proposed OCP amendment and Neighbourhood Plan. The survey would focus on key factors that differentiate the proposed amendment and Neighbourhood Plan from the existing RS-1 zoning.

Schedule

The schedule for the community engagement in Phase 3 will align with the planning processes underway, as well as the completion of the various studies and analysis. Based on current projections for the completion of these planning tasks, it is anticipated that the Phase 3 community engagement process will take place February-March 2025.



VILLAGE OF ANMORE

OFFICIAL COMMUNITY PLAN



TOWARDS A SUSTAINABLE FUTURE

SCHEDULE A TO BYLAW NO. 532, 2014

This is a consolidated copy of the Official Community Plan Designation Bylaw No. 532,2014 provided for Convenience.

1. Community Plan Designation Bylaw No. 532-2014
2. Community Plan Amendment Bylaw No. 576-2018
3. Community Plan Amendment Bylaw No. 590-2019

For copies of original bylaws please contact Manager of Corporate Services.

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Last Amendment **MAY 19, 2025** – TO Be Removed once adopted

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Foreword and Acknowledgements

This Official Community Plan Update is the outcome of a full year of research, public participation and planning. Many individuals and groups contributed to the development of the ideas and policies herein. The authors are grateful to everyone who provided interest, perspective, and support. In particular, we wish to recognize the following people for the exceptional amount of time and energy they invested in the planning process.

Village of Anmore Council

Mayor Heather Anderson

Councillor Tracy Green

Councillor John McEwen

Councillor Kerri Palmer Isaak Councillor Ann-Marie Thiele

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Peter Gardner, Village of Anmore Engineering Consultant

Christie Gibson, Village of Anmore Environmental Consultant

Jamie Vann Struth, Financial Sustainability Plan, Financial and Demographic Projections

The successful implementation of the Official Community Plan Update is dependent on the continued collaboration of individuals, organizations and government bodies. Working together, the results of this collaboration will build a strong, sustainable future for Anmore.

Respectfully submitted,
CitySpaces Consulting Ltd.
September 2014

1. INTRODUCTION AND CONTEXT



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

In reflection of its semi-rural character of the lands outside the Urban Containment Boundary, the Village of Anmore (“the Village”) aspires to ~~slow~~ growth, largely in step with the prevailing settlement pattern. ~~Unlike its near neighbours – Port Moody and Coquitlam – the Village is not planning for significant change~~ For the lands within the Urban Containment Boundary, Council ~~but~~ remains open to innovative proposals including higher density forms of and forms of “small density” development.

Lands in Anmore that are within the Urban Containment Boundary include Eagle Mountain Middle School, Anmore Green Estates, and the Anmore South Neighbourhood, of which only Anmore South has remaining development potential.

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OUR COMMUNITY PROFILE

Anmore and the Metro Vancouver Region

In the next 2539 years, Metro Vancouver is expected to grow by 1-20.8 million 800,000 residents, reaching 3.84 million by 205044. To varying degrees, this increase will take place in all communities. ~~As a small rural community, Anmore is not expected to absorb a significant portion of this regional growth – although by 205044, our~~ Anmore’s current population of approximately 2,4200 is expected to ~~reach almost double to~~ about 4,0008,500 residents.

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The Metro Vancouver Regional Growth Strategy (RGS) sets out land use policies intended to focus regional growth within urban service areas, supported by transportation networks, regional infrastructure and community services. The Anmore South Neighbourhood (former IOCO Lands) is identified in the Regional Growth Strategy (RGS) as a Special Study Area for an alternate land use and potential future inclusion including within the Urban Containment Boundary. ~~Anmore is identified in the RGS as a rural community and is not expected to absorb a large proportion of regional population growth (0.2%), or be connected to regional services, as it is outside the Urban Containment Boundary.~~

The two maps on the following page show Anmore in the context of its neighbouring municipalities, and within the context of Metro Vancouver.



Map 1: Anmore and Nearby Municipalities



Map 2: Anmore in a Regional Context

OUR ENVIRONMENT

Located within the Coastal Western Hemlock Biogeoclimatic Zone, the local topography is characterized by steep slopes, mature forests, creeks and wildlife habitat. Much of the Village's land area is dedicated as park or environmentally sensitive and remains largely undeveloped.

Significant parks and natural areas include Indian Arm Provincial Park, Buntzen Lake Recreation Area, and the watersheds of salmon-bearing Mossom creek, North Schoolhouse creek and other smaller watercourses, some of which provide drinking water to residents. The ecology of these areas supports a wide variety of wildlife, including habitat for bears, deer, birds, fish, amphibians and other flora and fauna.

OUR POPULATION AND HOUSING

Although Anmore's population growth has been low in relation to some other municipalities, it has experienced fairly steady growth over the past 15 years when the Village had 1,000 residents.

When the OCP was adopted in 2005, Anmore's population was about 1,800. The 2011 Census of Canada reported a population of almost 2,100 – an average annual growth rate of three percent. The median age of the population was 40.9 years, slightly older than Metro Vancouver at 40.2 years.

- Anmore is a family-oriented community, attracting residents who value the outdoors and the friendly, semi-rural lifestyle. In 2011, more than 25% of the population was 17 years or younger, a much higher proportion of children and youth than Metro Vancouver at 19%. The average number of persons per family was 3.3, compared to Metro Vancouver's 2.9.
- Anmore's residents also have higher annual incomes than Metro Vancouver as a whole. In 2010, the median family income was \$160,038 compared to \$63,347 for Metro Vancouver as a whole.
- Seventy percent of dwellings are single-detached. The remainder are semi-detached or duplex. There are no townhouses or apartments.
- Most residents own their homes; only 12% of households are rented. The majority of property owners are between the ages of 35 and 44, followed by those aged 45 to 64. Among those who rent, the typical age-range is between 45 and 54.

Other Selected Indicators	Anmore	Vancouver CMA
Did not move between 2006 and 2011	67%	54%
University Degree	32%	24%
Labour Force Participation	74%	67%
Worked at Home	15%	8%
Public Transit to Work	13%	20%
Commuting Time (minutes)	30.3	25.6

OUR EXISTING LAND USE

Since the first homesteaders settled in the area, the settlement pattern has consisted of homes on large lots, typically one acre, and on individual septic sewage systems. Considerable park and conservation areas further contribute to a semi-rural character, while services and urban amenities are accessible in neighbouring municipalities.

The predominant land uses are environmental, followed by residential. There are currently only two commercial uses – the Anmore Grocery Store and the Anmore Camp and RV Park – plus home-based businesses. Institutional uses include the Anmore Elementary School, Eagle Mountain Middle School, Village Hall, firehall and public works yard.

The Anmore South Neighbourhood located in the southwest of the municipality will be developed in accordance with the Anmore South Neighbourhood Plan (see Chapter Section 12) and will provide the opportunity for a variety of land uses. The Imperial Oil Lands (IOCO Lands), located in the southwest of the Municipality were for sale at the time of this OCP Update. As of April 2014, no plan or proposal has been submitted by the current property owner. It is anticipated that any planning for the Imperial Oil Lands with a new owner, will be through a separate and comprehensive process, involving the community to discuss questions relating to land use and density, environmental attributes, parkland potential, servicing requirements, transportation and community amenities.

OUR FINANCIAL SUSTAINABILITY

Unlike many Metro Vancouver municipalities, nearly all of Anmore’s revenue comes from residential property tax. Thus, the Municipality is limited in terms of the revenue that can be generated, without raising property taxes to fund road maintenance, street lighting, water system repairs or replacement, and other significant capital and operating expenditures.

Annual property tax is a significant expenditure for property owners. In addition to funding municipal services, taxes also fund services provided by Metro Vancouver and School District 43. The sidebar table shows the average property taxes in 2012 for selected municipalities.

In 2013, the Village commissioned a Financial Sustainability Plan¹, to assess Anmore’s long-term financial sustainability. Currently, the Village’s financial reserves are not sufficient to cover current infrastructure replacement costs, nor anticipated future costs. The Plan examined alternative development scenarios to determine what development characteristics would be most conducive to achieving financial sustainability. The consultant’s main conclusions that are most relevant to this OCP were to:

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

FOUR KEY BACKGROUND PAPERS:

- OCP Update Process: provided an introduction to the process and explained the importance of an OCP to the community.
- Population Profile: outlined the growth trends and changes experienced amongst the Anmore population since the last OCP was updated in 2005.
- Parks & Environment Profile: identified the many connections between the Village and the surrounding natural setting, in relation to our parks and outdoor interests.
- Land Use Profile: described the various forms and types of development that exist currently in the Village, along with implications to affordability

Municipality	Average Annual Property Tax Per Lot
Anmore	\$5,000
Port Moody	\$5,000
Belcarra	\$4,000
Avg. Metro Vancouver	\$4,800

¹ Vann Struth Consulting Group Inc. Village of Anmore Financial Sustainability Plan, 2013

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· ~~Monitor growth to avoid crossing the 5,000 population threshold that would trigger significant policing costs, and likely add to other infrastructure costs.~~

PROVINCIAL GOALS: *LOCAL GOVERNMENT ACT*

In addition to sections specifically related to an OCP, the Local Government Act encourages an OCP to “work towards the purpose and goals” referred to in Section 849. There are 14 statements:

- avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;
- settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit;
- the efficient movement of goods and people while making effective use of transportation and utility corridors;
- protecting environmentally sensitive areas;
- maintaining the integrity of a secure and productive resource base, including the agricultural land reserve;
- economic development that supports the unique character of communities;
- reducing and preventing air, land and water pollution;
- adequate, affordable and appropriate housing;
- adequate inventories of suitable land and resources for future settlement;
- protecting the quality and quantity of ground water and surface water;
- settlement patterns that minimize the risks associated with natural hazards;
- preserving, creating and linking urban and rural open space including parks and recreation areas;
- planning for energy supply and promoting efficient use,
- conservation and alternative forms of energy; and

WHAT IS AN OFFICIAL COMMUNITY PLAN?

The Official Community Plan (OCP) is a community’s policy foundation and is intended to provide a long-term strategy to guide decisions about land use, parks, environment, infrastructure, transportation, financial and social issues, and how to grow sustainably. While an OCP contains some statements about how development should occur, other Village Bylaws, notably the Zoning Bylaw and the Subdivision Bylaw, regulate the details of land development.

The OCP provides guidance, but not absolute certainty, about the future use of land and municipal services. As circumstances warrant, the Village may amend the Plan. The OCP must respect the jurisdiction of other levels of government and other public agencies.

The process of updating the OCP provides an opportunity to ensure that current policy and community values are aligned. The process of updating the OCP also acts as a platform for creative dialogue on current community issues and thinking about the future.

Pursuant to Section 875 of the Local Government Act, a municipality is not required to undertake an OCP, but if it chooses to do so, the Plan must address:

- Location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years;
- Location, amount and type of present and proposed commercial, industrial, institutional, recreational, and public utility land uses;
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- Location and phasing of any major road, sewer and water systems;
- Location and type of present and proposed public facilities, including schools and parks;
- Policies respecting affordable rental and special needs housing; and
- Targets for the reduction of greenhouse gas emissions in the area covered by the OCP and policies and actions of the local government proposed towards achieving those targets.

The Provincial Government has set out guidelines for consideration in Section 870 of the *Local Government Act*. These are shown in the sidebar.

THE OFFICIAL PLAN UPDATE PROCESS

The Anmore Advisory Planning Commission provided helpful guidance and advice throughout the planning process. The planning process involved a number of steps, beginning on May 16, 2012:

- Following the Advisory Planning Commission's review of the current OCP, four background research papers were produced to describe emerging demographic, economic, land use, and environmental trends. The intent OCP Backgrounders of the papers was to communicate the current benchmarks within the community and to identify for subsequent discussion how things may have changed since the last OCP was adopted. The papers were circulated in print format and posted on the Village's website.
- A web presence was developed at www.anmoreocpupdate.com to complement the Village's website and provide information specific to the OCP Update process.
- In June 2013, an interactive event with Grade 4 and 5 students at Anmore Elementary was undertaken by members of the Advisory Planning Commission and the Village Council to draw a youth perspective into the OCP Update process. The students were introduced to what an OCP is, Elementary Perspective Drawing and its importance for making decisions about the future of the community. Students participated in visioning and mapping exercises which asked them to think about their favourite places and activities in the Village.
- A workshop with an Age-Friendly Working Group was hosted by the Village in April 2013 to discuss Age-Friendly planning principles, with a focus on understanding local demographic trends and identifying issues and opportunities in Anmore.
- A display table at the Village's Volunteer Appreciation Night in June 2013, with information on the OCP Update and a feedback questionnaire.



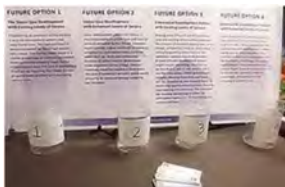
OCP Backgrounders



Elementary Perspective Drawing



OCP Visioning Fair



"Anmore Dollars" Activity

- An OCP Visioning Fair, held in 2013, offered the community an opportunity to discuss emerging trends, and begin to develop a vision for the future of the community. Representatives from the Advisory Planning Commission, Consultant team and the Financial Consultant were available to answer questions and facilitate idea and input gathering through several interactive activities. Activities included: interactive games tied to the Financial Sustainability Plan in which residents were asked to outline The results of the feedback questionnaire, distributed at the Visioning Fair, were very helpful in developing a draft OCP. Sixty-three questionnaires were collected, with the following topics ranking as most important among the respondents: “engaging the community in visioning the future of the IOCO Lands”, “ establishing appropriate levels of property taxation and services”, and “protecting the natural ecosystems and biodiversity”.
- In November 2013 the Village hosted two Open Houses to present the key policy directions proposed for the OCP update to gather feedback from residents. Open House #1 focused on Land Use and Financial Sustainability, with the findings from the Financial Sustainability Plan presented and discussed. Open House #2 focused on Community Well-Being, Infrastructure, Municipal Services and Greenhouse Gas Emissions.
- Throughout the update process, the Advisory Planning Commission provided insight and guidance into policy directions.

The process described above focused on lands is for areas outside of the current Urban Containment Boundary. Unless specified otherwise, policies contained in this document relate to these lands.

ANMORE SOUTH OCP UPDATE PROCESS

The OCP was updated in response to recognition of the Anmore South Neighbourhood Plan intended to facilitate future development of a walkable mixed-use neighbourhood within the Urban Containment Boundary in the Village's southwest (see Schedule B1-B1, Land Use Maps). The Anmore South Neighbourhood Plan includes site-specific policies applicable to development of these lands and was the outcome of a public engagement Public Neighbourhood Planning process facilitated by the Village of Anmore from 2024-2025 (see Section 12).

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2. GROWTH MANAGEMENT STRATEGY



As an Official Community Plan is intended to provide a general framework about future land use, development and services, the key element of the Plan is the strategy by which future growth is to be managed. ~~Even though Anmore is not expected to absorb a significant portion of regional growth, it is anticipated that by 2050 our current population of about 2,200,400 will increase almost double to an anticipated build-out population of approximately 4,000,500 residents. This overall growth threshold remains unchanged from earlier targets determined by the Village and Metro Vancouver. Further, it is anticipated that over the next 5–10 years and beyond, development activity in the Village will be limited to residential dwelling units.~~ Therefore, the strategy outlined in this Section focuses on:

- 1) ~~managing the new residential growth in areas that are designated Rural which remain outside of the Urban Containment Boundary expected up to the Village's build-out from the adoption of this plan in 2014 to 2024 (10 years); and,~~
- 2) ~~managing new growth within the Anmore South property as a new development area within the Urban Containment Boundary from 2025 onward and in accordance with any approved new Neighbourhood Plan, that has been developed in consultation with the community.~~

GROWTH MANAGEMENT STRATEGY

Anticipated Growth in Rural designated areas outside the Urban Containment Boundary in 2014

The region's growth strategy is intended to guide the future development of the region and support the efficient provision of transportation, regional infrastructure and community services.

This section examines growth in the context of 2014 at the time of adoption development of this plan for those Anmore lands outside the Urban Containment Boundary, which will continue to remain Rural designated.

Between 2006 and 2011, the number of dwelling units in the Village increased by 110, which is generally considered as moderate to high growth in relation to previous years. Extrapolating such figures and comparing growth rates to those across the Metro Vancouver Region suggest that Anmore had the highest rate of growth in that period. The strong demand for housing experienced in the past is not as prevalent today. Nevertheless, given the unique lifestyle and housing opportunities present in Anmore, it is expected that housing demand in Anmore will continue to be moderate over the life of the Plan.

In an effort to better anticipate the level of growth that may occur within the Village in the future, three growth scenarios were developed and assessed for areas outside of the Urban Containment Boundary.

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LOW GROWTH SCENARIO

Based on population projections from BC Stats, the Coquitlam Local Health Area (generally consistent with the Tri-Cities sub-regional area) added an estimated 9,690 ground-oriented units from 2006 to 2012, of which Anmore added an estimated 98 ground-oriented units, or 1.0% of the total subregional growth over that period.

Looking forward, the sub-region is anticipated to add approximately 34,475 more ground-oriented homes from 2012 to 2032. If Anmore is expected to accommodate another 1.0% share of the sub-regional growth over the next 20 years, it would add 348 housing units, or an average of 17 units per year. Given that each residential lot in Anmore is assumed to have an average of 1.14 dwelling units (allowing for secondary suites), this would result in about 15 residential lots per year.

MIDDLE GROWTH SCENARIO

Between 2006 and 2011, StatsCan indicates that Anmore's population increased by an average of 61 people per year. If this rate of growth were to be spanned over the next 20 years to 2032, the community's population would increase by just over 1,200. With an average household size of 3.02, this would equate to about 405 new homes. However, further 70 or so housing units would also be required to offset the declining population living in existing homes (which will happen as the population ages and the average household size shrinks from 3.34 to 3.02). These 475 units would require the development of an additional 419 residential lots, or an average of 21 lots per year.

HIGH GROWTH SCENARIO

The sub-regional area is projected to grow by about 101,600 people from 2012 to 2032. From the 2006 Census to the 2011 Census, Anmore's share of population growth in this area was 1.46%. If Anmore's share of population growth stays at 1.46% for the next 20 years to 2034, the community will add about 1,480 people. An extra 1,480 people require about 490 dwelling units (based on the average household size of 3.02). An additional 70 units are required to offset declining population in existing units. These 560 units require the development of an additional 492 residential lots, or an average of nearly 25 lots per year. This scenario exceeds expected build-out in terms of number of lots available in the future - under current development conditions, Anmore's remaining development capacity is approximately 476 lots [for lands outside the Urban Containment Boundary](#).

GROWTH SUMMARY – OUTSIDE URBAN CONTAINMENT BOUNDARY

In summary, the three possible growth scenarios for lands outside the Urban Containment Boundary are compared in the below table:

LOW GROWTH TO 2032	MEDIUM GROWTH TO 2032	HIGH GROWTH TO 2032
15 lots/year	21 lots/year	25 lots/year
348 units	475 units	560 units

Each scenario is projecting continued strong growth in Anmore, with average annual growth rates of 1.6% (Low Scenario), 2.2% (Middle Scenario) and 2.5% (High Scenario). The projected annual growth rate is 1.3% for Metro Vancouver as a whole.



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

The Middle Scenario is considered most likely to occur in Anmore over the next 20 years, and therefore forms the basis for the policy directions set out in this Plan.

