Council Agenda Information
☒ *Regular Council* April 7, 2026

VILLAGE OF ANMORE
REPORT TO COUNCIL

Date:	April 2, 2026	File No: 3900-30
Submitted by:	Josh Joseph – Manager of Development Services	
Subject:	**Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024 (Third Reading)**	

Purpose / Introduction

To present an updated summary of the Pinnacle Ridge application to rezone the subject lands from RS-1 to Comprehensive Development zone (CD-8) and a revised Zoning Amendment Bylaw No. 699-2024 **(Attachment 1)** and to present options for anticipated conditions to be secured prior to rezoning including a Master Development Agreement for Council's consideration at third reading.

Recommended Options

THAT Anmore Zoning Amendment Bylaw No. 699-2024 be amended as shown in Attachment 1 to the report dated April 2, 2026 entitled Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024 (Third Reading) by the Manager of Development Services and be reread a second time, as amended

AND THAT the Zoning Amendment Bylaw No. 699-2024 be given third reading;

AND THAT Council direct Staff to secure a Master Development Agreement prior to rezoning related to Zoning Amendment Bylaw No. 699-2024 as outlined in Attachment 5 to the Staff Report dated April 3, 2026.

Background

The current development proposal was first brought forward for Council consideration at the June 4th 2024, Regular Council Meeting, when the owners: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. (the applicant) collectively applied to amend

the Official Community Plan (OCP) to permit a gross density of 3.5 units per acre on the four parcels (~75 acres) of the undeveloped Pinnacle Ridge Hillside lands (Pinnacle Ridge) to facilitate a hillside residential development.

At the June 4th, meeting, Council determined that the proposed development for Pinnacle Ridge as submitted by the applicant was consistent with the policies set out in the OCP including relevant comprehensive development policies such as RLU-8 which provided for 1.8 lots/acre. The housing types proposed are single-detached units, semi-detached or duplex units, as well as, townhouse units which have been identified as an anticipated housing need in the 2021 Housing Needs Assessment previously received by Council. The housing types are further supported by the Age-Friendly Policy S7 in the OCP which relates to incorporating elements of the Age-Friendly Action Plan, available on the Village website, into development applications and to consider applications for residential land uses and housing options that provide residents the opportunity to "age in place".

At the June 4th meeting, Council provided the following motion:

> "THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside application".

Details regarding the OCP analysis in relation to the development proposal can be found in the Staff Report for the June 4th Regular Council Meeting posted on the Pinnacle Ridge Webpage hosted on the Village website.

At the September 10th, 2024 Regular Council Meeting, Council received a rezoning application including a Zoning Amendment Bylaw No. 699-2024 and an updated proposal to rezone the 4 parcels comprising Pinnacle Ridge from Residential - 1 (RS-1) to a new Comprehensive Development Zone (CD-8) as shown in Figure 1. The rezoning and development proposal included in the September 10th Council meeting can be viewed on the Pinnacle Ridge Webpage hosted on the Village website.

At the July 22, 2025, Regular Council Meeting, staff presented Council with an updated Zoning Amendment Bylaw and addendum to the Pinnacle Ridge Rezoning Application including additional technical studies as shown and attached in the July 18, 2025, staff report to Council **(Attachment 2)**. At that meeting, Council provided the following motion:

> "THAT Anmore Zoning Bylaw Amendment Bylaw No. 699-2024, be given a second reading as amended per Attachment 9 to the report by the Village Planner dated July 18, 2025;
>
> AND THAT Council direct staff to initiate consultation with the City of Port Moody regarding the proposed emergency access onto Hickory Drive and to assess any anticipated servicing impacts to ensure alignment with the 2018 Anmore Port Moody Water Supply Agreement;
>
> AND THAT Council direct staff to refer the application to the Sasamat Fire Department for input on site access and emergency response considerations;
>
> AND THAT the application be referred to the following Committees as it relates to the mandate of each Committee:
>
> 1. Parks and Recreation;
> 2. Environment;
> 3. Public Safety;
> 4. Community Engagement, Culture, and Inclusion; and
> 5. Advisory Planning Commission.
>
> AND THAT Council direct staff to initiate consultation with Mossom Creek Hatchery;
>
> AND THAT staff report back to Council with a summary of referral feedback and intermunicipal consultation findings, along with a revised draft of the zoning amendment bylaw that reflects Council's input"

Following Council's direction, the application was reviewed by the listed advisory committees.

Committee comments and recommendations were compiled and provided to the applicant for consideration. The Meeting Minutes for each Committee Meeting are attached for reference **(Attachment 3)**.

In addition, staff received input on the proposal from the listed external agencies **(Attachment 4)**. These included input from the City of Port Moody regarding the proposed emergency access connection to Hickory Drive and potential implications related to the 2018 Anmore - Port Moody Water Sharing Agreement. Staff have also received input from the Mossom Creek Hatchery regarding environmental considerations associated with downstream Mossom Creek watercourse and watershed protection. Input has also been received by the Sasamat Volunteer Fire Department, including considerations related to site access, wildfire risk mitigation measures, and evacuation considerations associated with hillside development.

