

# TransLink's Review of the Official Community Plan (OCP) Amendments

Date sent to Anmore: January 15, 2026

#	Page(s)	Topic / Section	New or Follow-Up	Comment Type	TransLink's Comment
1	N/A	Provincial legislation	New	For information	Thank you for the opportunity to review the draft Official Community Plan. We have found the Provincial legislation-related and housekeeping updates to align with regional transportation policies and guidelines.
2	All	General Information	New	Suggested Change	Please correct the spelling of <b>TransLink</b> from Translink by capitalizing the L throughout the OCP and RCS.
3	Document Page 28 PDF Page 47	Policy P&TLU -6.1 Trails and pathways	New	Suggested Change	Consider changes as shown below in <b>red</b> 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 <b>an alternative transportation (consider substituting 'alternative transportation' with 'active transportation' or 'walking, cycling, and rolling, as using alternative transportation reflects a more car-centric viewpoint)</b> link and access amenities...
4	Document Page 4,28 PDF Page 24,47	Our Existing Land Use & Special Study Area –Former Imperial Oil Lands (loco Lands)	New	For information	Given our mandate to support Metro 2050, TransLink's regional transportation plans are based on the region's growth being located within the <a href="#">Metro 2050 Urban Containment Boundary</a> , and the region's higher levels of growth being located in Urban Centres, Frequent Transit Development Areas, and along the Major Transit Growth Corridors.  The policies under IOLU, such as traffic impact and the need for further discussion and comprehensive study align with the regional transportation plans based on the rural nature of the loco Lands.
5	Document Page 34 PDF Page 53	Policy T-2	New	Suggested Change	The Village recognizes that the roads within the Municipality are community assets, available to all users, not just <i>drivers</i> ( <b>suggest changing 'drivers' to 'people driving', as it humanizes road users and avoids pitting one 'type' of road user against another</b> ), 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.
6	Document Page 34 PDF Page 53	Policy T-7	New	Suggested Change	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 ( <b>suggest changing 'well-monitored' to 'secure', which typically refers to bike parking that has some level of security through CCTV and/or located in an area visible by passer buyers</b> ) bicycle parking
7	Document Page 34 PDF Page 53	Policy T-8	New	Suggested Change	The Village will seek opportunities to work with the City of Port Moody and <b>TransLink</b> to explore the potential to provide a <i>safe and well-connected pedestrian and bicycle route</i> ( <b>consider revising to 'safe pedestrian and bicycle connections'</b> ) from the Evergreen Line station at loco to Anmore

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8	Document Page 34 PDF Page 53	Policy T-9	New	Suggested Change	<p>The Village will continue to advocate for improvements to <b>transit service and provide inputs to relevant TransLink planning processes including, but not limited to, regional transportation plans and area transport plans.</b></p> <p>This reflects broader advocacy and contributions to all TransLink processes that could impact service in Anmore. In addition, the Northeast Transit Plan (while still a relevant document) will likely be updated within the next 5 or so years and will focus on more than just transit (e.g. walking, cycling, goods movement etc).</p>