Based on population projections and market research conducted as part of the Financial Sustainability Plan, the Middle Scenario is most consistent with the actual population growth experienced in Anmore in recent years - an average increase of 61 people per year. The High Scenario would require Anmore to maintain its share of sub-regional population growth in the Tri-Cities Area, which may be unlikely given the limited remaining land base in Anmore and the greater potential of other communities like Port Moody and Coquitlam to grow through densification around rapid transit stations. The Low Scenario is also unlikely given that it maintains Anmore's share of sub-regional single family development, yet that housing form is declining as a share of total development in other communities and Anmore's semi-rural character offers a niche product within the region that is likely to continue to sustain a faster rate of growth.

With this level of growth, residents can expect that land currently held in large acreages will continue to be subdivided. New homes built on these parcels, will accommodate an increase in the local population. With more households moving into Anmore, the demand for municipal services can also be expected to increase. Future service needs will partially be met by the Village, and some will be delivered sub-regionally or regionally, as is the case with all municipalities in Metro Vancouver. It is understood that a wider provision of municipal services is not envisioned over the duration of this Plan, consistent with an enhanced focus on financial sustainability and in keeping with the rural character of the Village.

ANTICIPATED ANTICIPATED GROWTH WITHIN THE URBAN CONTAINMENT BOUNDARY

At the time of the adoption of the OCP in 2014, all of Anmore was located outside of the regional urban containment boundary. The section above anticipated limited growth based on this constraint.

In response to the Special Study Area identified in the OCP and Regional Growth Strategy, the Anmore South Neighbourhood Plan was prepared through a public planning process with community consultation. Identification of this area for future growth is a strategic move by the municipality to accommodate new residential and infrastructure development while preserving Anmore's distinct semi-rural character outside of this new neighbourhood.

The Anmore South Neighbourhood Plan is an integral part of Anmore's growth strategy from 2025 onward reflecting a new direction in the Village's development pattern. The shift is in alignment with the goals of the adopted Metro 2050 Regional Growth Strategy, reflecting Anmore's commitment to contributing to the creation of a complete, connected and resilient communities within the region.

OUR VILLAGE’S VISION

The fundamental theme of this Official Community Plan is the preservation of the Village’s surrounding environment and semi-rural character. While ensuring financial sustainability, the OCP will guide Anmore’s growth in accordance with core Village values.

OBJECTIVES – GROWTH MANAGEMENT STRATEGY

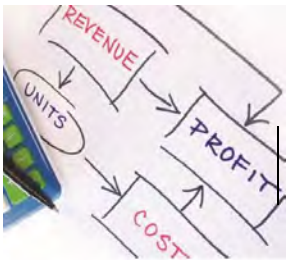
Since the scope of an OCP is restricted to the provisions of the *Local Government Act*, the strategy outlined below pertains to only those matters that address land use, transportation, municipal services, and the environment. The following are the four critical objectives.

OBJECTIVE #1: PROTECT THE SEMI-RURAL CHARACTER OUTSIDE OF THE URBAN CONTAINMENT BOUNDARY

Many people choose to live in Anmore because of the community’s semi-rural character. This character expresses itself in terms of the lifestyles of the residents and a relaxed “country type” style of community that is close to nature and within minutes of urban amenities-for lands outside the Urban Containment Boundary. This type of ambience and character is vitally important to residents, and must be respected as growth and development occurs over the next decade.

OBJECTIVE #2: PROTECT THE NATURAL ENVIRONMENT

A balance must be struck between land development and preservation of the natural environment. Many people have chosen Anmore as a place to live because of its natural features, easy access to wilderness and outdoor recreation areas. For this reason the Village will take an active role in environmental protection.



OBJECTIVE #3: DEVELOP A LASTING FINANCIALLY SUSTAINABLE APPROACH TO SERVICE DELIVERY

The development pattern of a municipality influences to a large extent the public expenditures that are required to service and support the population. Since an OCP is intended to guide the future development pattern, it can be used as a tool to promote the cost efficient delivery of services.

The financial viability of a municipality is largely a function of how efficiently it can provide services to its residents in relation to its revenue sources, which as a small semi-rural community, are limited beyond taxes (which is directly related to the size of the community). As a result, the Village provides a narrower range of user-pay services compared to services provided in more urban municipalities.

The Village must also contend with the same struggles as larger municipalities with more revenue sources; balancing financial decisions with service needs and aging infrastructure. In order to ensure a financially sustainable future for the Village, it is important to consider the financial implications of all corporate decisions.

OBJECTIVE #4: MAINTAIN STRONG COMMUNITY TIES AND SOCIAL CONNECTIONS

As the Village grows, many residents are mindful of its past. Throughout the community, it is common to hear repeated stories about the close community feel inherent amongst Village residents, as well as residents' direct connections to some of the first settlers in the area. With the overall trend of an aging population across the Metro Vancouver Region, increased awareness and accommodation of the needs all residents within the community will be a priority. Maintaining community well-being and strengthening the bonds that unite the Village in identity and spirit will become increasingly important.

3. FINANCIAL SUSTAINABILITY

Increasing fiscal and regional pressures require the Village to assess its short term and long-term financial outlook. Of particular interest is the quality and lifespan of aging municipal infrastructure, the desire to maintain and/or improve existing levels of service to a growing and aging population, and understanding the implications to the Village's fixed land base.

In parallel with the review of the Official Community Plan, the Village undertook a process to draft a Financial Sustainability Plan. The analysis looked at the financial health of the Village over the next 20-years and included a full investigation of all municipal services, their associated costs and revenues, and key drivers of change, including implications of changes in the Village's demographic profile and housing development patterns. The key policy directions of the Financial Sustainability Plan are included in this Section.

OBJECTIVES – FINANCIAL SUSTAINABILITY

- To ensure Village services are delivered in a financially sustainable manner.
- To ensure infrastructure decisions are based on a full life-cycle cost accounting perspective.
- To ensure the financial implications of growth and development within the Village are anticipated.
- To ensure service and amenity delivery expectations are aligned with the limited financial resources of the Village.

FINANCIAL SUSTAINABILITY POLICIES

Policy FS-1

The Village will continue to increase its contributions to the Capital Asset Reserve Fund through the Fixed Asset Levy, towards addressing the Village's infrastructure replacement costs anticipated over the next 20 years.

Policy FS-2

The Village supports appropriate operation and maintenance programs that ensure the maximum life of infrastructure systems, reduce frequency of replacement, and facilitate proper functionality.

Policy FS-3

The Village recognizes the inherent value of short-term growth, which will increase the number of tax-paying residents, thereby minimizing the per resident impact of tax increases expected to meet Village's significant financial obligations. Obligations which must be met, regardless of levels of growth.

Policy FS-4

The Village will be flexible with respect to lot size restrictions, in order to facilitate future investment in the Village, while preserving semi-rural character, consistent with Residential Land Use Policies RLU-2, 4 and 8.

Policy FS-5

The Village encourages subdivision/development applicants to consider the financial implications to the Village as a result of new development, and will require subdividers/developers to take on responsibility for the costs associated with system upgrades to accommodate new development.

Policy FS-6

The Village encourages the exploration by owners/developers of voluntary community amenity contributions to respond to the community and amenity needs arising from new development, that would otherwise not be funded by Development Cost Charges.

Policy FS-7

The Village will continue its cost-recovery approach for planning, engineering and administration costs from owners/developer applicants for subdivision, rezoning and other municipal approvals.

Policy FS-8

For established neighbourhoods within the Village, where residents express interest in system upgrades and improvements, the Village supports the use of local improvements financing. Note: A local improvement refers to system upgrades and improvements that exceed the standards established by the Village's Works and Services Bylaw. The benefit of upgrades or improvements are directed to the local area or neighbourhood, and not the community at large, with the associated capital costs covered directly by residents in the specific area.

Policy FS-9

The Village will review and update its Development Cost Charge Bylaw on a regular basis to ensure that the costs of providing required infrastructure are accurately reflected.

Policy FS-10

The Village will review and update its Fees and Charges Bylaw on a regular basis.

Policy FS-11

The Village will monitor the potential financial implications stemming from future growth and change, such as increased service and infrastructure requirements, and will re-adjust the Financial Sustainability Plan accordingly.

4. LAND USE



This section of the OCP contains policies pertaining to land use – residential, commercial, institutional, parks and trails, and industrial. As well, the Anmore South Neighbourhood Plan Area is referenced. These lands were previously referred to as the Imperial Oil Company Lands and designated as a Special Study Area in this OCP and the regional growth strategy, and a “special study area”.

OBJECTIVES – LAND USE

- To identify lands where certain uses are encouraged and permitted;
- To ensure that the type and extent of land uses are consistent with the fundamental approach and objectives of the Growth Management Strategy; and
- To ensure that residents, prospective developers and investors are provided with guidance regarding the requirements and guidelines of the Village with respect to their applications for subdivision, rezoning, Development Permits and other permits.



RESIDENTIAL LAND USE POLICIES

Anmore’s settlement pattern has historically been residentially focused with a tendency towards individual homes on large lots. Today, about half of the properties are one acre or larger, with some capacity for further subdivision. The residential policies set out below are intended to provide a framework for future residential development that will prioritize environmental protection, enhance the semi-rural character of the Village outside the Urban Containment Boundary and minimize infrastructure costs. Beyond these fundamental elements, the Village welcomes the potential to explore new and innovative development approaches: to address the challenges of developing on hillsides and protecting riparian areas; and to accommodate the various housing needs of existing and future residents, as well as the changing needs of residents who wish to age in place.

Policy RLU-1

New residential subdivisions will be directed to those areas designated for residential uses ~~Residential and Hillside Residential~~ on Schedules B1, ~~and~~ and B2 and B3 — Land Use Maps.

Policy RLU-2

The Village supports the subdivision of larger properties to accommodate anticipated levels of population growth in Anmore for areas outside of the Urban Containment Boundary. Residential subdivisions should be consistent with the established one-acre pattern of development in Anmore, except where development occurs on the hillside or in proximity to environmentally sensitive areas, in which case alternative and innovative development proposals shall be encouraged.



Policy RLU-3

Residential subdividers/developers in Anmore are encouraged to be mindful of the impact of development on environmental features and systems, employing strategies that design “with the land” and make use of best practices for ecological sensitivity, including:

- Integration of natural features and topography into site planning and design, ensuring that the building and structure faces do not dominate the landscape. Large cuts/fills and the extensive use of retaining walls are not to be utilized to create ‘build-able lots’ or flat yards.
- Reduction of the development footprint, towards maximizing the amount of retained greenspace.
- Incorporation of scenic natural features into the site design as natural open space(s) for the eventual residents of the development.
- Protection of soil and vegetation during construction, to minimize slope erosion and siltation effects on nearby watercourses.
- Consideration of view impacts, both in terms of implications to views of neighbouring properties and of the development itself from elsewhere in the Village.
- In some cases, it may not be possible to achieve full development potential due to environmental or topographic constraints.



Policy RLU-4

Encourage developers to incorporate landscape schemes, building design and exterior materials that are in keeping with the natural setting and semi-rural character of the Village, taking advantage of strategies such as:

- Use of native-species and water-conserving landscaping.
- Minimizing impermeable surface areas.
- Use of Dark-Sky lighting strategies that reduce light pollution from development.

Policy RLU-5

Promote the development of new homes and the retrofit of existing homes that exceed BC Building Code energy efficiency standards, to support the Village’s greenhouse gas reduction targets, by including:

- Inclusion of building designs that maximize energy efficiency of the envelope as well as incorporate or prepare for solar hot water-systems or other alternative systems that reduce energy needs, to facilitate the future accommodation of such systems.
- Consideration of water efficient building systems that reduce water consumption and wastewater generation, such as the use of water conserving fixtures, rainwater collection systems, and the reuse of grey water (i.e. the use of treated grey water for irrigation purposes).



Policy RLU-6

In order to enable the hillsides to be developed in a comprehensive and environmentally sensitive manner, use of the Village's clustered housing zoning is strongly encouraged, with the intent that:

- Proposed development is sited in close proximity to existing infrastructure, services and access points to maintain natural spaces and features, while ensuring adequate separation between developed units towards retaining semi-rural character;
- Proposed development minimizes disruption to sloped and environmentally sensitive areas resulting from construction and access;
- Proposed development does not encroach upon riparian and other environmentally sensitive areas;
- Proposed development upholds the intentions and strategies described in RLU-3, and may be subject to further regulatory and other restrictive instruments (i.e. covenants) at the time of application to ensure such best practices are achieved; and
- Proposed development [outside the Urban Containment Boundary](#) does not exceed a gross density of 1.5 lots per acres.

Policy RLU-7

The Village encourages subdivision-applicants considering developing along the Village's hillside area to undertake coordinated planning efforts between landowners, rather than developing each property separately, maximizing the protection of environmentally sensitive areas, the promotion of contiguous parks and trails and the establishment of complimentary locations for housing and access points.

Policy RLU-8

The Village supports the consideration of Comprehensive Development (CD) zoning, as it allows the Village to consider development proposals on a site-by-site basis, specifically in instances where it can be demonstrated to the Village's satisfaction that:

- Proposed development cannot be accommodated under existing zoning given possible site conditions such as varied terrain and natural environment features; or
- Proposed development evidences a level of innovation in site design and housing choice, that could not be otherwise accommodated by existing zoning; or
- Proposed development delivers a demonstrable and overall benefit to the community, socially, environmentally or economically; and
- Proposed development upholds the intentions and strategies described in RLU-3, and may be subject to further regulatory and other restrictive instruments (i.e. covenants) at the time of application to ensure such best practices are achieved; and

- Proposed development [outside of the Urban Containment Boundary](#) does not exceed a gross density of 1.8 lots per acre; and
- [Proposed development within the Urban Containment Boundary requires the preparation of comprehensive Neighbourhood Plan that includes a clear indication of proposed uses and density for Council's consideration.](#)
- Proposed development anticipates and employs strategies to minimize financial implications to the Village in terms of ongoing infrastructure maintenance and replacement requirements.

Policy RLU-9

Residential subdividers/developers should make extensive use of retained, mature landscaping, planted landscape buffers and building setbacks to best integrate and screen developments that propose different lot sizes, densities or forms of development compared to those of neighbouring properties.

Policy RLU-10

The Village supports the voluntary provision of a community amenity contribution by owners/developers as part of any rezoning proposal, to help assist the Village in mitigating any community impacts and towards the meeting of community amenity needs that may stem from the proposed rezoning and eventual development.

Policy RLU-11

For the purposes of defining amenity priorities, the Village supports the consideration, and possible combination, of the following measures:

- Trails, pathways, open space or sensitive environmental areas; facilities such as a new Village hall, fire hall, museum, recreation facilities, community gathering spaces or other amenities considered appropriate by the Village; or a contribution of equivalent value, to the satisfaction of the Village.
- For rezoning proposals seeking a Comprehensive Development rezoning, a voluntary amenity contribution equal to 30% of land or land value should be proposed, to the satisfaction of the Village.
- A voluntary amenity contribution proposal should anticipate the financial implications to the Village related to the ongoing maintenance of any proposed amenity, and offer money-in-lieu or possible other amenities towards offsetting those anticipated future costs.

Policy RLU-12

The Village supports the development of strategies by subdividers/developers to prevent and reduce wild fires. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and use of appropriate building and landscaping materials.

Policy RLU-13

The Village encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreations lands from new development.

Policy RLU-14

The Village encourages subdividers/developers to consider adjoining properties and the future extension of certain roads anticipated by development (and as identified in Schedule C) when determining proposed means of access, ensuring that development does not restrict access to lands beyond. Such efforts should especially be considered as part of any clustered development proposal.

Policy RLU-15

Within the time frame of this Plan, the Village will not consider rezoning land for the expansion of existing or the creation of new manufactured home parks.

Policy RLU-16

Residential Development within the Anmore South Neighbourhood (former Special Study Area) will be in accordance with the Anmore South Neighbourhood Plan (see ChapterSection 12).

**COMMERCIAL LAND USE POLICIES**

Commercial uses offer places for residents to gather with their neighbours, destinations to walk to, opportunities for local employment and options for meeting daily needs in the community. Resident-operated home-based businesses and working from home provide additional employment opportunities for Anmore residents and reduce commuting needs. There are currently two existing commercial operations in Anmore — the Anmore Grocery Store and the Anmore Camp and RV Park, which are supported by local residents and visitors drawn to destinations such as Buntzen Lake.

Policy CLU-1

Commercial areas are designated on Schedules B1 and ~~B2 and B3~~ — Land Use Map.

Policy CLU-2

The Village supports the exploration of commercial opportunities, subject to a public rezoning process, at the crossroads of Sunnyside Road and East Road within the Village Centre Commercial land use designation to build upon the existing presence of civic and community facilities and contribute to creating a vibrant Village Centre.

Policy CLU-3

Small-scale commercial opportunities should be considered as a key program element in the Village Hall, contributing further to the Village Centre concept.

Policy CLU-4

Future commercial uses outside of the Urban Containment Boundary, that are in keeping with the semi-rural character of the Village, may be considered, subject to an appropriate application and approval process. Commercial activities may include, but not be limited to: coffee shop, restaurant, bike shop, sports equipment rentals, art gallery, craft/artisan outlet, and antique store. Commercial activities that would serve local residents and be viable year-round, would be preferred over seasonal businesses.

Policy CLU-5

The Village supports the exploration of commercial uses as part of the planning and ultimate development process involved in any future development of the Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete. Commercial development within the Anmore South neighbourhood will be in accordance with the policies of the Anmore South Neighbourhood Plan (see Section 12). Acceptable locations for commercial uses include along First Avenue and Sunnyside Road as shown on Schedule B2B3.

Policy CLU-6

The Village supports home-based businesses and bed and breakfast operations, which are regulated through the Zoning Bylaw.

INDUSTRIAL LAND USE POLICIES

Industrial areas in Anmore are currently limited to the BC Hydro power plant and pumping station at Buntzen Bay. No further industrial lands are anticipated.

Policy ILU-1

Industrial areas are designated on Schedules B1 and B2 — Land Use Map.

Policy ILU-2

The lands associated with the BC Hydro power plant and pumping station at Buntzen Bay shall retain an industrial zoning classification.

PARKS AND TRAILS LAND USE POLICIES

A defining element of life in Anmore is the access to natural areas and the outdoor lifestyle enjoyed by many residents. Scenic natural areas and Regional parks surround the community, providing a wide range of recreation options to local residents and visitors. Anmore's park and trail system provides walking paths, pockets of active recreational space, and serves to protect environmental features and sensitive areas. The park and trail system also supports active transportation choices and a healthy lifestyle.

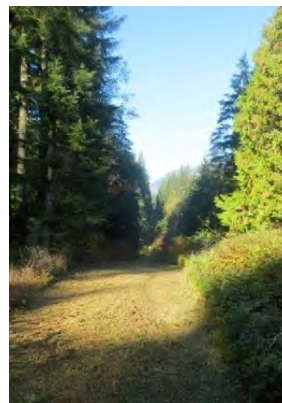
As subdivisions have occurred, the Village has attempted to acquire land for publicly accessible parks and trails. The objective has been to accommodate recreational activities, passive enjoyment, and a network of cycling and pedestrian routes that connect local destinations, including schools, parks and different neighbourhoods.

Policy P&TLU-1

Municipal parks are identified on Schedules B1 and B2— Land Use Map. Additionally, the Parks and Trail system is identified on Schedule E – Parks and Trails Map.

Policy P&TLU-2

The Village recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces.





Policy P&TLU-3

The Village supports environmentally sensitive trail and park planning and design, with a specific focus on:

- Maintaining biodiversity, sensitive habitats and natural features.
- Designing with nature in mind, respecting existing terrain and drainage patterns.
- Minimizing intrusions associated with accommodating community recreational interests, while remaining sensitive to the need to limit public access in environmentally sensitive areas.
- Creating linked wildlife corridors associated with riparian and other watercourse protection areas.
- Taking advantage of opportunities for community education about the natural systems that surround the Village.