Since the initial Council referral, Staff have worked with the applicant to incorporate committee feedback and address referral responses in the proposed zoning bylaw and development proposal. Several matters raised and outlined in the discussion section of this report through the review process have now been addressed through revisions to the zoning amendment bylaw, while others such as required studies, plans and design considerations will be secured through restrictive covenants on title as they relate to subdivision including the preparation of a Master Development Agreement between the Village and land owners to guide the detailed design and construction phases of the development.

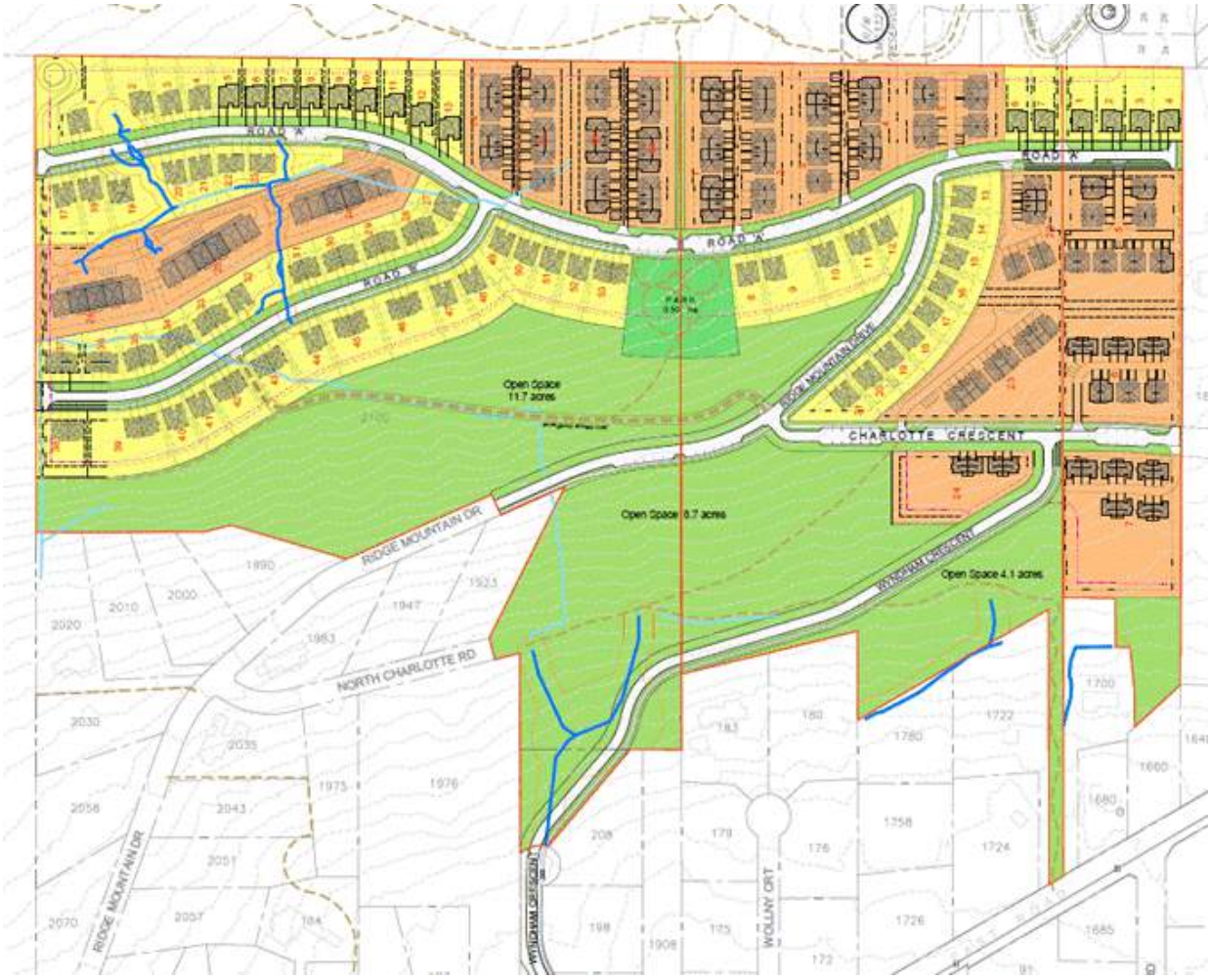
The following sections of this report summarize the updated development proposal, zoning bylaw revisions, and how the development may address committee and agency feedback through a Section 219 restrictive covenants for a Master Development Agreement for which anticipated conditions are included in **(Attachment 5)**. An updated Rezoning Addendum is included as **Attachment 6**.