Policy P&TLU-4

The Village encourages the connection between local, inter-municipal and regional trails; parks and open spaces, regional recreation destinations, schools; residential neighbourhoods, and adjacent municipalities, recognizing that improved connections better integrates these amenities into the Village and promotes walking as an alternative to driving.



Policy P&TLU-5

Pursuant to Section 941 of the Local Government Act, as a condition of subdivision, the Village requires subdividers to dedicate 5% of their land for parkland, in cases where the Village determines that acquiring the land is appropriate. The 5% for parkland is viewed as a prime mechanism for maintaining green space in Anmore. Alternatively, the subdivider may be required to provide money in lieu of parkland, to the amount of 5% of the value of the land prior to subdivision.

Policy P&TLU-6

Priorities for parkland dedication acquired through rezoning or subdivision are as follows, at the discretion of the approving authority:

P&TLU-6.1 Trails and pathways

As its first preference, the Village supports the securing of a parkland in the form of trails and pathways, with the intent of achieving a connected trail network, consisting of the pathways along the major roads and off-road trails that provide alternative transportation link and access amenities such as the Buntzen Lake Recreation Area, local schools and community gathering spaces, as well as the Village's neighbourhoods.

P&TLU-6.2 Wilderness or environmentally sensitive areas

As a secondary alternative, and where the securing of land for trail and pathway purposes is not viable, the Village will seek the preservation of natural, habitat and/or other environmentally sensitive areas, in order to secure such lands and limit public intrusion and access as required.



P&TLU-6.3 Active/passive open space

Where possible, where community need can be demonstrated and any ongoing financial maintenance by the Municipality can be minimized, the Village supports the exploration of securing lands to accommodate active recreational activities such as neighbourhood play areas.

P&TLU-6.4 Money in lieu of parkland

The option of securing money in lieu will be considered on a site specific basis and will be at the discretion of the Village.

Policy P&TLU-7

The Village will encourage property owners/developers to dedicate land for trails and parks in excess of the minimum 5% requirement through the use of density incentives (see Policy RLU-8).

Policy P&TLU-8

The Village is committed to completing a Parks Master Plan to provide more specific guidance as to the location, type and design of parks, trails and protected areas.

Policy P&TLU-9

The Village will ensure that strategies and actions from the Anmore AgeFriendly Action Plan (2013) are incorporated into the planning of future pedestrian routes, trails and parks.

Policy P&TLU-10

BC Hydro's Buntzen Lake Recreation Area has been designated Conservation & Recreation on the Land Use Map. The Village does not support expansion of the existing parking area to accommodate greater usage of the Recreation Area unless the issues of traffic along East Road and emergency evacuation are addressed to the satisfaction of the Village. The Municipality will continue to work with senior levels of government, including Metro Vancouver and BC Hydro, to address the issues related this regionally significant recreational destination.

Policy P&TLU-11

The Village supports the exploration of alternative means of accessing the Buntzen Lake Recreation Area, including exploration of private shuttle services, provision of enhanced cycling facilities or other alternatives to the current reliance on private vehicle access.





INSTITUTIONAL LAND USE POLICIES

A number of institutional uses, including the Anmore Elementary School, Village Hall, Volunteer Firehall and public works yard, are at the heart of the services provided to the community. The Village looks forward to the opening of Eagle Mountain Middle School in 2014, which will become another valuable community resource.

The need for a new Village Hall became a priority in 2013, and presents an opportunity to consider what a new civic multi-purpose facility could offer the community, both as a gathering place and a hub for information and resources accessible to all residents. The Village Centre Institutional designation indicates the area of the Village that could evolve as a recognizable centre in the community, with the new Village Hall as the focal point.

Policy INLU-1

Institutional areas and Village Centre Commercial areas are designated as on Schedules B1 ~~and B2 and B3~~ Land Use Map.

Policy INLU-2

The Village will actively pursue the planning, design and construction of a new Village Hall at the crossroads of Sunnyside Road and East Road, providing a catalyst to foster and strengthen the evolution of a Village Centre at this location.

Policy INLU-3

The Village will work towards the provision of features and services that will enhance the value of the new Village Hall as a multi-purpose community resource. Examples include meeting spaces for civic administration, community groups, activity space for youth and seniors, coffee kiosk or other commercial opportunities, storage of Anmore's archives, arts and cultural display areas, and an outlet for community information and resources.

Policy INLU-4

The Village welcomes the integration of Eagle Mountain Middle School into the local community.

~~SPECIAL STUDY AREA—ANMORE SOUTH~~ ~~NEIGHBOURHOOD— FORMER IOCO LANDS~~ ~~IMPERIAL~~ ~~OIL LANDS (IOCO LANDS)~~

The ~~Anmore South neighbourhood~~~~Imperial Oil Lands~~ (formerly IOCO Lands) in the southwest part of Anmore ~~have long been~~~~is~~ considered as a major future development area. ~~Future~~ development ~~off the neighbourhood~~ will be ~~in accordance with the Anmore South Neighbourhood Plan (see Section 12), which was prepared through a pPublic nNeighbourhood pPlanning pProcess with extensive~~ community consultation. Anmore South is envisioned as a walkable mixed-use neighbourhood with a diverse mix of 2,202 homes, parks, a community centre, and neighbourhood shops, all linked with an active transportation and forest trail network and connected to the regional sanitary and water systems. ~~subject to the preparation of a comprehensive development plan that would address land use and density, environmental attributes, servicing, transportation, community amenities, parkland and financial implications. The development of the IOCO Lands will take place in accordance with the fundamental principles of this Plan and should differentiate itself through its commitment to environmental preservation, high levels of sustainable building performance and its creation of a walkable community that is wellintegrated with the existing community.~~

~~Policies AS-1, AS-2 and AS-3, while relabeled from IOLU 1, IOLU 2 and IOLU 4, were adopted with the OCP in 2014 as follows.~~

~~Policy AS~~~~IOLU~~-1

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.

~~Policy AS~~~~IOLU~~-2

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.

~~Policy AS~~~~IOLU~~-3

~~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:~~

~~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.~~ Development of the Anmore South Neighbourhood will be in accordance with the policies of the Anmore South Neighbourhood Plan (see Section 12).

Policy ~~AS10LU-4~~ AS10LU-44

In consideration of the future, ~~any~~ development of ~~the Anmore South LCO 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.

5. TRANSPORTATION



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

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



As part of the Major Road Network, Sunnyside Road and East Road will function as the major traffic routes servicing the community and providing access to Buntzen Lake. While roads and vehicle movement largely define the transportation system, the Village will strive to ensure all modes of transportation are viable and safe options for residents and visitors.

Transportation policies also contribute to Anmore's efforts to reduce Greenhouse Gas Emissions and support healthy lifestyle choices for residents.

OBJECTIVES – TRANSPORTATION

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

ACTIVE TRANSPORTATION POLICIES

Policy T-1

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

Policy T-2

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

Policy T-3

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

Policy T-4

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

Policy T-5

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

Policy T-6

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

Policy T-7

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

Policy T-8

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

Policy T-9

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

Policy T-10

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





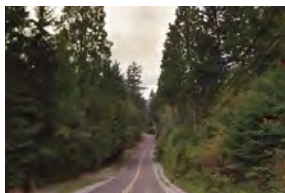
Sunnyside Road

Policy T-11

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

Policy T-12

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



East Road

MAJOR ROAD POLICIES

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

Policy T-13

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

Policy T-14

At the time when the [Anmore South neighbourhood](#) ~~is are~~ developed, the Village will secure a road allowance that will provide a link between [Crystal Creek Drive](#) ~~the western~~ and [Sunnyside Road](#) ~~central portions of the Village~~.

Policy T-15

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

MINOR COLLECTOR ROAD POLICIES**Policy T-16**

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

Policy T-17

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

Policy T-18

An alignment extending Fern Drive is identified on Schedule C – Road Network Map. As new subdivisions are developed, this alignment may be developed to serve as the north/south minor collector on the west side of Sunnyside Road, providing connection between Fern Drive and Sunnyside Road, where possible.

This road will be located on the east side of Schoolhouse Creek.

This alignment is intended to establish a looped connection to accommodate municipal services, resident access and emergency response vehicles. Given these priorities, should an extended Fern Drive be required along this alignment, it need not be designed solely as a vehicle thoroughway. Rather, road design options that enhance pedestrian connectivity may be considered. Area-specific Development Cost Charges may be used to help finance the construction of this road.

Policy T-19

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

LOCAL ROAD POLICIES**Policy T-20**

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

ROAD DEDICATION POLICIES**Policy T-21**

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

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

Policy T-22

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

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

Policy T-23

Where a subdivision is adjacent to an existing Village road [and not subject to a Neighbourhood Plan](#), the Village supports the securing of land, the width being the difference between the current road width and 20 metres, for the purposes of facilitating the widening of the existing road.

Policy T-24

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

Policy T-25

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

Policy T-26

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

6. MUNICIPAL SERVICES



As a semi-rural community, [outside Metro Vancouver's Urban Containment Boundary](#), the Village provides only limited services [for areas outside Metro Vancouver's Urban Containment Boundary](#). [Areas in Anmore within the Urban Containment Boundary will be connected to regional sanitary and drinking water service with Metro Vancouver approval.](#)

Residential property taxes are the main source of revenue for the Village, and go towards the cost of providing municipal services. The Village undertook a Financial Sustainability Study to assess the ongoing cost of providing and maintaining infrastructure and services, with the objective of identifying a financially sustainable approach to service provision.



OBJECTIVES – MUNICIPAL SERVICES

- Provide and maintain Anmore's infrastructure and services in an efficient and financially sustainable manner.

ASSET MANAGEMENT POLICIES

Policy MS-1

In recognition of its limited financial resources, the Village will consider preparation of an Infrastructure Asset Management Renewal and Replacement Policy, in order to best anticipate the costs and timing of infrastructure design, maintenance and renewal efforts.

Policy MS-2

The Village will adopt a life cycle asset management perspective to assist in making decisions on prioritizing infrastructure and service investments throughout the Village, until an Asset Management policy is developed.

Policy MS-3

The Village will pursue infrastructure grants from senior levels of government to lessen the impact on local property taxation and user fees.

WATER SERVICE POLICIES

Policy MS-4

The Village is committed to working with the Metro Vancouver Region, local health authority and neighbouring municipalities to ensure the protection of the drinking water supply and the prevention of water contamination.

Policy MS-5

Subdivision of land [outside of the Urban Containment Boundary](#) into parcels less than 1.2 ha (3 acres) will only be permitted if such subdivision can be connected to the Community Water system, as outlined in the Anmore Works and Services Bylaw. ~~The existing water system has sufficient capacity to accommodate Anmore's current growth projections.~~

Policy MS-6

Private water systems using surface water sources will not be permitted for new subdivisions.

LIQUID WASTE COLLECTION AND DISPOSAL POLICIES

Policy MS-7

The Village will join the Greater Vancouver Sewage and Drainage District to accommodate the connection of Anmore Green Estates to the Greater Vancouver Sewage and Drainage District System. During the time frame of this Plan, the Village will not develop a municipal-wide sewer system [for lands outside of the Urban Containment Boundary. The Anmore South neighbourhood will be connected to regional sanitary sewer as described in the Anmore South Neighbourhood Plan \(see ChapterSection 12\).](#)

Policy MS-8

As per the Regional Growth Strategy, the Greater Vancouver Sewerage and Drainage District will not extend regional sewage services to Rural areas. An extension may be considered to address public health issues or protect the region's natural assets. An application to amend the Regional Growth Strategy to extend the sewage system would be subject to further study and exploration, and be funded entirely by the owners/residents who would use the system. Private sewage disposal systems will continue to be approved by the BC Ministry of Health or the BC Ministry of Environment.

Policy MS-9

The Village will consider proposals from developers that involve private packaged treatment plants and common disposal fields to service new subdivisions provided that:

- The facilities are owned and operated by professionals and reputable utility companies as so determined by the Village; and
- The facilities are approved in accordance with the standards established by the Ministry of Environment, or other applicable responsible authority.

STORMWATER DRAINAGE POLICIES

Policy MS-10

During the time frame of this Plan, the Village will not install an enclosed piped stormwater drainage system [for areas outside of the Urban Containment Boundary](#); however, improvements to the existing network of green infrastructure systems throughout the Village, such as drainage ditches and engineered bioswales, as well as the introduction of new systems such as groundwater infiltration and recharge areas, green roofs, pervious surfaces, etc., is anticipated.

Policy MS-11

All individual subdivisions will be required to provide drainage systems in accordance with the standards of the Works and Services Bylaw.

Policy MS-12

Subdividers will be encouraged to implement low impact development and stormwater management best practices to protect local watersheds and stream hydrology, and to ensure that pre-development and post-development drainage flows are to be the same in peak intensity.

Policy MS-13

Open ditches and bioswales are to be retained where possible.

SOLID WASTE COLLECTION AND DISPOSAL POLICIES

Policy MS-14

The Village encourages waste reduction through greater waste diversion in households, businesses, schools and Village facilities.

Policy MS-15

The Village will introduce a curbside garbage, recycling and organic waste collection program.

Policy MS-16

The Village commits to meeting Metro Vancouver's ban on organic materials in household waste by 2015.

Policy MS-17

The Village supports initiatives to reduce construction waste, and encourages sustainable waste reduction and recycling/reuse practices.

STREET LIGHTING POLICIES

Policy MS-18

The Village will provide street-lighting on sections of East Road and Sunnyside Road, only where it is considered an important safety measure.

Policy MS-19

The Village will utilize Dark Sky principles in the design of lighting schemes and selection of lighting fixtures to reduce glare and light pollution.

7. ENVIRONMENT



Anmore’s natural environment is highly valued and recognized for its local and regional significance; however, the impact of urban development and recreational activity puts sensitive areas at risk. Environmental policies seek to create a balance between upholding a commitment to preserve the environment, providing access and enjoyment of natural areas, welcoming new residents, and contributing to Anmore’s identity and character.



OBJECTIVES – ENVIRONMENT

- To promote and support the long-term protection and stewardship of Anmore’s natural environment.
- To recognize the importance of the natural environment in maintaining biodiversity, water and air quality, and contributing to the semi-rural character of the Village.
- To balance environmental protection and stewardship with the need to accommodate some future growth and provide recreational opportunities for residents.
- To minimize the negative impacts of development and public access to environmentally sensitive areas.

ENVIRONMENTAL STEWARDSHIP POLICIES

Policy E-1

Important environmental features, including: regionally important watercourses, riparian areas and steep slopes of 20% or greater, are generally indicated on Schedule D1 – Watercourse Map and on Schedule D2 – Steep Slopes Map.

Policy E-2

The Village strongly supports the promotion and preservation of the long-term health of our surrounding terrestrial, aquatic and riparian ecosystems, species of concern and sensitive environmental areas.

Policy E-3

The Village may require an applicant for subdivision, rezoning, development permit or other approvals to provide an assessment of the subject lands by a Qualified Environmental Professional (QEP) to identify potential impacts on aquatic, wetland and terrestrial habitat and make recommendations for protection or mitigation measures, as necessary.

Policy E-4

The Village will work with local, regional and provincial organizations to provide educational opportunities related to the responsible use and stewardship of the natural environment.

Policy E-5

The Village will promote and encourage residents to utilize programs such as Naturescape British Columbia, a co-operative program that provides resources for residents to protect wildlife habitat close to their homes and to utilize native species in landscaping schemes.

Policy E-6

The Village encourages residents, schools, commercial operations and local community groups to participate in helping the Village maintain the health of the surrounding natural environment. Such community-based initiatives could include:

- Habitat restoration and monitoring.
- Habitat clean-up days.
- Community gardens and composting.
- Removal of invasive plant species.
- Open space and natural area restoration.

Policy E-7

The Village recognizes that inventory and mapping of environmentally sensitive areas should be based on the best available data, and therefore supports the completion of a Village mapping and assessment project, with new information to be incorporated into existing policies and regulations.

Policy E-8

At the time the Zoning Bylaw, Works and Services Bylaw and other relevant bylaws are reviewed, amendments or additions may be warranted to reflect policies within this OCP intended to protect environmentally sensitive areas and wildlife habitat.





WATERSHEDS WATERCOURSES AND WETLANDS POLICIES

Policy E-9

All applications for development, as defined in the Province's Riparian Areas Regulation (RAR), are required to follow the RAR assessment methodology for establishing setbacks. The Village will ensure the protection of riparian areas through the application of a Development Permit Area (DPA), generally illustrated in Schedule F - Watercourse Protection Development Permit Area Map, and outlined in the Village's Zoning Bylaw. See page 63, Schedule F for details.

Policy E-10

At the discretion of the Approving Authority, during the subdivision review process, the applicant will be required to enter into a non-disturbance restrictive covenant prohibiting vegetation disturbance and removal as well as the protection of sensitive areas from future development.

Policy E-11

The Village will discourage public access into riparian and other sensitive environmental areas through the provision by owner/developers of standardized rail and post fencing, landscape treatment and signage on both public and private lands.

Policy E-12

Property owners/developers are encouraged to protect and enhance stream corridors and other sensitive areas located on privately owned lands that are accessible to the public.

Policy E-13

The Village supports a coordinated approach with the City of Port Moody to achieve consistent and effective protection of the watercourses that flow through the two communities.

Policy E-14

The Village will continue to protect watercourses and surface water sources utilized for domestic water needs, with the intention of expanding the Community Water system to all residences in Anmore.

FLOODPLAIN POLICIES

Policy E-15

In assessing the hazard implications of development proposals, the Village will rely upon qualified professionals to conduct studies to identify potential flood hazards and recommend mitigative measures to protect against such hazards.

STEEP SLOPE POLICIES

Policy E-16

The Village's Approving Authority will encourage the subdivision of areas that have steep slopes, such as those identified on Schedule D2, to be undertaken in an innovative manner, respecting the topographic constraints, and consistent with relevant residential land use policies.

Policy E-17

The Village's Approving Authority will discourage extensive cut and fill and clear cutting on hillside subdivisions in order to prevent erosion, and to limit the visual impact of these activities.

Policy E-18

The Village's Approving Authority and Building Inspector may require that geotechnical studies be undertaken by the subdivider/developer for lands that may be subject to slippage or erosion prior to approval of subdivisions or construction of buildings.

TREE RETENTION AND VEGETATION POLICIES

Policy E-19

The Village's Approving Authority will encourage tree retention and replanting for new subdivisions, as outlined in the Tree Management Bylaw. In particular, tree retention is desirable and, in some cases, may be essential along road frontages, shared property lines and natural watercourses.

Policy E-20

The Village may require an application for subdivision or development to retain a professional forester or arborist to conduct a tree removal assessment in order to prevent trees from blowing down and damaging private property.

Policy E-21

The Village will require landowners to replace trees or vegetation removed for safety or engineering concerns with native species landscaping.

Policy E-22

The Village supports residents' initiatives to remove invasive plant species and replace these with native species.





WILDLIFE PROTECTION POLICIES

Policy E-23

The Village will encourage developers to retain a QEP to assess the presence of protected vegetation and/or wildlife and/or their habitats and prepare an assessment report as part of a subdivision or development application. The assessment should include, but is not limited to, surveys for nests of protected bird species and presence of habitat of protected amphibian species. If present, the QEP must develop a nest management plan and/or habitat mitigation plan within the assessment report and submit to the Village and/or the Village's environmental representative.

Policy E-24

The Village will discourage land clearing during the bird nesting season, generally extending between March 15 and August 31 of any year. If land clearing is proposed at this time, the applicant shall retain a QEP to activities comply with the Government of BC's Wildlife Act and/or the Government of Canada's Migratory Birds Convention Act. The QEP is required to submit a report to the Village and/or the Village's environmental representative prior to issuance of a tree cutting permit.