Discussion

Updated Proposed Land Use Plan

Since Council provided second reading to the Zoning Amendment Bylaw, the site design and housing distribution have been slightly refined to reduce hillside disturbance, address emergency access and increase areas proposed for active parkland as shown in Figure 1

below.



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	59,198	14.6		36,530	9.0		2,808	0.7		98,535	24.3	32.5%	
Single Family	53,040	13.1	31	16,441	4.1	16	4,160	1.0	4	73,641	18.2	24.3%	51
Semi-Detached			32										32
Townhomes	28,247	7.0	74	34,247	8.5	74	22,243	5.5	38	84,736	20.9	28.0%	186
Public ROW	21,943	5.4		20,720	5.1		3,275	0.8		45,939	11.4	15.2%	
TOTALS	162,427	40.1	137	107,938	26.7	90	32,486	8.0	42	302,851	74.8	100%	269
Number of lots:			54			24			7			Total Lots :	85
												Lots / Acre :	1.1
												Units / Acre :	3.6

Figure 1. Proposed Comprehensive Development Plan

The revised land use plan includes the following key changes (see Figure 1):

- A decrease in total residential land use from 54.1% to 52.3% of the site area.
- A decrease in single detached units from 53 to 51.
- A reduction in semi-detached units from 34 to 32.
- An increase in townhouse units from 182 to 186.

The changes in housing type distribution were a result of eliminating two proposed townhome units and a strata road on Lot 24 to reduce anticipated disturbance resulting from extensive grading required to build the road. The relocation of these units has been clustered in Lot 5 which replaced the proposed single-family lots resulting in an overall increase in townhouse units and a decrease of single-family lots. In addition, the two semi-detached units previously proposed on Lot 11 have been changed to two single-family detached units on separate lots.

On a site basis, the revised housing mix results in a reduction from 322 to 320 total proposed units, inclusive of potential secondary suites. Larger parcels have been maintained to support clustered townhouse developments, resulting in a gross density of 1.1 lots per acre, and 3.6 units per acre for principal units, or 4.3 units per acre when including secondary suites.

The overall development concept continues to focus on clustered housing forms, allowing development to occur primarily within areas of gentler slopes while preserving larger portions of the site as open space and environmentally sensitive areas.

Open Space, Parks and Trails

Approximately 32.5% (24.3 acres) of the site area is proposed to be dedicated as parkland and open space at the subdivision stage including over 2km of secondary and tertiary trails shown in figure 2 below and as specified in the Parks Master Plan.

Figure 2. Greenspace and Trails Plan

This includes an active neighborhood park which has increased from 0.4 ha to 0.5 ha (1.2 acres) in line with the size range recommended for neighborhood parks in the Parks Master Plan. The park is partially situated on a slope and is similar to the size and designs concept of Sheffield Park in Coquitlam's Burke Mountain. Following staff and committee recommendations, additional amenities have been incorporated into the park including a publicly accessible washroom and a dog walk/nature adventure trail as shown in the Conceptual Park Plan **(Attachment 7)** and figure 3 below.

Figure 3. Proposed Comprehensive Development Plan

CD-8 Comprehensive Development Zone Revisions

Following committee review and staff discussions with the applicant, several revisions have been made to Anmore Zoning Amendment Bylaw No. 699-2024 **(Attachment 1)**.

These revisions focus on change to the Comprehensive Development Zone Plan, reducing building massing and site coverage, increasing building setbacks, and improving siting and design considerations of townhouse units.

Floor Area Ratio (FAR)

In response to Advisory Planning Commission recommendations, the proposed bylaw has been revised to adjust the maximum Floor Area Ratio as follows:

Maximum Number of Buildings, Size and Height

Permitted Uses	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-family Dwelling	1	0.35 FAR	11 m
Two-family Dwelling	1	0.45 FAR	11 m
Townhouse	n/a	0.6 FAR	11 m
Stacked Townhouse	n/a	0.6 FAR	11 m
Accessory Buildings and Structures	1	90 sqm	8 m

The reduced FAR for detached and semi-detached dwellings helps ensure homes remain proportional to parcel sizes and consistent with the Village's semi-rural character.

The FAR for townhouse developments remains at 0.60 where committees have recommended 0.50 - 0.55. The 0.6 FAR is considered low-density for townhouse use across municipalities in the Lower Mainland where townhouse developments typically permit higher unit density to support clustered development patterns including internal strata roads.

Parcel Site Coverage

To further increase permeable surfaces and open space across the site, parcel coverage has also been reduced for each housing type in accordance with Committee recommendations:

Housing Type	Maximum Site Coverage
One-Family & Two Family Residential	40%
Townhouses	50%

These reductions support improved stormwater management and contribute to the overall reduction of building footprint within the development.

Setbacks and Siting

The applicant has proposed an increase in townhouse building setbacks from 2m to 4m in the front yard and from 2m to 5.5m for the rear yard. The Advisory Planning Committee recommended that the rear yard setbacks and front yard setbacks for townhouse lots match those of single family and semi-detached uses in the proposed zone. While the revised setbacks do not match committee recommendations, staff note that the public road right of

way includes an increase buffering (6m) from the combined distance of the boulevard and the parking areas as shown in Figure 4 below. Combined with the 4m front yard setback, and boulevards containing trees, the townhome lots will offer an enhanced street edge with spatial separation between the buildings and roadways similar to existing Village neighborhoods.

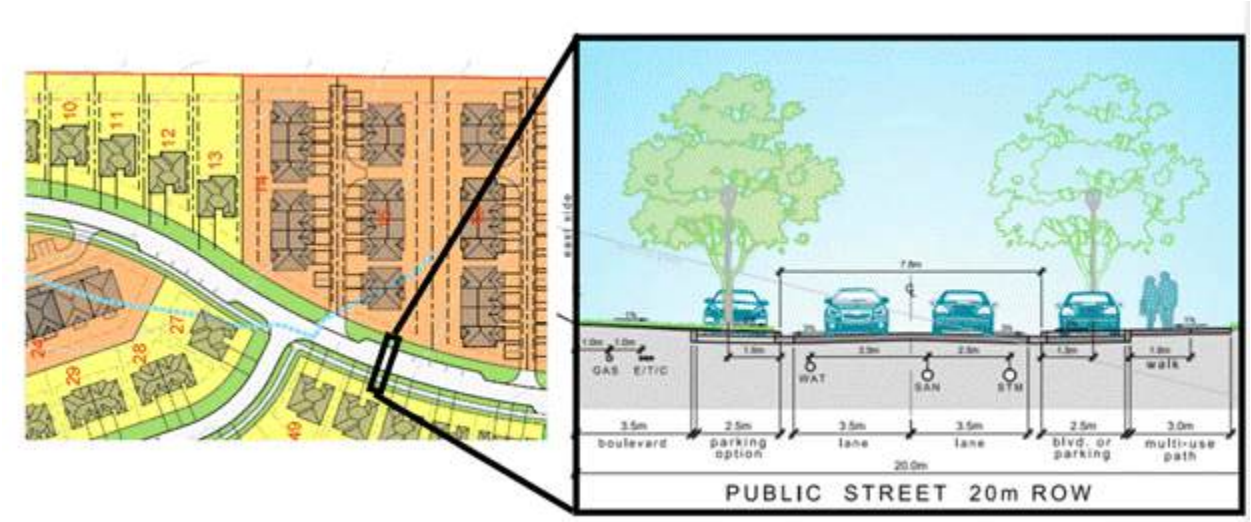


Figure 4. Spatial Separation Between Buildings and Public Road

In addition, a new provision has been included in the zone to increase the minimum parcel line setback to 6m where a townhouse unit has a private amenity area adjacent to an interior yard setback as seen between lots 13 and 14 in Figure 3 above.

Landscaping Design

Detailed landscaping plans in accordance with the current edition of BC landscaping standard for townhouse strata parcels will be required at the development permit stage to be required in the MDA. Additionally, new provisions will require that all townhouse end units be designed to articulate a façade with architectural elements comparable to the primary front facade of a unit as illustrated in the Conceptual Townhouse Landscaping Plan **(Attachment 8)** and as shown in Figure 5 below.

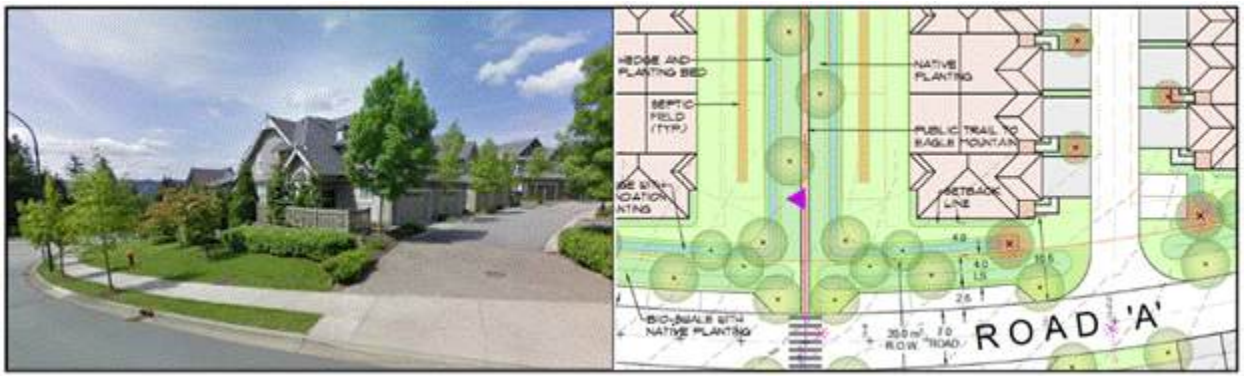


Figure 5. Townhouse Conceptual Landscaping Plan

Generally, all landscaping plans for the site will follow landscaping guidelines to be registered as a covenant on title in accordance with the Design Guidelines included on the Pinnacle Ridge Webpage.