Policy E-25

The Village encourages the identification, retention and enhancement of connected wildlife corridors in any development proposal.

Policy E-26

The Village requires the use of appropriate garbage bins and other safety precautions to minimize the risk of negative wildlife encounters, and will make educational resources available to the public.

Policy E-27

The Village encourages implementing Dark Sky principles, as advocated by the International Dark-Sky Association, in outdoor lighting schemes for public and private developments, to limit light pollution, which can disturb wildlife and impact the night sky – a valued element of the semi-rural character of the Village.

8. SOCIAL AND COMMUNITY WELL-BEING



Social planning is the process of developing and building community wellbeing. Throughout the public engagement process for the OCP Update, participants expressed a desire to support cultural and social elements, provide community gathering places and work towards a community that is age-friendly, safe, healthy and inclusive. The policies in this section seek to support and enhance this sense of community, recognizing the value of planning for a socially equitable and culturally vibrant future.

OBJECTIVES – SOCIAL AND WELL-BEING

- To consider the diverse and changing needs, means, ages and abilities of all current and future residents.
- To continue to work toward an accessible community, free of social and physical barriers, for people with disabilities.
- To support innovative and affordable housing for renters, and people with special needs.
- To encourage a high level of community volunteerism.
- To continue to support the retention of Anmore's heritage.
- To continue to support local cultural initiatives that celebrate the visual and performing arts.
- To continue to promote harmonious inter-cultural and inter-faith relations.



GENERAL POLICIES

Policy S-1

The Village will follow accessible and adaptable design guidelines for public facilities.

Policy S-2

The Village will continue to work cooperatively and support School District 43 with respect to school facilities to accommodate Anmore’s child and youth population.

HOUSING POLICIES

Since 1992, the Local Government Act has required an OCP to include housing policies of the local government respecting affordable housing, rental housing and special needs housing. As these terms are not defined statutorily, each local government determines what constitutes “affordable” and “special needs”. The Village will strive to address the housing needs of residents through the following policies:

Policy S-3

The Village will consider development applications that propose innovative and affordable housing for renters and people with special needs.

Policy S-4

The Village supports the creation of secondary suites and coach houses to increase residential land use efficiency, and provide a broader range of housing types and sizes.

Policy S-5

The Village, through its website and newsletters, will provide information on programs of other levels of government that may be of interest to Anmore residents. Examples include: Home Adaptation for Independence (BC Housing), rental assistance for lower income seniors and families (BC Housing), and Property Tax Deferment (BC Ministry of Finance).

Policy S-6

The Village will undertake a Housing Action Plan to assess housing needs and identify priorities for housing in the Village.



AGE-FRIENDLY POLICIES

Age-friendly policies are intended to address the emerging needs of an aging population and develop as an accessible and inclusive community for all residents.

Policy S-7

The Village will implement the prioritized policies of the Age-Friendly Action Plan prepared for the Village of Anmore in 2013, which include the following:

- Incorporate elements of the Age-Friendly Plan into development applications;
- Provide safe and accessible passage to public buildings;
- Develop trail guidelines to respond to the needs of seniors and people with mobility challenges;
- Work with BC Transit to improve transit service throughout the day;
- Develop a community ride-share program specific to meeting the needs of seniors and people who do not drive;
- Consider applications for residential land uses and housing options that provide residents the opportunity to “age in place”;
- Develop a Community Resource Directory to identify the services and programs offered locally and in adjacent communities; and
- Develop a volunteer bank based on skills and interests to help match people’s skills to the communities needs.

Policy S-8

The Village will ensure that input from the Village’s youth is sought and that their needs and interests are considered in future-planning initiatives, events and activities.

HERITAGE POLICIES

Policy S-9

The Village will continue to develop the archives of the community and seek appropriate venues for display, encourage efforts to record the oral history of the community into written form, and encourage the retention of public structures, natural features or places of historic significance.

ARTS AND CULTURE POLICIES

Policy S-10

The Village will encourage the development of arts in the community, the inclusion of public art within public projects, and building arts components into heritage and community events, such as Ma Murray Day.

Policy S-11

The Village will encourage an open and respectful community dialogue through various means, including public meetings, the Village website, other online sources and forms of social media.

SAFETY AND SECURITY POLICIES

Policy S-12

The Village will update and implement the Emergency Preparedness Plan, support the work of the Volunteer Fire Department and continue to work with the Royal Canadian Mounted Police to maintain safety and security in the community.

FOOD SECURITY POLICIES

Food security in non-agricultural communities is commonly defined as the growing of fruits, vegetables and herbs within cities. There has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, privately donated land and rooftops. The intent of food security policies is to raise awareness of the importance of supporting a healthy and sustainable supply of local food regionally and locally.

Policy S-13

The Village encourages residents to grow foods on their property for personal consumption, explore the potential to sell foods locally and look for opportunities to buy foods from local or regional sources.

Policy S-14

The Village will consider establishing a community garden in the Village Centre, to be maintained by Anmore volunteers.

9. GREENHOUSE GAS EMISSION REDUCTION STRATEGY

Pursuant to Section 877(3) of the *Local Government Act* and the 2008 *Local Government (Green Communities) Statutes Amendment Act*, an OCP must include targets for the reduction of greenhouse gas emissions and policies to achieve those targets. Under the BC Climate Action Charter, the Village of Anmore has committed to creating a more complete, compact and energy efficient community.

TARGETS

The greenhouse gas (GHG) emission reduction targets for Anmore use the 2007 emissions levels as a baseline. These targets have been set on the basis of reducing the community's carbon footprint while respecting the community's vision of retaining the Village's semi rural character. The Village recognizes the need to pursue emission targets; however, due to the established land use pattern, relatively secluded location of the Village and dependence on vehicle travel, meeting these targets will be exceedingly challenging.

	2020	2050
Buildings Target Reduction	33%	80%
Transportation Target Reduction	16.5%	40%

According to the 2010 Community Energy and Emissions Inventory (CEEI) report prepared by the Province of British Columbia, 54% of Anmore's GHG emissions were associated with road transportation, 40% were associated with building operations, and 6% from solid waste.

As of 2010, Anmore was behind in meeting its emission reduction targets for 2020. Transportation emissions, in particular, show an upward trend, away from the targets. A stronger, more comprehensive approach will be required if Anmore is to meet these targets.

One particular area of improvement related to transportation emissions, would be to increase the number of commuting trips made by foot and by bicycle. Approximately 18% of commuting trips are for distances of less than 5 km. These trips could be achieved on foot or by a relatively easy bicycle ride.

Another 29% of trips are between 5 km and 15 km, which could be achieved by a moderate (20 - 60 minute) bicycle ride. Transit and carpooling should also be encouraged to reduce the emissions associated with the remaining 52% of trips.

BUILDING / LAND USE

Policy GHG-1

The Village supports alternative energy sources such as solar hot water, geoexchange heating and photovoltaic electricity, as well as passive solar design to minimize the lighting, heating and cooling demands of new and existing buildings.

Policy GHG-2

The Village supports the green building requirements for new construction established in the BC Building Code.

Policy GHG-3

The Village supports achievement of higher standards of green building for new and retrofit homes through programs such as LEED®, EnerGuide, Green Star, Green Globes, CASBEE, BREAM or Built Green.

Policy GHG-4

The Village will promote awareness and uptake of provincial (e.g. LiveSmart BC, BC Hydro) financial incentive programs for home energy retrofits.

Policy GHG-5

The Village will encourage residents to either preserve natural landscaping or convert back to natural landscaping using native species (as opposed to maintained lawns) and retain tree cover so as to increase the carbon sequestration potential of landscaping and vegetation.

Policy GHG-6

The Village will enforce the requirements of the Tree Management Bylaw as a means of retaining tree cover.

Policy GHG-7

The Village will continue to permit secondary suites and coach houses through the Zoning Bylaw, in order to increase residential land use efficiency.

Policy GHG-8

The Village supports home-based businesses and residents working from home to reduce commuting trips outside the Village.

Policy GHG-9

The Village will consider approaches to minimize greenhouse gas emissions in the construction of Village facilities and in corporate operations.

Policy GHG-10

The Village supports the use of private land for local food production by residents and encourages residents to purchase food produced locally and regionally, to reduce the carbon footprint associated with transporting food.

TRANSPORTATION

Policy GHG–11

The Village will focus on increasing walking and cycling as viable transportation alternatives.

Policy GHG–12

The Village will examine the road network to identify opportunities to enhance active transportation options.

Policy GHG–13

The Village will collaborate with TransLink and Anmore residents to explore measures to increase transit ridership.

Policy GHG–14

The Village will collaborate with TransLink to explore measures to increase transit use by visitors to Buntzen Lake Recreational Area.

Policy GHG–15

The Village will collaborate with TransLink, Port Moody and Coquitlam to establish strong linkages to Evergreen Line stations by bus, bicycle, walking, or any combination of these modes.

Policy GHG–16

The Village supports car-pooling and ride share programs to reduce dependence on the private vehicle.

Policy GHG–17

The Village will support programs and initiatives such as Bike to Work Week.

SOLID WASTE

Policy GHG–18

The Village encourages waste reduction through greater waste diversion in households, businesses, schools and Village facilities.

Policy GHG–19

The Village commits to meeting Metro Vancouver's ban on organic materials in household waste by 2015.

Policy GHG–20

The Village supports residential composting of kitchen and yard waste to reduce solid waste disposal requirements.

ACTIONS

Policy GHG-21

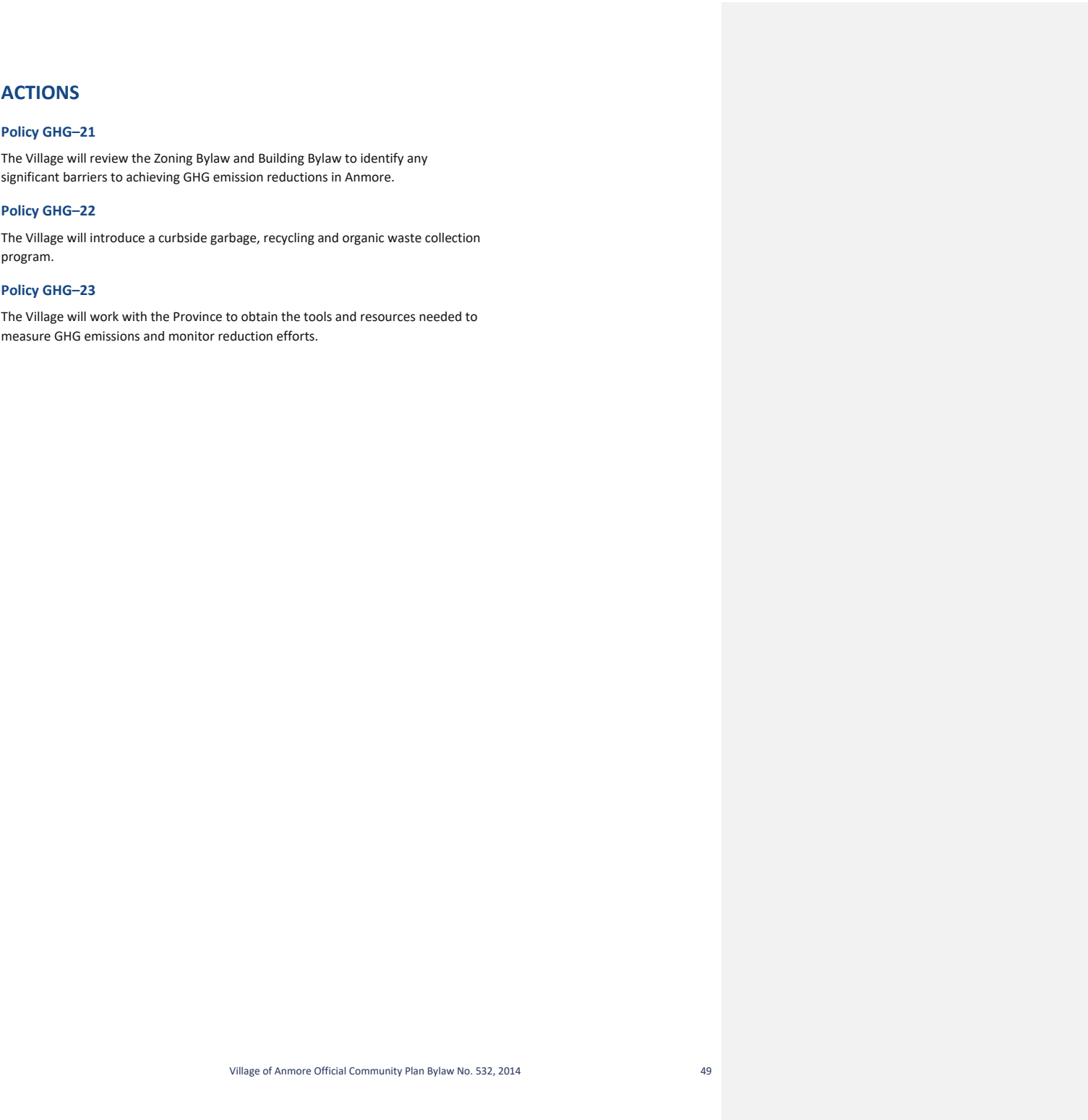
The Village will review the Zoning Bylaw and Building Bylaw to identify any significant barriers to achieving GHG emission reductions in Anmore.

Policy GHG-22

The Village will introduce a curbside garbage, recycling and organic waste collection program.

Policy GHG-23

The Village will work with the Province to obtain the tools and resources needed to measure GHG emissions and monitor reduction efforts.



10. PLAN IMPLEMENTATION



The implementation of this Plan Update will require a number of initiatives by the Village, including capital and operating funds. The former is primarily related to municipal services; the latter is staff time required to bring the bylaws of the Village into conformity with this Plan Update. Additionally, community organizations are identified as a means to help implement various aspects of the Plan Update.

CAPITAL ITEMS

The following items are identified for implementation in this Plan. These may have an impact on the Village’s annual Capital Budget and Five-Year Capital Plan.

REVENUE

- Increase the Village’s contributions to the Capital Asset Reserve Fund (Policy FS-1).

EXPENDITURES

- Actively pursue the planning, design and construction of a new Village Hall (Policy INLU-2).
- Implement safe crossings and/or traffic calming measures for pedestrians and cyclists (Policy T-3), where needed.
- Implement curbside garbage, recycling, and organic waste collection program (Policy MS-15).
- Provide Dark Sky street lighting on sections of East Road and Sunnyside Road, should a safety concern arise (MS-18).

OPERATIONAL ITEMS

Village staff and consulting time will be needed to implement a number of policies of this Plan. These items may have an impact on the Village’s annual Operating Budget.

FINANCIAL

- Review and update the Development Cost Charge Bylaw and the Fees and Charges Bylaw on a regular basis (Policies FS-9 and FS-10).
- Monitor possible financial implications of growth, and re-adjust the Financial Sustainability Plan accordingly (Policy FS-11).

LAND USE

- Update Zoning Bylaw to be consistent with the OCP.
- Complete a Parks Master Plan (Policy P&TLU-7).
- Conduct an inventory and mapping of Anmore's environmentally sensitive areas (Policy E-7).

TRANSPORTATION

- Work with Port Moody and TransLink to provide a pedestrian and bicycle route from the Evergreen Line station at Ioco Road to Anmore (Policy T-8).
- Work with the schools to establish educational programs to promote walking and cycling and to provide bicycle parking (Policy T-7).
- Work with TransLink to continue to improve the shuttle service, and add transit stops in new subdivisions (Policies T-9 and T-10).

MUNICIPAL SERVICES

- Review the Works and Services Bylaw for consistency with the OCP.
- Consider preparation of an Infrastructure Asset Management Renewal and Replacement Policy (Policy MS-2).
- Continue to pursue infrastructure grants from other levels of government (Policy MS-3).

SOCIAL AND COMMUNITY WELL-BEING

- Consider developing accessible and adaptable design guidelines for public facilities (Policy S-1).
- Provide information on housing programs of other levels of government (S-5).
- Prepare a Housing Action Plan to identify housing needs and priorities (Policy S-6).
- Adopt and implement the policies of the Age-Friendly Action Plan, 2013 (Policy S-7).
- Update and implement the Emergency Preparedness Plan (Policy S-12).

OTHER

- The Village will work closely with local community organizations as a means of realizing the objectives and policies of this Plan.
- This OCP Update should be reviewed in 2018, which is consistent with the requirements of Metro Vancouver's Regional Growth Strategy.

11. REGIONAL CONTEXT SUMMARY



Section ~~446 and 447~~⁴⁶⁶ of the *Local Government Act* requires that Official Community Plans include a “regional context statement”. The purpose of such a statement is to demonstrate the ways in which the OCP supports the fundamental strategies of the Metro Vancouver 2050 Regional Growth Strategy~~40-Shaping Our Future~~³ and, where necessary, to specify how the OCP is to be made more consistent with the required growth strategy over time.

The vision of Metro Vancouver 2050: Shaping Our Future Regional Growth Strategy (RGS) is to achieve the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment. In achieving this vision, Metro Vancouver 2050 specifies five fundamental goals:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the region's environment, address climate change, and respond to natural hazards~~climate change impacts~~;
- Provide diverse and affordable housing choices~~Develop complete communities~~; and
- Support sustainable transportation choices.

The majority of Anmore's land base is designated as RURAL area in the RGS, ~~with no Urban Centres or Frequent Transit Development Areas~~. The Urban Containment Boundary extends into Anmore to include the Eagle Mountain Middle School site as well as the Anmore Green Estates in the General Urban land use designation. Additionally, ~~a portion of the municipality is identified as a Special Study Area, for further consideration by the Village~~the Anmore South neighbourhood is anticipated to be included within the Urban Containment Boundary, enabling connection to regional sanitary sewer for the purpose of developing a walkable mixed-use neighbourhood with a diversity of housing choices, as described in the Anmore South Neighbourhood Plan (ASNP). Based on the Special Study Area designation recognized in the OCP and the RGS, the inclusion~~ing of the Anmore South neighbourhood~~ within the Urban Containment Boundary is a strategic move by the Village to accommodate new forms of residential development while also contributing to the creation of more complete, connected and resilient communities within the region.

This updated Regional Context Statement signifies Anmore's proactive approach to regional collaboration and it's dedication to balancing regional growth objectives with its community values and environmental stewardship. It underscores Anmore's role in fostering a sustainable and prosperous future, in accordance with both the local aspirations of its residents and the broader objectives of the Metro Vancouver 2050 strategy.

² Metro Vancouver's Regional Growth Strategy: Metro Vancouver 2040—Shaping our Future was adopted in July 2011, after being unanimously accepted by all local governments in the region.
Village of Anmore Official Community Plan Bylaw No. 532, 2014

The following describes how the Anmore Official Community Plan relates to the goals and strategies of the RGS [for lands both outside and within the Urban Containment Boundary](#).

**OUTSIDE THE URBAN CONTAINMENT BOUNDARY
(RURAL LANDS)**

CREATE A COMPACT URBAN AREA

The purpose of this goal is to concentrate Metro Vancouver’s growth in compact communities with access to a range of housing choices close to employment, amenities and services. The RGS strategies to achieve this goal involve focusing urban development within the Urban Containment Boundary in Urban Centres and Frequent Transit Development Areas. The Village of Anmore supports this goal’s objectives in principle through ~~these~~ Rural land use designation applied to the majority of the municipal land base as identified on Map 3 – Regional Context Map, and intent for these lands to remain a primarily low density residential community. These factors will prevent Anmore from drawing significant urban development out of the Urban Containment Boundary and away from Urban Centres.

Between 2006 and 2011, Anmore's population increased by an average of 61 people per year, with the population equalling 2,246 in 2012. Corresponding to this population increase, the number of dwelling units in the Village increased by 110 to a total of 742.

Section 2 of the OCP outlines several potential future growth scenarios for lands outside the Urban Containment Boundary~~the future~~, forecasting out to 2032. The Growth Management Strategy focuses on the “middle scenario” as the level of growth expected in the municipality. Based on the population projections established for the OCP, Anmore anticipates growth to continue at a relatively consistent rate, of on average, approximately 61 people per year, and approximately 24 units per year. The projections of the Growth Management Strategy are generally consistent with the Regional Growth Strategy projections, however, the total number of residents in 2041 is expected to be just under 4,000 as the population ages and people per unit decreases slightly from current levels.

Population Projections	2021	2031	2041
RGS	2,800	3,600	4,400
Anmore	2,900	3,400	3,900

Dwelling Unit Projections	2021	2031	2041
RGS	850	1,080	1,310
Anmore	930	1,180	1,350

In keeping with the Anmore’s Rural designation and existing residential land use pattern typified by large detached homes on large lots, densities [outside the Urban Containment Boundary](#) will remain consistent with a scale and form that embraces open spaces, environmental preservation and a semi-rural character. Policy F-4 indicates the Village will be flexible in terms of lot sizes, however, average density for new subdivision [outside the Urban Containment Boundary](#) will remain at one lot per one acre, consistent with existing RS-1 zoning. Policy RLU-6 emphasizes use of the Village’s cluster zoning for hillside residential areas and allows for a density increase to 1.5 lots per acre in order to facilitate clustered development that minimizes environmental impacts. Policy RLU-8 outlines circumstances where the Village would consider an increase in density to 1.8 lots per acre, utilizing Comprehensive Development zoning. Anmore expects most development to occur on currently undeveloped lands, with some infill or redevelopment in existing residential areas. Future development [outside the Urban Containment Boundary](#) is expected to be compatible with on-site sewer servicing, consistent with the Rural land use designation.

SPECIAL STUDY AREA

As depicted on Map 3, a portion of Anmore owned by Imperial Oil (the IOCO Lands) has been identified as a Special Study Area. Policy IOLU-3 outlines the Village’s requirement for any future development of the IOCO Lands to be preceded by a comprehensive neighbourhood planning process, with detailed technical analysis and extensive community engagement. The Village also expects a commitment to exceptional neighbourhood performance (Policy IOLU-4) for these lands.

SUPPORT A SUSTAINABLE ECONOMY

RGS Projections	2021	2031	2041
Employment	660	970	1250

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Anmore Projections	2021	2031	2041
Employment	500	600	700

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The RGS supports regional employment and economic growth through the protection of the land base and transportation systems required to nurture a healthy business sector. Anmore’s ~~secluded location, small population and~~ limited infrastructure constrains its ability to contribute to the larger regional economy [on lands outside the Urban Containment Boundary](#). Within ~~these lands local context~~, Anmore supports the general RGS strategies that protect employment lands for economic activity, through identifying areas of commercial, industrial and institutional lands. Policies CLU2 and CLU-3 identify the potential to accommodate additional commercial opportunities in the Village Centre Institutional designation, within the Special Study area (Policy CLU-5), and support for home-based businesses.

~~While opportunities for employment in Anmore are limited due to the primarily residential context, these policies will assist Anmore in growing employment within the Village. With no plans to increase employment-generating lands other than potential commercial opportunities, the Village anticipates more modest employment growth than projected in the RGS. Peripherally, Anmore plays a role in the regional economy as a municipality experiencing modest growth and development, resulting in a low but fairly constant level of new home construction.~~

PROTECT THE ENVIRONMENT, ADDRESS CLIMATE CHANGE, AND RESPOND TO ~~NATURAL HAZARDS~~CLIMATE CHANGE

Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards.

As identified on Map 3, Conservation and Recreation areas within Anmore comprise regionally significant natural assets, major parks, watersheds and ecologically important areas. These areas include Indian Arm Provincial Park, Buntzen Lake Recreation Area, portions of Belcarra Regional Park, and the headwaters of salmon-bearing Mossom Creek, North Schoolhouse Creek, Anmore Creek and other smaller watercourses. Additional parks, representing a range of recreational and protected sensitive environmental areas, are found within the Village settlement area and are identified on Schedule E – Parks and Trails in the OCP.

The guiding objectives and policies in this OCP emphasize the importance of preserving the natural environment. Environmental Policies E-1 and E-2 promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the community. Policies E-4, E-5, and E-6 emphasize environmental protection through partnerships with local regional and provincial organizations to promote stewardship and education initiatives.

Land Use Policy P&TLU-1 recognizes the health and well-being benefits associated with access to outdoor recreation, supported by Policy P&TLU-3, which highlights the importance of linking municipal parks, trails and open spaces with regional and provincial recreation areas, which would also include the Regional Recreation Greenway, as generally indicated on the RCS Map.

Applying to lands within the Rural designation, Residential Land Use Policies RLU-2 and RLU-8 provide the policy context for the Village consider proposals for development approaches that will protect hillsides and environmental features through clustering or other innovative approaches. RLU-3 specifies measures to design “with the land” and minimize environmental impacts. RLU4 emphasizes residential design to respect natural features, maintain native species and limit light pollution through use of Dark Sky strategies and fixtures. Landowners are additionally encouraged to retain mature vegetation, provide planted landscape or fencing and situate buildings to buffer Conservation and Recreation lands from new development (Policy RLU-13).

Municipal Servicing Policies MS-10, MS-12 and MS-13 emphasize low impact development approaches and green infrastructure to address stormwater and drainage. Within Section 7: Environment, Policy E-9 introduces the intent to create a Watercourse Protection Development Permit Area (DPA) in the Zoning Bylaw to provide guidelines for development in riparian areas, consistent with the Province’s Riparian Areas Regulation. Following adoption of the OCP, the Village will undertake a Zoning Bylaw update, which will include creation of DPA guidelines.

Anmore’s efforts to reduce Greenhouse Gas Emissions are primarily focused on increasing energy efficiency in buildings through promoting alternative energy sources or energy retrofits (Policies RLU-5, GHG1, GHG-2, GHG-3, GHG-4) and supporting alternative transportation options by prioritizing pedestrian and cycling infrastructure and enhancing public transportation access to reduce vehicle emissions (Policies GHG-11, GHG-12, GHG-13, GHG-14, GHG-15 and GHG-16, as well as Policies T-1 and T-2). Policies aimed at addressing GHGs from solid waste focus on increasing waste diversion through recycling and organics pickup (Policies GHG-18, GHG-19 and GHG-20).

Through establishing comprehensive environmental protection policies and implementation tools such as the Tree Management Bylaw, Anmore will be equipped to maintain the integrity of the natural environment; safeguarding significant watersheds and providing a regional carbon sink. As the potential effects of climate change (including earthquake, flooding, erosion, subsidence, mudslides, fires) become more apparent over time, the policies in the OCP regarding watercourse setbacks (Policies E-9 and E-10), identification of hazard lands (Policy E-1) and best practices in hillside development (E-16, RLU-6 and RLU-7) will help to ensure that developed areas are resilient and minimize risk.

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES DEVELOP COMPLETE COMMUNITIES

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The RGS supports municipalities in creating communities with a diverse range of housing choices and employment opportunities that enable residents to live and work in the same community through any stage of life. By providing a variety of housing choices, distributing employment and enabling residents' access to a variety of social, cultural and commercial services and amenities, complete communities contribute to fostering healthy lifestyles.

A number of factors contribute to the challenges Anmore faces in providing for the type of complete community envisioned by the RGS on lands outside the Urban Containment Boundary; namely, ~~the its secluded geographic location,~~ rural land use designation ~~and character, relatively small size~~ and lack of supportive infrastructure.

For lands outside the Urban Containment Boundary, the OCP sets out a vision for Anmore that seeks to build on the elements the community values, balancing the need to grow and accommodate the housing needs of its population with preserving the environment and semi-rural character of the Village, promoting active lifestyles, fostering a strong sense of community and striving to be financially sustainable. ~~While most residents access employment and services outside the Village, policies within the OCP will help Anmore develop a more complete and healthy community.~~

To meet estimated future housing demand for lands outside the Urban Containment Boundary, the Village has identified areas for residential development within the Rural designation. Policies RLU-8, S-3 and S-4 encourage a range of lot sizes and housing types to address a variety of housing needs. The Village also intends to undertake a Housing Action Plan to assess housing needs and determine priorities for the Village (Policy S-6).

Also contributing to the development of a complete community, the OCP provides the policy context for the Village to consider future commercial opportunities (Policy C-2) and continue to support home-based businesses (Policy C-3); enhance social sustainability (policies within Section 8); and emphasize community use and enjoyment of the many local recreational opportunities (Policy P&TLU-1).

SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

OUTSIDE URBAN CONTAINMENT BOUNDARY

The RGS promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region.

In view of Anmore's secluded location, most residents depend on private vehicles. However, alternative forms of transportation such as transit, cycling, walking and multiple-occupancy vehicles (e.g. car-pooling or ride-sharing) are supported by the OCP. Several sections of the OCP, including Recreation, Transportation and GHG Emission Reduction provide policy to outline how Anmore will develop and support alternative transportation infrastructure.

Policies T-1, T-2, P&TLU-3 specifically address Anmore’s commitment to developing a well-connected trail and pathway system to support walking and biking. Policies T-5, T-6, T-8, T-9 and T-10 identify ways the Village can work with TransLink to improve transit access for residents and visitors to Anmore, while T-4 advocates for carpooling and rideshare programs as alternatives to the car.

**WITHIN THE URBAN CONTAINMENT BOUNDARY
(URBAN AND CONSERVATION RECREATION -LANDS)**

With its strategic location and Special Study Area designation, the Anmore South neighbourhood allows the Village to contribute towards achieving Metro 2050 Goals.

Inclusion of the Anmore South neighbourhood within the Urban Containment Boundary, as described in the Village’s Anmore South Neighbourhood Plan (ASNP), provides the opportunity for a complete mixed-use community with a compact footprint within Anmore. The neighbourhood will provide a diversity of housing forms, including more affordable options, all while publicly dedicating 42% of the land for Neighbourhood Parks and Conservation + Recreation. With a mixed-use residential and commercial centre node accompanying a new public community centre along the Major Road Network on Sunnyside Road, Anmore South will provide the Village with much needed local services, employment opportunities, and amenities.

The neighbourhood has been designed with the following core planning principles in mind which are consistent with Metro 2050:

- Conserve Ecological Integrity
- Create Networks of Parks and Natural Spaces
- Celebrate our Natural Heritage
- Foster a Vibrant and Diverse Community
- Design Compact, Walkable Neighbourhoods
- Celebrate Local Art and Culture
- Support a Financially Sound Community
- Plan for Alternative Transportation
- Employ Green Infrastructure

The following table demonstrates the Village of Anmore’s OCP alignment with Metro 2050 Goals + Strategies for lands within the Urban Containment Boundary.

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Metro 2050 Strategy	Description + Policies
Goal 1 Create a Compact Urban Area	
<p>Strategy 1.1.9 a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>Village of Anmore lands both outside and within the Urban Containment Boundary are presented on Map 3: Regional Context Statement.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 7.2.1 REGIONAL DESIGNATION The Anmore South neighbourhood will be fully within the regional Urban Containment Boundary following consideration by Metro Vancouver.</p>
<p>Strategy 1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;</p>	<p>The Anmore South neighbourhood is anticipated to provide:</p> <ul style="list-style-type: none"> • 2,202 dwelling units • Project population of approximately 4,500 residents • Positive local employment impact of 397 jobs • Estimated 3,500 person-years of construction employment
<p>Strategy 1.2.23 b) v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);</p>	<p>The Village's ASNP allows Anmore to accommodate urban densification by connecting the neighbourhood to the regional sanitary sewer.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.2 HOUSING YIELD The total number of homes permitted in Anmore South is 2,202.</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p>
<p>Strategy 1.2.23 b) vi) consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas;</p>	<p>The Village will support development of child care spaces in the Anmore South neighbourhood with an emphasis on the Anmore South mixed-use centre located on the Major Road Network of Sunnyside Road.</p> <p><i>Applicable ASNP Policy:</i></p>

Metro 2050 Strategy	Description + Policies
	<p>Policy 4.1.10 CHILD CARE The neighbourhood shall accommodate child day care services where appropriate.</p> <p>Policy 4.7.8 CHILDCARE Consider opportunities for child care at the Community Centre.</p>
<p>Strategy 1.2.23 b) vii) consider the implementation of green infrastructure</p>	<p>The Village will encourage use of green infrastructure in Anmore South neighbourhood development.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.4.6 RAINWATER Implement rainwater management systems through detailed design that support pre-development surface and groundwater flow regimes in natural areas to the extent feasible.</p> <p>Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.</p>
<p>Strategy 1.2.23 b) viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;</p>	<p>The Village will encourage infrastructure and amenity investments in the urban neighbourhood of Anmore South, with an emphasis on the mixed use centre located on the Major Road Network of Sunnyside Road.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p>
<p>Strategy 1.2.23 c) iv) encourage neighbourhood-serving commercial uses.</p>	<p>The ASNP designates lands within the Urban Containment Boundary for neighbourhood-serving commercial uses, allowing Anmore residents to access local shops and services without the need to drive outside of the community to Port Moody.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.6.2</p>

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Metro 2050 Strategy	Description + Policies
	<p>USES Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.</p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 4.6.5 SIZE Provide for a range of commercial and residential unit sizes in the Mixed Use designation based on analysis at the time of rezoning.</p> <p>Policy 4.6.8 PEDESTRIAN ORIENTED Establish a ground level retail core within the Mixed-use designation to support a range of neighbourhood retail, commercial services and amenities within a pedestrian-oriented environment.</p>
<p>Strategy 1.2.23 f consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.</p>	<p>The Village of Anmore will work with adjacent municipalities, First Nations, TransLink, and Metro Vancouver to support transportation planning for transit corridors with adjacent jurisdictions.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>

Metro 2050 Strategy	Description + Policies
<p><u>Strategy 1.3.7 a) support compact, mixed-use, transit, walking, cycling and rolling-oriented communities;</u></p>	<p>The Anmore South neighbourhood is designed as a walkable, mixed-use community with multi-modal active transportation network.</p> <p><u>Applicable ASNP Policy:</u></p> <p><u>Policy 4.2.3</u> <u>FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</u></p> <p><u>Policy 4.6.9</u> <u>PEDESTRIAN ORIENTED Ensure safe and secure pedestrian connections to Commercial Retail space through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings.</u></p> <p><u>Policy 4.6.17</u> <u>ELECTRIC VEHICLES Encourage electric vehicle charging stations and suitable parking for electric scooters and e-bikes as part of design for individual projects.</u></p> <p><u>Policy 4.10.9</u> <u>CONNECTIVITY Provide trail and greenway connections to existing neighbourhoods and Anmore Elementary School.</u></p> <p><u>Policy 4.10.10</u> <u>ACCESSIBILITY Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling networks.</u></p> <p><u>Policy 5.2.9</u> <u>OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</u></p> <p><u>Policy 5.2.11</u> <u>END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</u></p>

Metro 2050 Strategy	Description + Policies
<u>Strategy 1.3.7 c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.</u>	<p><u>The Village will encourage development of public spaces within the Anmore South neighbourhood to support social connections and engagement.</u></p> <p><i>Applicable ASNP Policy:</i></p> <p><u>Policy 4.1.9</u> <u>GATHERING Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.</u></p> <p><u>Policy 4.7.1</u> <u>COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</u></p> <p><u>Policy 4.7.5</u> <u>PUBLIC REALM Encourage a vibrant public realm on the Community Centre lands, particularly where connected to public streets and Village Greenways.</u></p> <p><u>Policy 4.9.1</u> <u>PARKS Anmore South must provide a network of public neighbourhood parks and gathering places, that interface with natural areas, streetscapes, and recreational and community facilities to enhance village vibrancy and livability, in accordance with Schedule A: Land Use Plan.</u></p> <p><u>Policy 4.9.2</u> <u>ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</u></p> <p><u>Policy 4.9.3</u> <u>PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.</u></p> <p><u>Policy 4.9.9</u> <u>SPORTS FIELD Provide a multi-use playing or sportsfield within the Neighbourhood Park on the south side of Sunnyside Road where it can be accommodated by gentle lands.</u></p>
<u>Strategy 1.3.7 d) respond to health and climate change-related risks by providing equitable access to: i) recreation facilities; ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and iii) safe and inviting walking, cycling, and</u>	<p><u>The Village will provide equitable access to recreation facilities, green space, parks and the active transportation network in the Anmore South neighbourhood.</u></p> <p><i>Applicable ASNP Policy:</i></p>

Metro 2050 Strategy	Description + Policies
<p><u>rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;</u></p>	<p><u>Policy 4.7.1</u> <u>COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</u></p> <p><u>Policy 4.9.2</u> <u>ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</u></p> <p><u>Policy 4.9.3</u> <u>PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.</u></p> <p><u>Policy 4.10.10</u> <u>ACCESSIBILITY Incorporate a range of accessible trail and pathway types to provide for a range of recreational uses and to maximize multi-modal connectivity, including 4m wide off-street paved Multi-Use Paths where trails form critical connections in the pedestrian or cycling networks.</u></p>
<p><u>Strategy 1.3.7 g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community;</u></p>	<p><u>The Village will encourage development that considers promotion of social connections, universal accessibility, and crime prevention through environmental design in the Anmore South neighbourhood.</u></p> <p><u>Applicable ASNP Policy:</u></p> <p><u>Policy 4.1.9</u> <u>GATHERING Opportunities to create spaces where people can gather should be prioritized during the rezoning and development application process.</u></p> <p><u>Policy 4.6.19</u> <u>SAFETY Incorporate Crime Prevention Through Environmental Design principles into design of Mixed Use developments.</u></p> <p><u>Policy 4.9.2</u> <u>ACCESSIBILITY Neighbourhood parks must be accessible for persons with disabilities or mobility issues, including those in wheelchairs.</u></p> <p><u>Policy 4.9.3</u></p>

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Metro 2050 Strategy	Description + Policies
	PARKS PROGRAMMING Public parks shall be designed and programmed to accommodate all age groups from children to seniors and will include both passive and active spaces as well as barrier free fully accessible circulation.
Goal 2 Support a Sustainable Economy	
Strategy 2.1.10 a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;	<p>Through its inclusion within the Urban Containment Boundary, the Anmore South neighbourhood supports economic activities and employment that cannot be accommodated elsewhere in the Village.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.6.2 USES Provide for a mix of potential commercial and employment uses including retail, public service, and professional office.</p> <p>Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</p> <p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 6.2.2 EMPLOYMENT Maximize local job opportunities to enhance Anmore's economy in accordance with the Economic Impact Analysis (March 2025).</p>
Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards	
Strategy 3.1.9 a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;	<p>The Village has identified new Conservation + Recreation lands in the Anmore South neighbourhood that will be publicly dedicated through implementation of the ASNP.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 4.10.1 AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</p>