Waste collection

Waste Collection provisions previously identified in the bylaw have been removed as solid waste service standards and requirements are typically regulated in a Subdivision Development Control Bylaw. Instead, the provision has been included in the proposed MDA and staff may bring forward a subdivision development control amendment bylaw at a future time to include desirable waste collection regulations for strata lots.

Comprehensive Development Zone Plan

Staff have recommended that the Comprehensive Development Zone Plan included as a Schedule to the zoning bylaw **(Attachment 1)** exclude road right of ways as potential deviation from proposed road alignment during future development stages may necessitate multiple zoning amendments. Public roads, trails and parkland will be generally provided in accordance with the Comprehensive Development Plan (Figure 1) and be secured through a Master Development Agreement which will regulate and guide a phased development for the site and is further detailed later in the report. The land use areas identified in the plan do not account for road right of way areas required to access the site.

Committee Feedback and Response

Parks and Recreation Committee

Several changes have been made to respond to Parks and Recreation Committee recommendations which include:

- Additional on-street parking spaces along Ridge Mountain Drive near trailheads and park areas.

- Enhanced trail connectivity throughout the development, linking surrounding neighbourhood routes and providing connections toward East Road, where transit service is available.
- Ongoing engagement with the Tri-Cities Off-Road Cycling Association (TORCA) to provide input on trial design and opportunities for cycling routes for residents of various ages and experience levels.
- A public washroom facility included within the proposed neighbourhood park area.

Community Engagement, Culture and Inclusion Committee
The development concept and zoning regulations have also incorporated several recommendations related to accessibility and housing diversity.

- Trail design standards within the development will follow guidance in the Village's Parks Master Plan, including accessible trail grades where feasible.
- The neighbourhood park area has been designed to provide accessible pathways and connections for residents with varying mobility needs.
- The proposed MDA will require 5% of housing units in each phase be constructed as barrier-free housing in accordance with the BC Building Code.
- Additionally, at least 10% of single-family dwellings in each phase will be required to include secondary suites, providing additional rental housing opportunities within the development.
- Accessible parking spaces have been incorporated within townhouse parking regulations, and the Village may designate additional accessible parking along public roads adjacent to parkland where appropriate.
- Architectural design guidelines will also require housing forms that reflect the semi-rural character of Anmore, incorporating materials and design elements consistent with the surrounding community.

Public Safety Committee
Several recommendations from the Public Safety Committee have been addressed through site planning changes and proposed rezoning conditions.

- A connection to Hickory Drive in the City of Port Moody has been supported in principle. Securing the necessary legal agreements with the City of Port Moody will be required as a condition prior to subdivision to ensure the connection can be constructed in accordance with the Village's Subdivision and Development Control Bylaw.
- Reduced parcel coverage requirements will also help increase permeable surfaces and support improved stormwater management during significant rainfall events.

- Wildfire mitigation measures identified in the Wildfire Hazard Assessment will be secured through covenants on title and implemented through the proposed MDA.
- A covenant will also require upgrades to Wyndham Crescent to support pedestrian connectivity and road standards consistent with the Village's Subdivision and Development Control Bylaw.

Environmental Committee

Environmental considerations raised by the Environment Committee will be addressed through environmental assessment requirements and proposed development conditions within a MDA.

- Require the necessary development permits and environmental protection covenants for watercourses on the site as regulated by Riparian Areas Protection Regulation (RAPR) and the Water Sustainability Act (WSA).
- Staff also recommend exploring the development of a septic system maintenance bylaw or related regulatory tools that could require annual maintenance reporting specific to the properties in the Pinnacle Lands as well as enforcement measures to address potential septic deficiencies.
- Environmental impact assessments will be required during the subdivision stage to mitigate impacts to wildlife habitat and the environment. A Construction Environmental Management Plan will be required for each phase of development.
- Tree retention will also be prioritized during detailed design. Significant and mature trees will be identified through arborist assessments, tree management plans and windthrow assessments and retained where feasible in accordance with FireSmart BC landscaping guidelines and fuel-load management recommendations.

Agency Referral Responses

As part of the review process, the proposal was circulated to several external agencies to obtain input on environmental protection, emergency access, and servicing considerations. Staff have since worked with the applicant and consulting engineers to address referral comments through revisions to the development concept and through conditions proposed to be secured at rezoning, subdivision, and development stages, including provisions within a Master Development Agreement (MDA) to be registered on title prior to rezoning.

Mossom Creek Hatchery

Staff consulted with representatives from the Mossom Creek Hatchery regarding watershed protection, sediment control, and potential downstream impacts associated with hillside development.