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Metro 2050 Strategy	Description + Policies
<p><u>Strategy 3.1.9 b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: ii) environmental conservation areas; iii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers); vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities</u></p>	<p><u>Anmore South's Conservation + Recreation land use is the neighbourhood's most significant component for protecting significant ecological and recreation assets and supporting the environmental goals of Metro 2050.</u></p> <p><u>Applicable ASNP Policy:</u></p> <p><u>Policy 4.10.2</u> <u>COMPONENTS The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.</u></p> <p><u>Policy 4.10.3</u> <u>WATERCOURSES Ensure functional ecosystem protection of watercourses, including Doctors Creek and Schoolhouse Creek, their tributaries and ponds in accordance with industry standard best practices- including Develop with Care (2014).</u></p> <p><u>Policy 4.10.5</u> <u>RAINWATER Preserve rainwater function within the Conservation +Recreation area designation in conjunction with recreational use, where feasible.</u></p> <p><u>Policy 4.10.6</u> <u>RESTORATION Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.</u></p> <p><u>Policy 4.10.7</u> <u>VISUAL BUFFERS Avoid diminishment of significant areas of forest that act as Visual Impact Buffers between Anmore South and existing neighbourhoods unless it can be demonstrated that visual quality objectives are maintained through mitigation.</u></p> <p><u>Policy 4.10.11</u> <u>ECOSYSTEMS Mitigate impacts to Valued Ecosystem Components due to trail and greenway construction through avoidance and/or appropriate mitigation strategies as recommended by a QEP.</u></p>
<p><u>Strategy 3.2.7 b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development</u></p>	<p><u>The ASNP was prepared according to a detailed Environmental Impact Assessment encouraging compact higher density residential development than considered by the Village's typical single-family zoning. This allows for the public dedication and protection of ecosystems and recreation areas that would otherwise form part of privately-owned residential parcels.</u></p>

Metro 2050 Strategy	Description + Policies
<u>permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;</u>	<p><u>Applicable ASNP Policy:</u></p> <p><u>Policy 4.2.3</u> <u>FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</u></p> <p><u>Policy 4.10.1</u> <u>AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</u></p> <p><u>Policy 4.10.6</u> <u>RESTORATION Explore opportunities for habitat restoration and enhancement in the Conservation + Recreation area including streamside areas which collectively are significant components for rainwater management.</u></p>
<u>Strategy 3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050</u>	<p><u>Through inclusion within the Urban Containment Boundary, Anmore South will provide a walkable mixed-use neighbourhood with shops, services and a new community centre – allowing Anmore residents to make some daily trips without the need for a car.</u></p> <p><u>Applicable ASNP Policy:</u></p> <p><u>Policy 4.2.3</u> <u>FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</u></p> <p><u>Policy 4.6.3</u> <u>CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.</u></p> <p><u>Policy 4.6.4</u> <u>FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</u></p> <p><u>Policy 4.7.1</u></p>

Metro 2050 Strategy	Description + Policies
	<p>COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p> <p>Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.</p>
<p>Strategy 3.3.7 b) identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: community design, infrastructure, and programs that encourage transit, cycling, rolling and walking.</p>	<p>The Village will encourage reduction of energy consumption and greenhouse gas emissions through development of the Anmore South neighbourhood.</p> <p>Applicable ASNP Policy:</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>

Metro 2050 Strategy	Description + Policies
	Policy 7.2.8 GHG Reduction Encourage use of energy efficient technologies and building materials in Anmore South developments.
Strategy 3.4.5 b) include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.	The Village has adopted new Development Permit Areas + Guidelines to prevent and mitigate risks of development in hazardous areas. Applicable ASNP Policy: Policy 7.2.5 DEVELOPMENT PERMITS Applicable Development Permits must be obtained for all Anmore South development in accordance with Development Permit Areas and guidelines described in Section 8 of the Neighbourhood Plan.
Strategy 3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	The Village will leverage development in the Anmore South neighbourhood to help reduce fire risk in the wildland urban interface. Applicable ASNP Policy: Policy 5.4.7 FIRE FIGHTING Explore opportunities to design water servicing infrastructure to support wildland fire prevention and fire fighting.
Goal 4 Provide Diverse and Affordable Housing Choices	
Strategy 4.1.8 a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;	The Village will encourage residential development to help address the regional housing crisis by permitting a diversity of homes within the Urban Containment Boundary in the Anmore South neighbourhood. Applicable ASNP Policy: Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes. Policy 4.2.2 HOUSING YIELD The total number of homes permitted in Anmore South is 2,202.
Strategy 4.1.8 b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options; and	Through inclusion within the Urban Containment Boundary, the Anmore South neighbourhood will provide a greater diversity of homes than can be accommodated on private septic systems, including smaller, more affordable homes.

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Metro 2050 Strategy	Description + Policies
	<p><u>Applicable ASNP Policy:</u></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.3 FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use.</p> <p>Policy 4.4.3 SIZE Provide for a range of attached housing choice including 2, 3, and 4 bedroom options.</p> <p>Policy 4.4.4 TENURE Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family Townhome designation.</p> <p>Policy 4.5.5 SIZE Provide for a range of apartment unit sizes, including units that have more than two bedrooms.</p> <p>Policy 4.5.6 TENURE Encourage the development of rental, and non-market rental within the Multi-Family Apartment designation.</p> <p>Policy 4.6.7 TENURE Encourage the development of rental and/or non-market housing within the Mixed Use designation.</p>
<p><u>Strategy 4.1.8 c) identify policies and actions that contribute to the following outcomes: i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum; ii) increased supply of family-friendly, age-friendly, and accessible housing; iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing; iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly</u></p>	<p><u>The Village will contribute to development of a diversity of homes, including family-friendly and more affordable options, through implementation of the ASNP.</u></p> <p><u>Applicable ASNP Policy:</u></p> <p>Policy 4.2.1 HOUSING DIVERSITY Encourage a variety of housing forms, lot sizes, and tenures to provide a diversity of residences that can support a range of lifestyles, life stages and incomes.</p> <p>Policy 4.2.3</p>

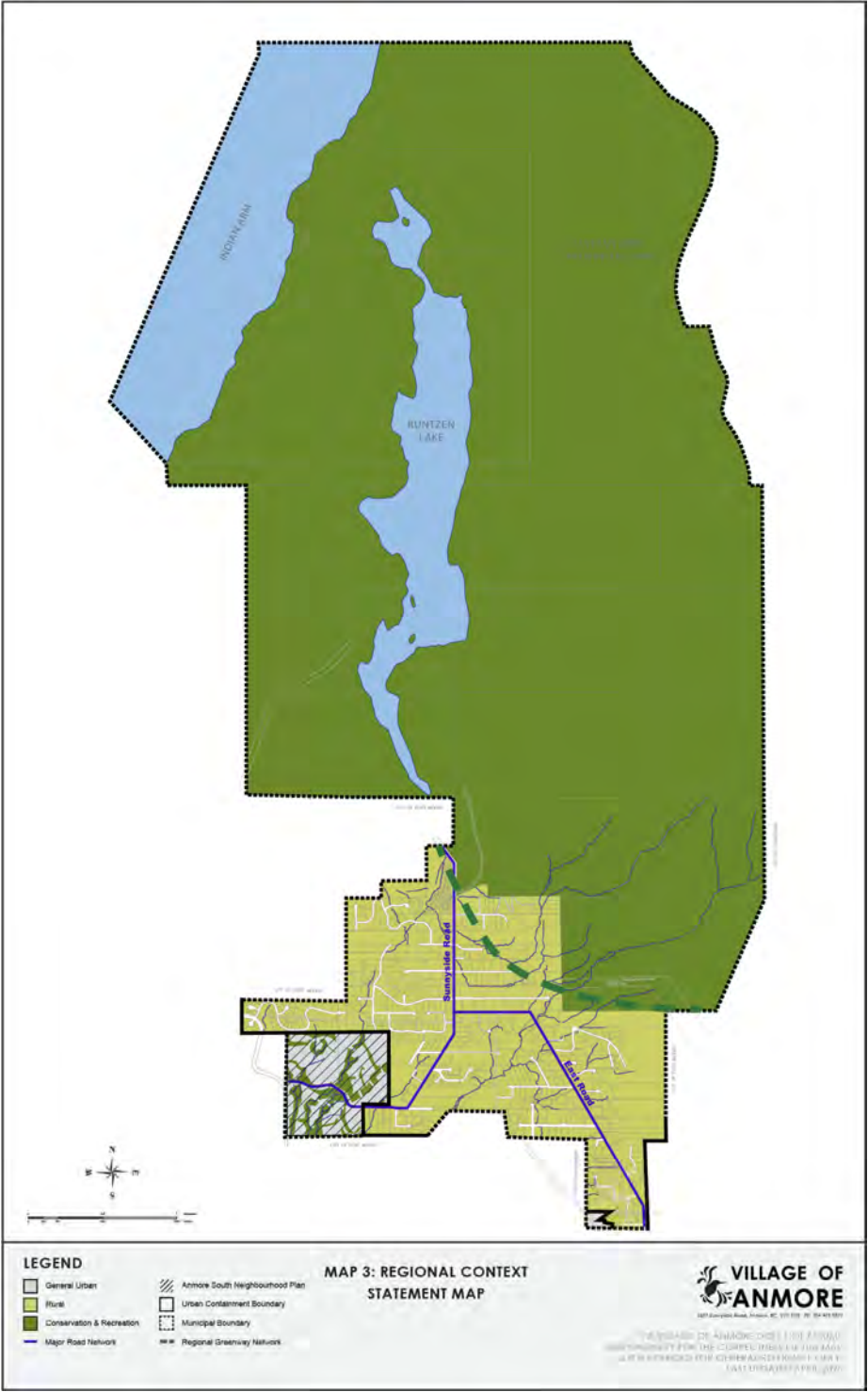
Metro 2050 Strategy	Description + Policies
in proximity to transit; v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;	FOOTPRINT Encourage compact housing forms, including small-lot single-family, duplexes, townhomes, and apartments, to foster walkable neighbourhoods and reduce construction materials and energy use. Policy 4.4.3 SIZE Provide for a range of attached housing choice including 2, 3, and 4 bedroom options. Policy 4.4.4 TENURE Permit the development of purpose-built rental, and/or strata tenure housing within the Multi-Family Townhome designation. Policy 4.5.5 SIZE Provide for a range of apartment unit sizes, including units that have more than two bedrooms. Policy 4.5.6 TENURE Encourage the development of rental, and non-market rental within the Multi-Family Apartment designation. Policy 4.6.7 TENURE Encourage the development of rental and/or non-market housing within the Mixed Use designation. Policy 4.5.15 SVFD Ensure delivery of rental homes in the Apartment designation for use by Sasamat Volunteer Fire Department firefighters as part of a future rezoning process for these lands
Goal 5 Support Sustainable Transportation Choices	
Strategy 5.1.14 a) identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling;	Inclusion of the Anmore South neighbourhood within the Urban Containment Boundary enables development of neighbourhood shops and services that could not be accommodated elsewhere in the Village, reducing reliance on private vehicle trips into adjacent municipalities. Applicable ASNP Policy: Policy 4.6.3 CROSSING A neighbourhood Mixed-Use centre will be developed at the intersection of Sunnyside Road and upper and lower collector loops, which must include commercial retail, office space, and residential uses and is expected to provide 55,900 and 61,800 sq ft of local serving retail.

Metro 2050 Strategy	Description + Policies
	<p>Policy 4.6.4 FIRST AVENUE Provide a Mixed-Use commercial node along First Avenue which may be developed as residential, commercial retail, office space or a mix of these uses.</p> <p>Policy 4.7.1 COMMUNITY CENTRE Provide a public Community Centre within the designation for the use and enjoyment of Anmore Residents.</p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>
<p>Strategy 5.1.14 b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services;</p>	<p>The Village will implement transportation demand management strategies throughout development of the Anmore South neighbourhood.</p> <p>Applicable ASNP Policy:</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p>

Metro 2050 Strategy	Description + Policies
	<p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p> <p>TDM Transportation Demand Management measures should be explored in conjunction with a future rezoning application as outlined in the Anmore South Transportation Impact Assessment (March 2025).</p>
Strategy 5.1.14 c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling;	<p>The Village will encourage development of a transit-supportive multi-modal transportation network within the Anmore South neighbourhood.</p> <p><i>Applicable ASNP Policy:</i></p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.10 OFF-STREET NETWORK Where a multi-use pathway is constructed offstreet, ensure appropriate lighting is provided for safety, applying Dark Sky lighting principles.</p> <p>Policy 5.2.11 END-OF-TRIP FACILITIES Incorporate end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations at destination civic centres and mixed-use developments.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13</p>

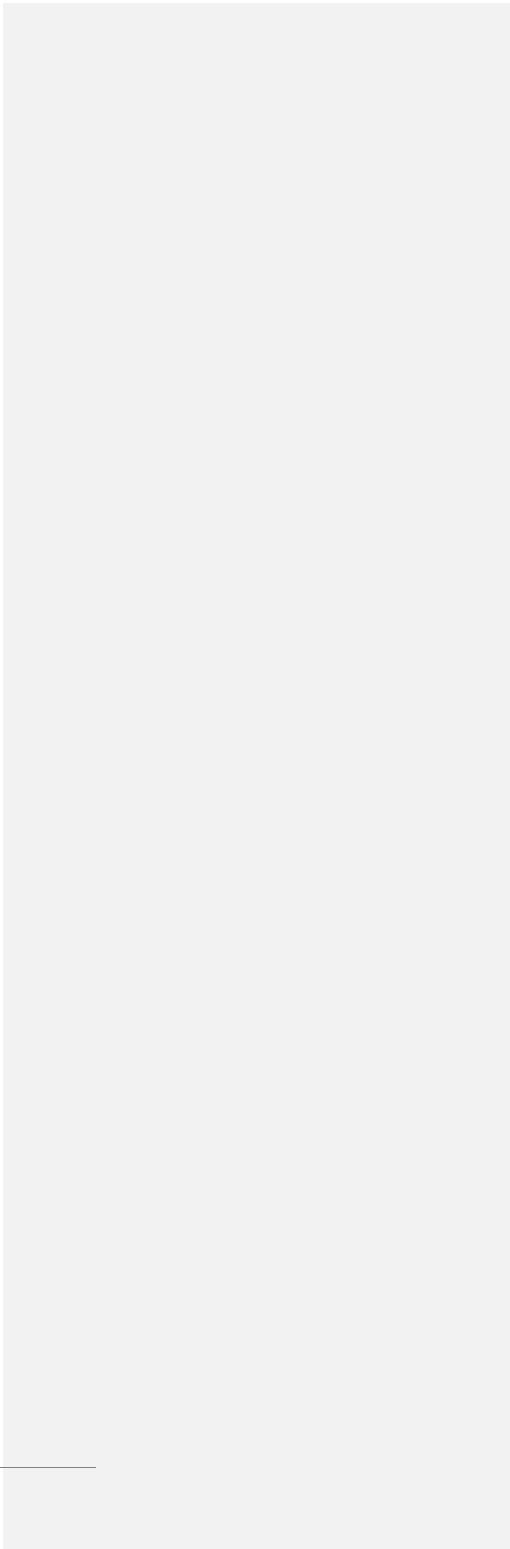
Metro 2050 Strategy	Description + Policies
	<p>TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>
<p>Strategy 5.1.14 e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10;</p>	<p>The Anmore South neighbourhood's position along the Metro 2050 Regional Greenway enables the Village to support network implementation through the ASNP.</p> <p>Applicable ASNP Policy:</p> <p>Policy 4.10.1 AREA A minimum of 35% of the neighbourhood should be preserved through dedication to the Village as Conservation + Recreation lands in accordance with Schedule A: Land Use Plan</p> <p>Policy 4.10.2 COMPONENTS The Anmore South Conservation + Recreation Area is a central feature for the neighbourhood landscape and is to be excluded from development to retain values related to the forested hillside including steep slopes, riparian areas, wildlife corridors, Visual Impact Buffers, trail corridors and passive recreation opportunities.</p> <p>Policy 5.2.9 OFF-STREET NETWORK Construct an off-street network to accommodate walking and cycling, including trails, multi-use pathways and Village greenways through the development process.</p> <p>Policy 5.2.12 TRANSIT Design all collector roads to accommodate future transit service.</p> <p>Policy 5.2.13 TRANSIT Accommodate the provision of transit service through planning for future facilities and/or physical design requirements (transit exchange/ bus stops), particularly at the Community Centre and Commercial Crossing along Sunnyside Road.</p> <p>Policy 5.2.14 TRANSIT Collaborate with TransLink as development progresses and explore opportunities for the Independent Transit Service program as well as increased transit service to the Village.</p>

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12. ANMORE SOUTH NEIGHBOURHOOD PLAN

The Neighbourhood Plan in its entirety will be added as Chapter 12. The Plan is included as Attachment 6 to this report.



SCHEDULES

This OCP Update provides a Growth Management Strategy based upon cost efficient delivery of municipal services, the preservation of environmentally sensitive areas and other community objectives such as the maintenance of community identity and enhanced social sustainability. This strategy is expressed within the text of the Plan and its attached Schedules, the latter of which form part of the OCP Bylaw.

The Schedules have been developed through collaboration with the public, Village Council, the Advisory Planning Commission and Council committees. Input was obtained from adjacent municipalities, Metro Vancouver and a number of provincial ministries, all of whom have an effect upon the future of our community. The current Plan, therefore, generally reflects a consensus as to how Anmore should manage change in the future.

Because the OCP Update is a policy document and not a regulatory tool, the boundaries for the various designations on the Schedules are not exact, as they must be in a Zoning Bylaw.

SCHEDULE A: TEXT

SCHEDULE B1: LAND USE MAP

SCHEDULE B2: LAND USE MAP (DETAIL)

Schedules B1 ~~and B2~~ ~~and B3~~ illustrate the future land use pattern of the Village expected within the life of this Plan Update.

- Areas designated “Residential” are appropriate for subdivision and development for residential use.
- Areas designated “Hillside Residential” identify hillsides where cluster housing and innovative approaches to developing residential uses in an environmentally responsible and financially sustainable manner will be encouraged.
- Areas designated “Commercial” identify areas where commercial uses currently exist and will continue to be located.
- Areas designated “Village Centre Commercial” identify areas where commercial uses that support evolution of a Village Centre could be located.

- Areas designated “Parks” identify Municipal lands set aside for conservation or the use and enjoyment of Anmore residents.
- Areas designated “Conservation and Recreation” correspond to Metro Vancouver’s Regional Growth Strategy land use designation and are intended to remain in a natural state. This designation identifies Crown Lands and those portions of Indian Arm Provincial Park, Belcarra Regional Park and Bntzen Lake Recreation Area within Anmore.
- The “Industrial” land use relates to the BC Hydro power plant and pumping station at Buntzen Lake and Buntzen Bay.
- [Anmore South land use designations and policies are described in the Anmore South Neighbourhood Plan \(see ~~Chapter~~Section 12\).](#)

Proposed zoning changes to accommodate a use that is not specifically stated within a Residential, Commercial, or Institutional designation will be considered, provided that the proposed use is similar in character to other uses listed in that category, and is in conformity with the spirit and intention of the Growth Management Strategy.

SCHEDULE C: ROAD NETWORK MAP

Schedule C identifies Major Roads, Minor and Local Roads, as well as Future Road Extensions. The objectives and policies for roads are set out in Section 5 of this Plan.

SCHEDULE D1: WATERCOURSE MAP

SCHEDULE D2: STEEP SLOPES MAP

Schedules D1 and D2 are intended to generally illustrate the areas within the Village which, because of environmental sensitivity or natural hazard, may require site specific studies or permits prior to any development. The creeks, riparian areas, and steep slopes (greater than 20%) depicted on the Schedules are general in nature, and should not be considered as precise or encompassing of all natural features in the Village. The intent of these two Schedules is to alert property owners and Village officials that a potential environmental constraint may exist, and that appropriate information may be required of an owner/developer applicant for these lands.

SCHEDULE E: PARKS AND TRAILS MAP

Schedule E shows the parks and trails in the settlement area of the Village. The objectives and policies for these areas are set out in Section 4 of this Plan.