To address these concerns, the development will be required to provide detailed geotechnical assessments at the subdivision stage to evaluate slope stability review site conditions including historic hazard events and identify appropriate mitigation measures. Geotechnical comments from GeoPacific Consultants indicates the site is generally underlain by very dense glacial till over bedrock and can be developed safely with appropriate design and construction practices including recommendations referenced by the geotechnical reports for the site dated December 15, 2023. Additional Geotechnical assessments will be required at the subdivision stage are further outlined in the MDA.

The subject lands are located within the Rural land use designation of Metro Vancouver, where connection to the regional sanitary sewer system is not permitted. As a result, the proposed development will rely on individual on-site septic systems designed in accordance with the Sewerage System Regulation (British Columbia). The applicant has indicated that the development will utilize Type 3 septic systems, which use timed dosing to treat and gradually disperse effluent, producing treated flows suitable for infiltration into the ground over time.

Septic servicing was identified as an important consideration given the hillside setting of the site and the potential for groundwater and surface runoff interactions. These considerations were highlighted in a Hydrogeological Investigation prepared by GeoPacific Consulting found on the Pinnacle Ridge webpage, and summarized in preliminary geotechnical comments regarding septic infiltration and feasibility **(Attachment 9)**. An updated engineering memo prepared by ISL Engineering **(Attachment 10)** further notes that limited soil depth, steep terrain, and concentrated drainage pathways can increase the risk of effluent breakout, groundwater contamination, and localized slope instability if systems are not carefully designed.

To address these considerations, detailed hydrogeological and hydrological assessments, including a cumulative loading impact assessment, will be required to support the design and placement of on-site septic systems. GeoPacific Consultants note that, provided septic fields are designed in accordance with the native soil infiltration capacity, the combined treated flows from the proposed Type 3 septic systems are not anticipated to adversely affect adjacent properties with respect to runoff or groundwater. Nonetheless, infiltration testing, detailed grading plans, and septic system designs will be finalized at the subdivision stage to confirm that septic field infiltration will not adversely affect adjacent properties or groundwater conditions.

While septic systems are regulated by the Province under the Sewerage System Regulation, the Village may secure covenants on title to ensure systems are designed, installed, and

maintained in accordance with applicable regulatory requirements. Staff are also recommending that a septic maintenance bylaw be developed to require periodic inspection reports for hillside properties to ensure systems continue to function as intended.

Notwithstanding the use of on-site septic systems, sanitary sewer infrastructure will still be required as part of subdivision servicing works under the Village's Subdivision and Development Control Bylaw. This provides flexibility should the Village seek to have the lands included within the regional Urban Containment Boundary in the future, which would allow connection to regional sewer infrastructure subject to approval by Metro Vancouver. Any future extension of regional sewer service would also require consideration of associated servicing costs of extending infrastructure and whether they may be borne by the benefiting properties.

To minimize construction-related impacts to Mossom Creek and Hett Creek, a phased approach is being proposed to minimise the scale of construction intensity on the site. Construction Environmental Management Plans will be required for each phase of development, including erosion and sediment control measures, a stormwater treatment plan, and the use of real-time water quality monitoring during construction.

City of Port Moody
Staff have been working with the City of Port Moody to review emergency access and water servicing opportunities associated with the development.

A proposed on-site water reservoir has been identified as a key infrastructure component that would provide fire flow capacity, potable water storage, and operational resilience for the development and the broader community. As outlined in the engineering memo report by ISL Engineering consultants **(Attachment 10)**, the reservoir would allow water to be stored during low-demand periods and used during peak demand or emergency events, improving system reliability and reducing reliance on Port Moody's supply during high-demand conditions.

Discussions with Port Moody staff have also explored opportunities for interconnection between municipal systems, including the potential for a dual-valve connection that could allow water to be supplied between systems during emergency events or maintenance periods.

In addition, the revised road network includes a proposed extension toward Wyndham Crescent and a potential emergency connection toward Port Moody, which would improve regional connectivity and provide additional emergency egress routes for both communities. Staff have received input from Port Moody on the Hickory Drive access requirements. Further

engineering review and coordination between municipalities will occur during detailed design where the provision of an emergency access is included as a condition of Phase 1 of the development ,as well as, the requirement to provide water modeling analysis for the proposed reservoir and associated infrastructure to the satisfaction of the Village.

Sasamat Volunteer Fire Department
The Sasamat Volunteer Fire Department (SVFD) was consulted regarding emergency access, fire protection, and operational considerations related to the development.

The proposed water reservoir is considered a critical component to ensure adequate fire flow capacity for the development and surrounding areas. The revised road network also improves emergency access by providing multiple potential egress routes, including an emergency connection toward Port Moody and an additional internal emergency access route connecting proposed Road B and Ridge Mountain Drive. These connections provide additional access options that support emergency response and evacuation.

Several roadway segments exceed 12 percent grade as recommended by SVFD; however, these remain within the maximum 15 percent grade permitted under the Village's Subdivision and Development Control Bylaw for hillside roads based on Master Municipal Construction Document standards. Staff note that similar grades are present on existing roads in the surrounding area.

Further consideration of road design will occur at the subdivision stage. Requirements within the MDA will include preparation of firetruck access plans for each phase of development, as well as design considerations such as road widths, turning areas, and operational space for fire apparatus. Hammerhead turnarounds and rights-of-way will also be secured to support future connectivity and emergency access.

Summary
Staff have reviewed referral comments from external agencies and worked with the applicant to address these matters through revisions to the development concept and proposed conditions to be secured through subdivision requirements guided by the proposed MDA. While the site presents challenges typical of hillside development, the engineering memo from ISL Engineering Services concluded that the proposal is feasible in principle, subject to detailed technical studies and engineering design at the subdivision stage to confirm slope stability, servicing standards, stormwater management, and environmental protection measures.

Master Development Agreement
Staff recommend that the development be guided by a Master Development Agreement

(MDA) as a condition of rezoning to be secured and registered on the subject properties through a Section 219 Covenant. The MDA will provide a framework to secure the works, amenities and additional studies that will be provided by the owners of the Pinnacle Ridge lands prior to the issuance of development approvals. A draft of anticipated conditions that will be considered in the MDA have been prepared in conjunction with staff and the applicant **(Attachment 5)**.

A Conceptual Phasing Plan **(Attachment 11)** as shown in Figure 6 below, has been prepared for the development with the objective of minimizing broad site disturbance and maintaining existing hillside conditions for each phase area until substantial completion of the previous phase is complete.

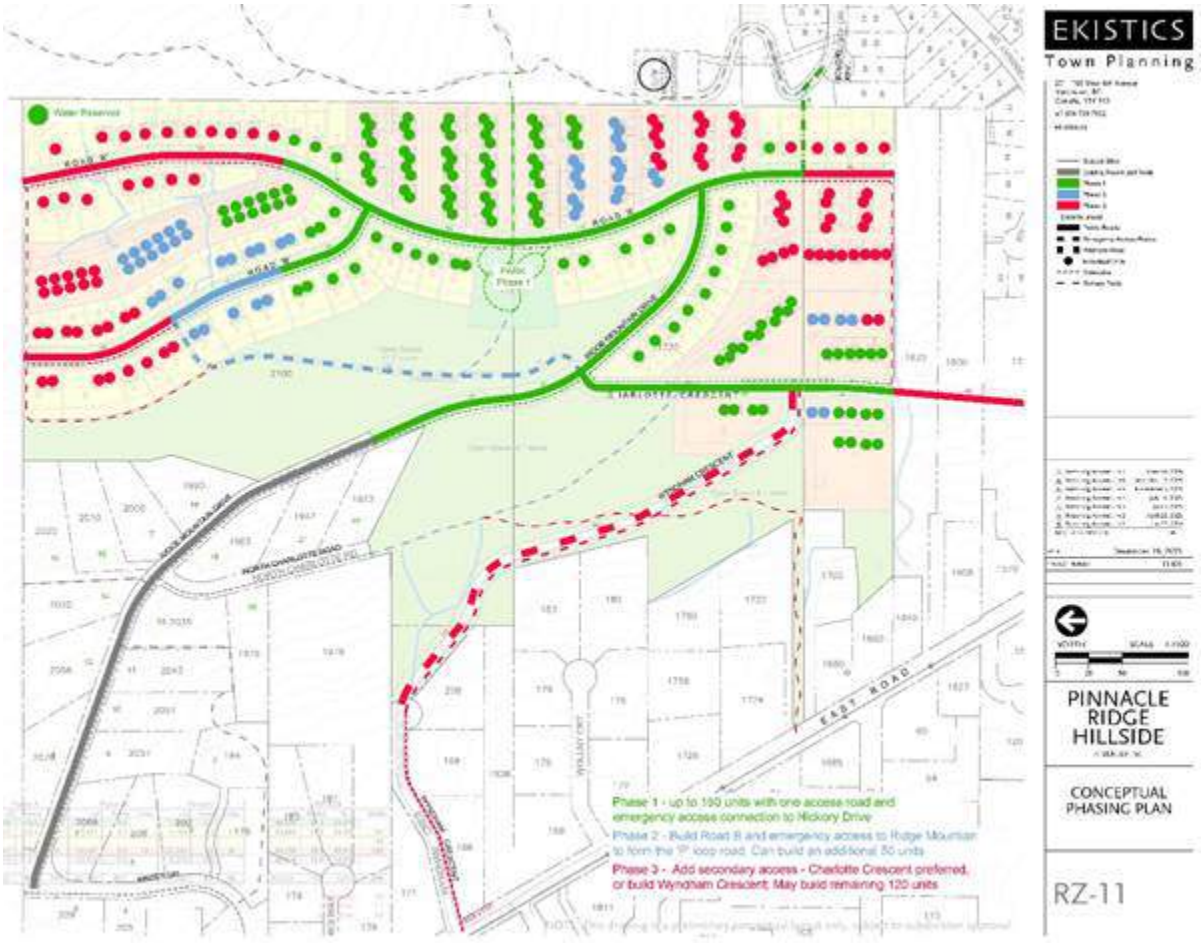


Figure 6. Conceptual Phasing Plan

The timing of the full build-out is expected to be phased over 10 or more years depending on prevailing market conditions. Phasing the development allows construction activities to occur in controlled areas of the site, which helps reduce environmental impacts and improves the effectiveness of erosion and sediment control measures throughout the construction period.