SCHEDULE F: WATERCOURSE PROTECTION DEVELOPMENT PERMIT AREA MAP

Areas coloured blue on Schedule F: Watercourse Protection Area are to be designated Development Permit Areas (DPA) as per the Local Government Act Section 919.1(1) (a) for the purpose of protecting the natural environment, its ecosystems and biological diversity from development. Specifically, the Watercourse Protection DPA has been established to protect the features, functions and conditions that are vital in the natural maintenance of stream health and productivity, core elements of Anmore's rural character. The guidelines for the Watercourse Protection Development Permit Area, consistent with the requirements of the Province's Riparian Areas Regulation (RAR), are to be contained in the Village's Zoning Bylaw.

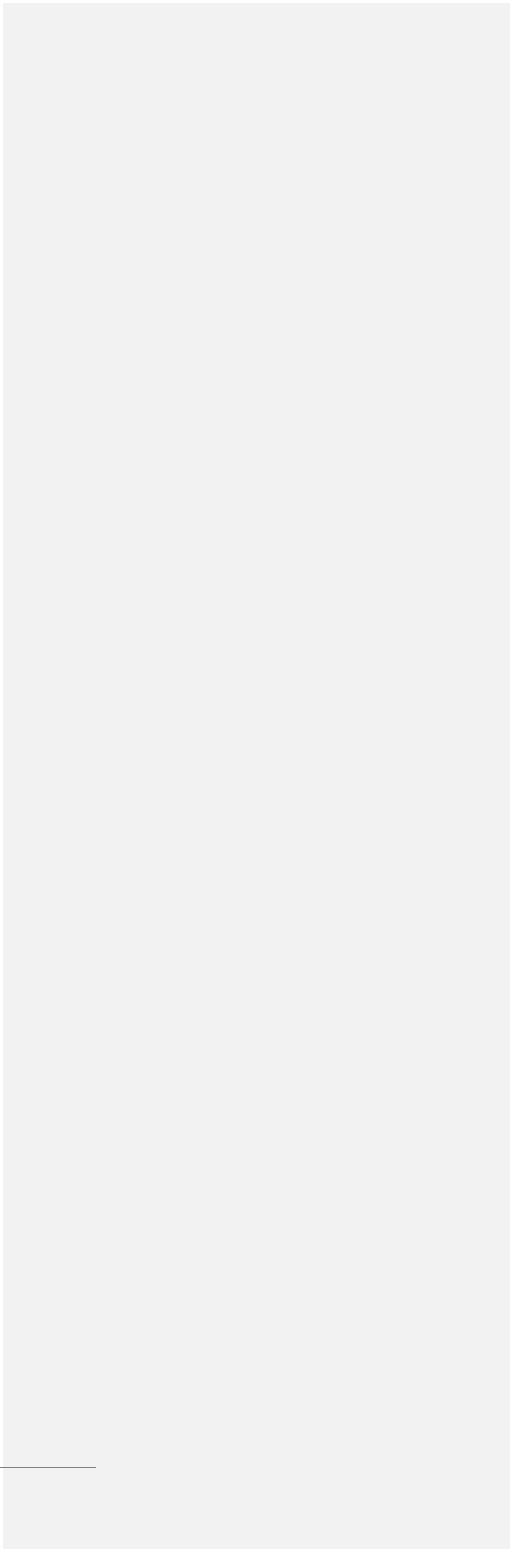
The Watercourse Protection Area illustrated on Schedule F has been established to encompass the RAR Assessment Area, generally 30 metres from the top-of-bank of a stream or ravine. In some instances the illustrated Watercourse Protection Area may extend beyond 30 metres to allow for variances in ravine width.

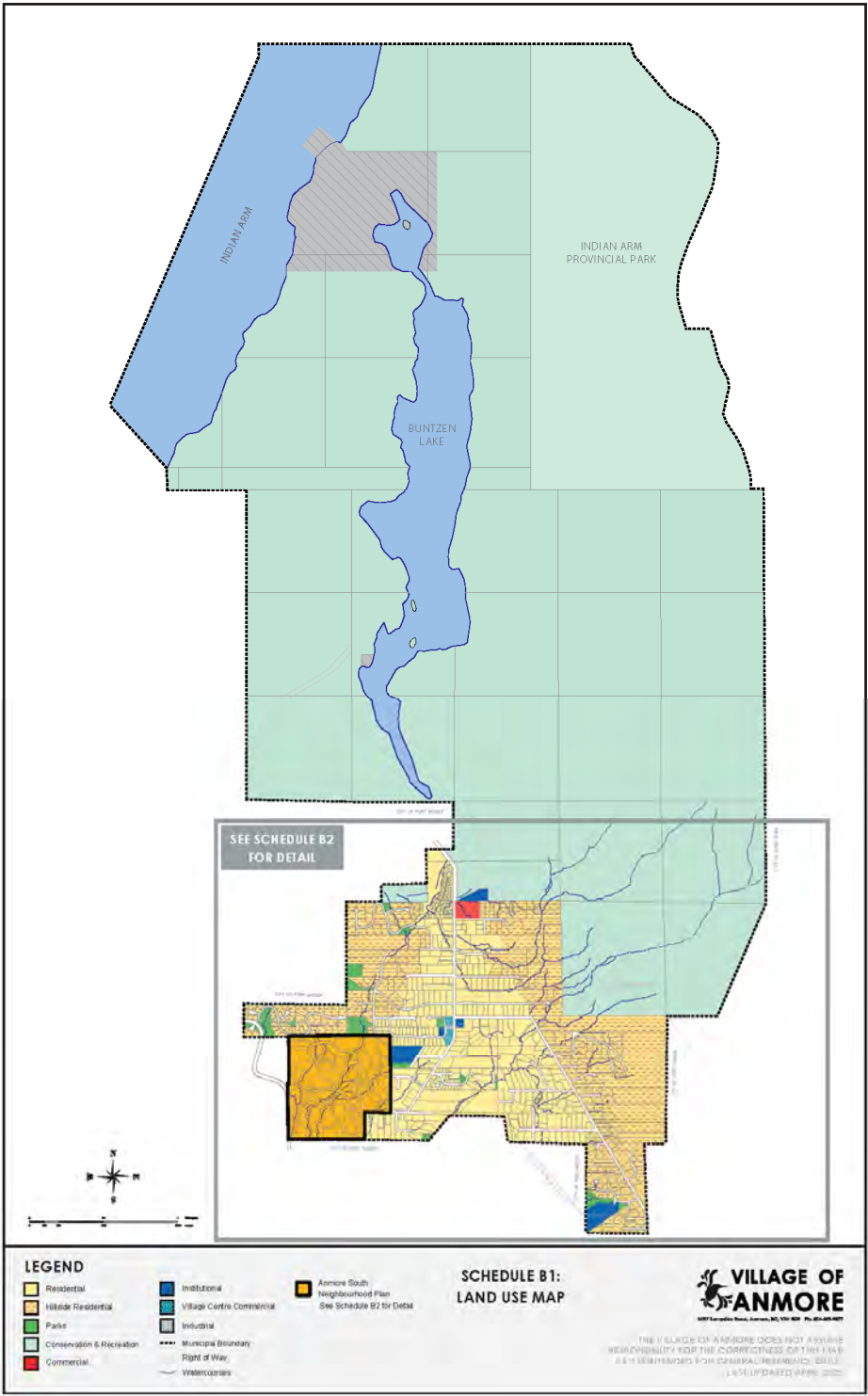
The DPA applies to residential, commercial and industrial land uses. Certain development activities may be restricted within the DPA. Prior to undertaking any of the following activities, property owners should consult the Village to determine if a Development Permit is required.

- Removal, alteration, disruption or destruction of vegetation;
- Disturbance of soils;
- Construction or erection of buildings and structures;
- Creation of nonstructural impervious or semi-impervious surfaces;
- Flood protection works;
- Construction of roads, trails, docks, wharves and bridges;
- Provision and maintenance of sewer and water services;
- Development of drainage systems;
- Development of utility corridors; or
- Subdivision as defined in section 872 of the Local Government Act.

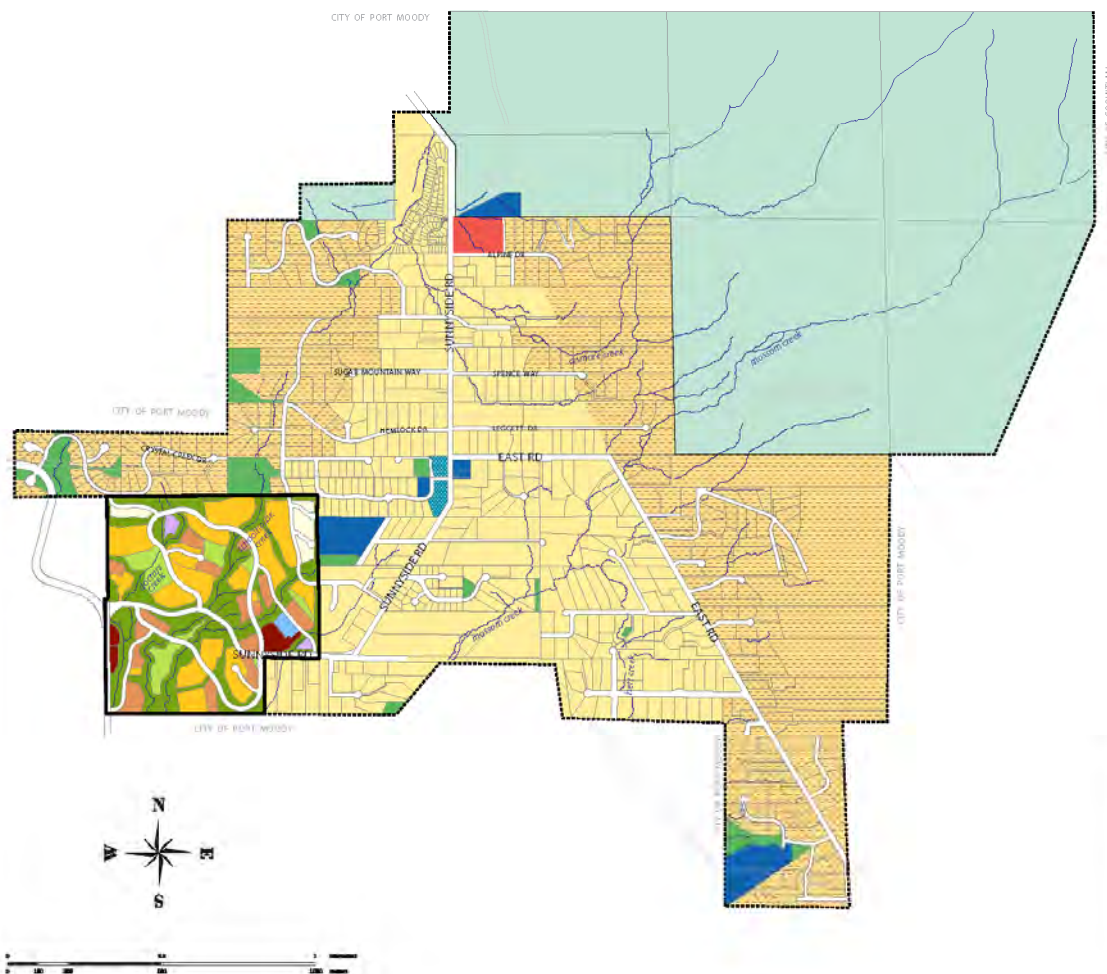
In cases where a setback and restrictive covenant has been established through a RAR assessment or through consultation with Fisheries and Oceans Canada (DFO) and/or the BC Ministry of Environment, a Development Permit will not be required.

Alternatively, a property owner has the option to replace the existing setback with a RAR setback, based on the findings of a Qualified Environmental Professional.





SCHEDULE B2: LAND USE MAP (DETAILED)



LEGEND

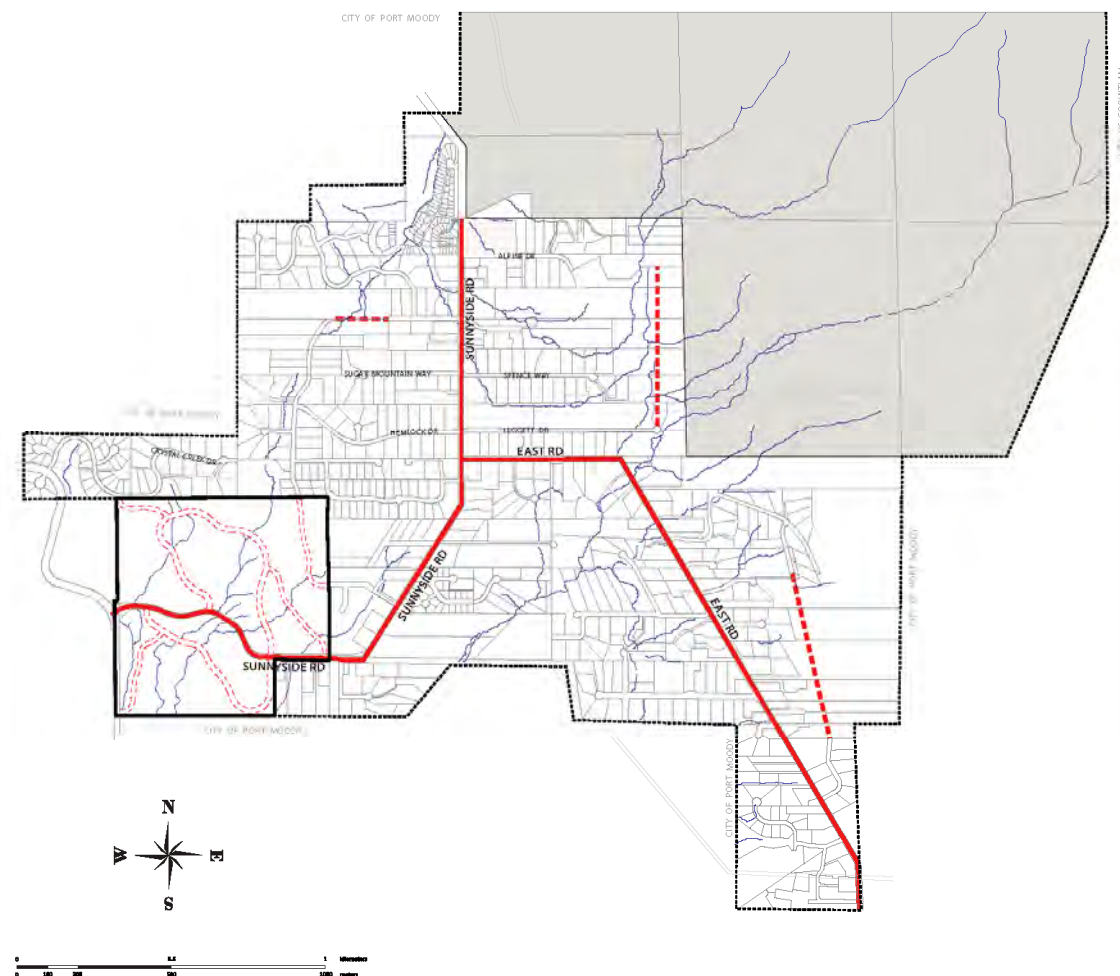
- Residential
- Hillside Residential
- Parks
- Conservation & Recreation
- Commercial
- Institutional
- Village Centre Commercial
- Watercourses
- Municipal Boundary
- Right of Way
- Anmore South Neighbourhood Plan
 - Ground Oriented
 - Multi-Family | Townhome
 - Multi-Family | Apartment
 - Mixed Use
 - Civic | Community Centre
 - Civic | Development Reserve
 - Neighbourhood Park
 - Conservation + Recreation



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SCHEDULE C: ROAD NETWORK MAP



LEGEND

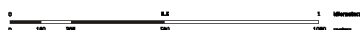
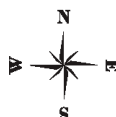
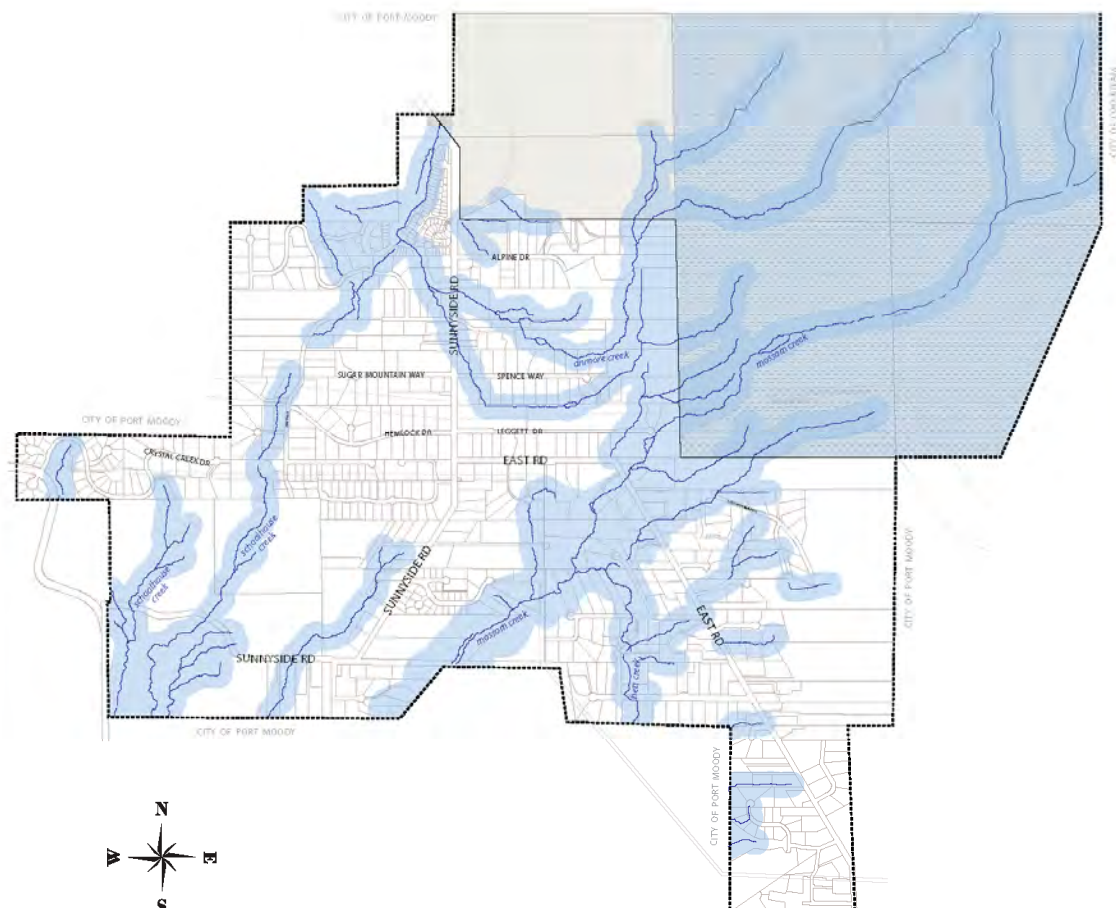
- Major Road Network
- Minor and Local Road Network
- - - Future Road Alignment
- Watercourses
- - - Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation
- Anmore South Neighbourhood Plan
- - - Future Road Alignment



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SCHEDULE D1: WATERCOURSE MAP



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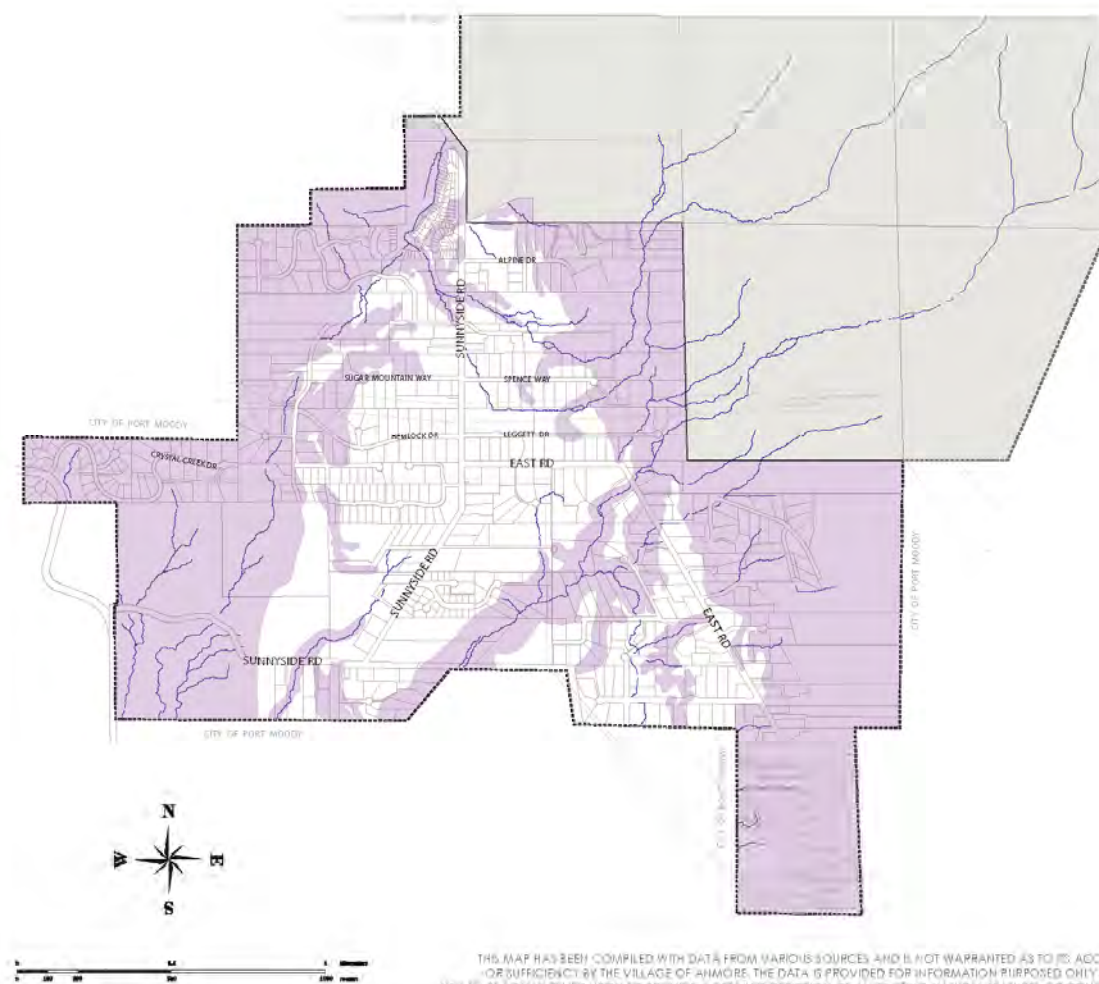
- Watercourses
- Watercourse Protection Area
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation



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SCHEDULE D2: STEEP SLOPES MAP



LEGEND

-  Steep Slopes
(equal to or greater than 20% slope)
-  Watercourses
-  Municipal Boundary
-  Right of Way
-  Rural Residential
-  Conservation & Recreation

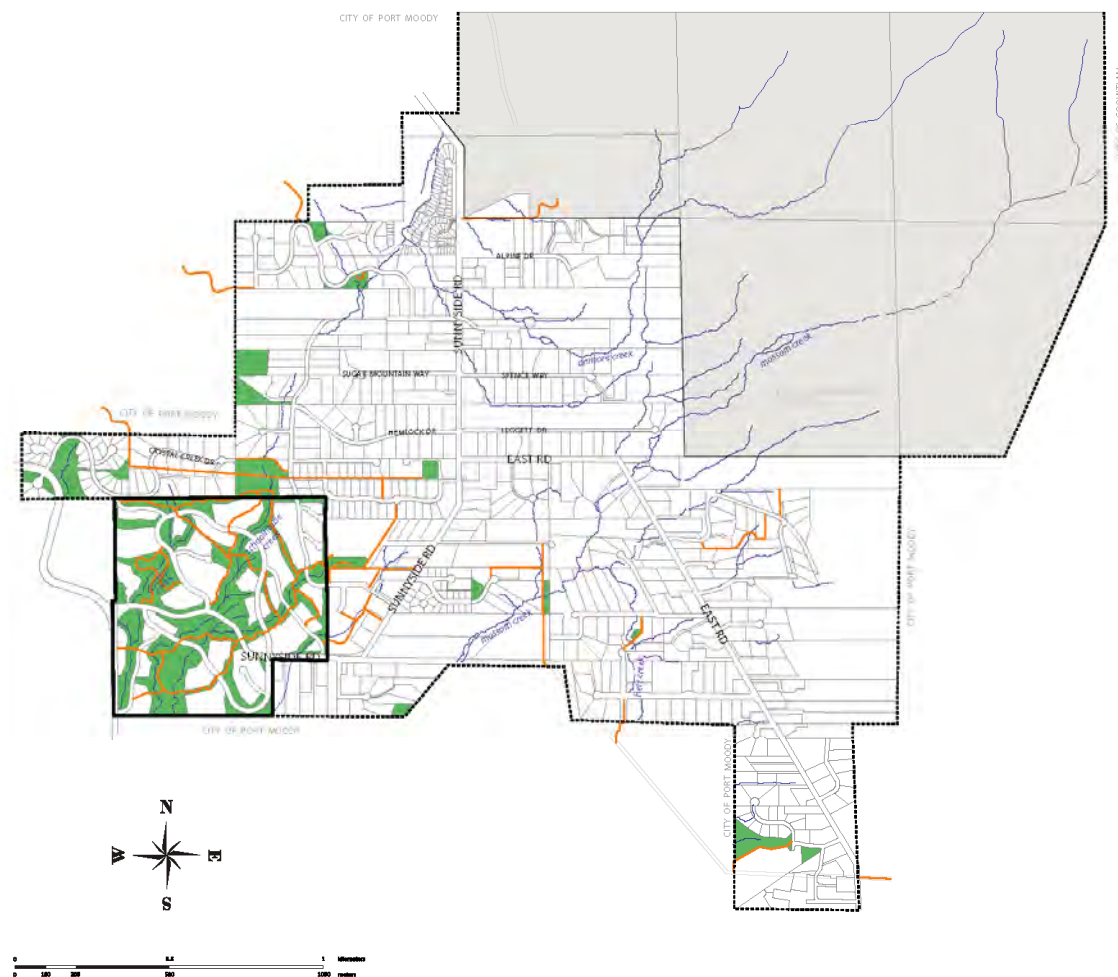


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SCHEDULE E: PARKS AND TRAILS MAP



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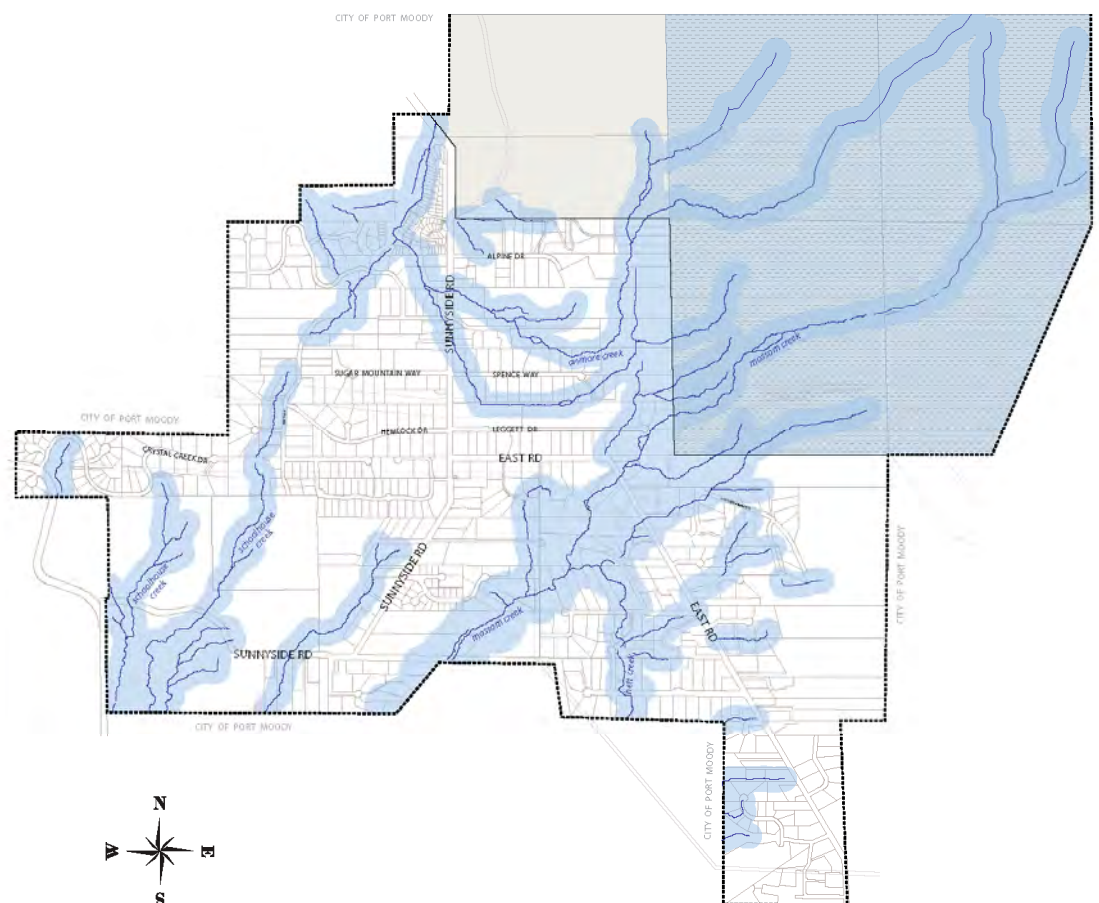
- Parks
- Trails
- Watercourses
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation
- Anmore South Neighbourhood Plan



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SCHEDULE F: WATERCOURSE PROTECTION DEVELOPMENT PERMIT AREA MAP



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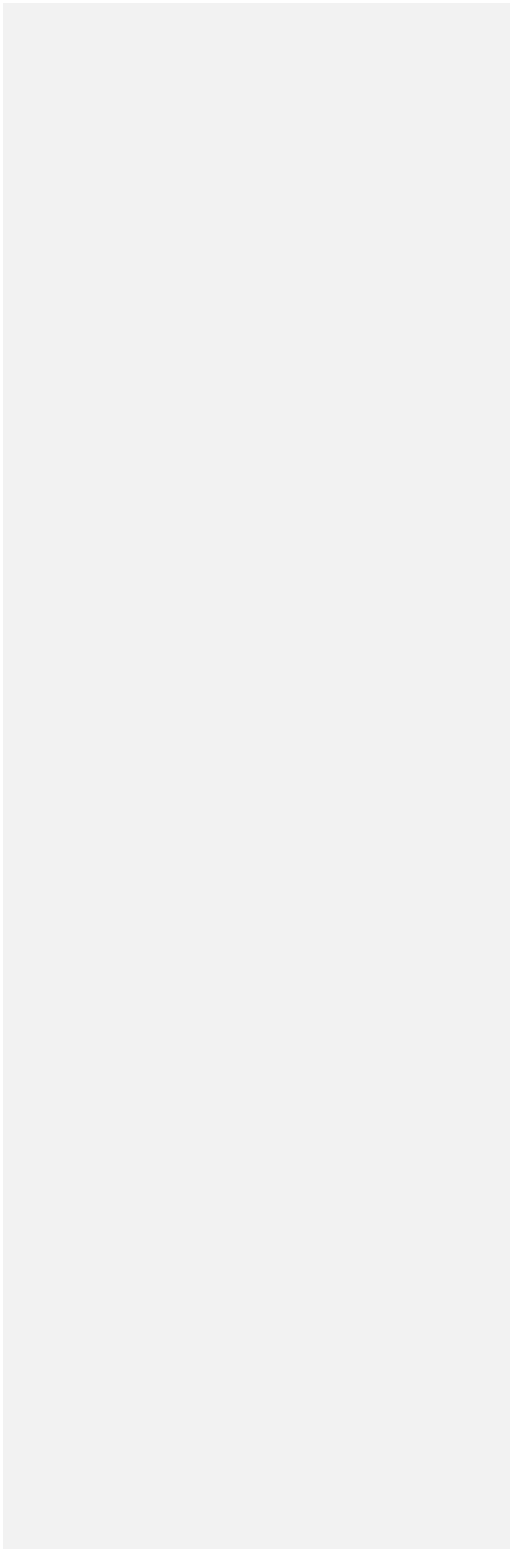
- Watercourses
- Watercourse Protection Area
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation



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Approved Council Motions Associated with the Application

Date	Motion
July 18, 2023	THAT an Official Community Plan Amendment Bylaw based on the 2023 icona Properties Ltd. OCP Amendment Application be drafted and brought forth for consideration of first reading.
Dec 5, 2023	<p>THAT Village of Anmore Official Community Plan Designation Bylaw Amendment No. 686-2023 be given first reading; and,</p> <p>THAT Bylaw 686-2023 be referred to the Committee of the Whole with the following items for discussion: Neighbourhood Plan, OCP impacts, transportation impacts, Community Amenity Contributions, public engagement strategy, financial sustainability and other topics staff believe to be important for community discussion; and,</p> <p>THAT staff bring forward a Community Engagement Strategy in relation to the OCP amendment.</p>
Feb 6, 2024	THAT staff be directed to draft a Terms of Reference for a Neighbourhood Plan in relation to Bylaw 686-2023 Anmore South - OCP Amendment and that the terms of reference be brought back to council for discussion and approval.
Feb 20, 2024	THAT Council direct staff to provide a response to the letter dated February 2, 2024 from icona Properties Ltd. reaffirming that it is not appropriate for Council to provide any assurance requested in the letter as this OCP amendment application is currently under review and consideration by Council and will be considered through a planning process that includes best practice in community planning, legislative requirements and community engagement components.
Feb 20, 2024	THAT Council endorse the Anmore South OCP Amendment Engagement Strategy dated February 16, 2024, from Mickelson Consulting Inc. and that staff be directed to initiate the plan.
March 19, 2024	THAT the Draft Neighbourhood Plan Terms of Reference in relation to Bylaw 686-2023, attached to the report dated March 15, 2024 from the Manager of Development Services be approved and staff be directed to

	work with the applicant in moving the consideration of the Anmore South OCP amendment application process forward.
July 16, 2024	THAT Council receive the Anmore South OCP Amendment Application & Neighborhood Plan Community Engagement Phase 1 report dated July 16th, 2024, prepared by Mickelson Consulting Inc.
October 15, 2024	THAT the report entitled “Anmore South Neighbourhood Plan – Phase 2” dated October 11, 2024, from the Manager of Development Services be referred to a Committee of the Whole meeting on October 29 and 30, 2024 for further discussion and consideration relating to the land use scenarios as outlined in icona’s Phase 2 submission.
Nov 19, 2024	<p>THAT staff be directed to complete Phase 2 community engagement using the IAP2 Inform methodology and proceed with the Phase 3 community engagement as approved in the Anmore South Neighbourhood Plan Terms of Reference; and</p> <p>THAT the Committee recommend to Council that staff be directed to work with the applicant on Phase 3 of the Anmore South Neighbourhood Plan Terms of Reference based on the preferred land use discussion notes taken by the facilitator at the October 29, 2024 Committee of the Whole meeting, which will be attached to the minutes.</p>
Feb 4, 2025	<p>THAT in relation to Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023 and the development of a Neighbourhood Plan for the site identified as the Anmore South Development, as shown on the attached map affecting PID 031-060-447 Lot 1 DL 269 Group 1 NWD District Plan EPP99431, PID 031-060-455, Lot 2 DL 269 Group 1 NWD District Plan EPP99431 and PID 031-060-463 Lot 3 DL 269 Group 1 NWD District Plan EPP99431, Council will provide the following opportunities it considers appropriate for consultation with persons, organizations, or authorities it considers will be affected including:</p> <ul style="list-style-type: none"> • the municipalities of the Village of Belcarra and the City of Port Moody; • School District 43; • Affected First Nations being Musqueam Nation, Kwikwetlem First Nation, Squamish Nation and Tsleil-Waututh Nation; • TransLink; • the Greater Vancouver Regional District (Metro Vancouver); • Vancouver Fraser Port Authority; • Fraser Health; • BC Ambulance; • RCMP; and

	<ul style="list-style-type: none"> • the owners and occupiers of the property within 100 metres of the subject property, who are invited to comment on the most recent proposed plan; and <p>THAT consultation in the plan development process will include initial contact to apprise persons of the nature of the proposed amendment, and the Council will consider any comments received prior to proceeding to any public hearing; and</p> <p>THAT the proposed the Anmore South OCP Amendment Application & Neighbourhood Plan Phase 3 Community Engagement Plan outlined in the report dated January 21, 2025, from Mickelson Consulting Inc. be endorsed.</p>
April 1, 2025	THAT Council receive the report dated March 28, 2025 entitled “Anmore South – Status of OCP Amendment Application”, for information.
	THAT a survey on Anmore South be conducted as planned.
	THAT Council committees, other than the Finance Committee, meet in a workshop format and a separate meeting be scheduled for the Finance Committee.
	THAT an open house be scheduled for the end of April, pending availability of technical experts, and once the final technical reports are received and accepted by the Village.
	THAT following conclusion of the planned community engagement, staff be directed to bring a report back to Council for consideration of Official Community Plan Bylaw Amendment and scheduling of Public Hearing related to Anmore South in May.



May 20, 2025

INTERNAL – VILLAGE MEMO

Attention: Tim Savoie, Planning Consultant for Anmore South OCP amendment

Reference: Infrastructure Review for Anmore South

The Development Services Department has completed a high-level review of the available infrastructure information for the Anmore South development site. This review included consideration of proposed servicing strategies for water, sanitary, stormwater, and transportation infrastructure, as well as the supporting technical documentation review by ISL Engineering.

Based on this review, we are satisfied that the information currently available provides a sufficient level of certainty that the Anmore South development can be adequately serviced. The proposed infrastructure concepts appear technically feasible and are appropriately aligned with the site's topography and anticipated servicing demands.

It is important to note, however, that full implementation remains subject to the following external dependencies:

- Metro Vancouver Servicing Requirements – Final approvals related to regional water and sanitary connections, including confirmation of capacity and alignment with regional plans.
- Provincial and Federal Permitting – Environmental and regulatory approvals may be required for infrastructure crossing watercourses, working within riparian areas, or undertaking works on Crown or regulated lands.
- Third-Party Coordination – Final design and implementation will require coordination with utility providers and other agencies to resolve potential conflicts and secure necessary access or easements.
- Optimization for Anmore Infrastructure – Final approvals for the proposed designs will need to be reviewed in conjunction with Anmore's long term infrastructure planning requirements.

Should the application proceed to subdivision, additional detailed information will be required. All proposed infrastructure must comply with the Village's bylaws and design standards and will be subject to review and approval to the satisfaction of the Village's Engineer and Approving Officer.

Regards

A handwritten signature in blue ink, reading "C Boit". The signature is fluid and cursive, with a period at the end.

Christopher Boit, P.Eng

Manager of Development Services