Under the proposed approach, each phase of development will require the submission and approval of all required studies and subdivision approval, followed by the substantial completion of servicing, road infrastructure, open space, parkland, and amenities, prior to the commencement of subsequent phases.

The conceptual phasing plan will be included in the MDA which will establish development boundaries for each phase, identify the associated infrastructure and amenity improvements required within each stage, and limit the number of housing units permitted in each phase.

Phase 1
The first phase of development will include the construction of the water reservoir and a secondary emergency access connection via Hickory Drive. This phase may accommodate up to 150 dwelling units, including construction of the primary neighbourhood park and active park amenities, along with trail connections identified in the plans.

Phase 2
The second phase of development will require the construction of an emergency access loop road between proposed Road B and Ridge Mountain Drive, providing additional internal circulation and improved emergency access within the development area. Additional trail connections will be provided.

Phase 3
The third and final phase of development will only proceed once a further secondary access connection to the broader road network is secured, either through a connection to Wyndham Crescent or Charlotte Crescent or both. This requirement helps ensure that sufficient road connectivity and emergency access capacity are available prior to completion of the development. Remaining trail network will be provided at this phase.

Staff's goal is to facilitate a phased development of the site which substantially follows the Comprehensive Development Plan including proposed road alignment, lot configuration and unit density and distribution. In consideration of market conditions, a flexibility clause has been proposed to allow for up to 5% change in unit type provision per phase where the total gross density of the site, the total density cap of each phase and the total density cap of townhouses are not exceeded. Such provisions will be further detailed in the MDA and density cap

covenants on title. Changes to the phasing plan may be permitted and considered on a case basis where to accommodate subdivision design, detailed engineering, environmental protection measures, geotechnical recommendations and other professional recommendations or to ensure compliance with applicable municipal bylaws and existing policies.

As staff continue to work with the applicant to finalize the Master Development Agreement (MDA), Council may wish to provide direction on any additional considerations to be incorporated into the phasing plan or the MDA prior to Council's consideration of the agreement and bylaw adoption.

Steep Slope Considerations

The Village does not currently have a Steep Slope Hazard Development Permit Area; however, such guidelines are currently being considered through the Anmore OCP Amendment Bylaw No. 726-2025. If adopted, these guidelines would establish conditions for development within steep slope areas prior to building permit or subdivision approval. Development Permit guidelines are commonly used by municipalities to manage risk and mitigate environmental impacts associated with hillside development and may address matters such as setbacks from the top and bottom of slopes, limits on grading, tree retention and replanting, and the management of cut and fill.

The Village's Official Community Plan (OCP) identifies hillside and steep slope areas in Schedule D2 and defines steep slopes as areas exceeding a 20% grade. This threshold is commonly used in the Lower Mainland to identify areas where additional analysis and development controls may be appropriate.

The Village's Subdivision and Development Control Bylaw also contain a provision intended to limit the creation of lots that do not meet minimum lot size requirements where such lots would encroach onto slopes with a natural grade of 30% or greater. While the intent of this provision is to ensure that newly created lots contain adequate buildable area without requiring extensive grading within steep slope areas, staff note that subdivision bylaws primarily regulate servicing and infrastructure standards, while matters related to lot size, density, and site constraints are typically addressed through zoning regulations.

In practice, hillside development is typically evaluated through site-specific geotechnical review rather than a fixed numeric threshold, with slope grades used as a trigger for technical assessment rather than a strict prohibition. Staff consider this approach to be more appropriate than a fixed restriction applied through the subdivision process, which may unnecessarily limit development options where access and developable areas are constrained by site conditions. For example, proposed Lots 15–25 are located on slopes exceeding 30% along the roadway,

where grading and retaining walls will be required to construct the road. In this context, the placement of homes downslope may provide a more gradual visual transition from the road and help screen retaining walls associated with the road construction.

For this reason, staff recommend removing the current provision from the Subdivision and Development Control Bylaw and instead incorporating similar provisions within the Zoning Bylaw or through Steep Slope Development Permit guidelines, such as those currently under consideration. Under this approach, slopes exceeding 20% would function as a trigger for additional technical review rather than a strict limitation on lot creation. This approach is also consistent with the framework proposed through the Master Development Agreement (MDA) for the Pinnacle Ridge development, which requires detailed geotechnical analysis, grading plans, and other technical studies prior to subdivision approval to confirm that the lots can be safely developed.

Based on the applicant's slope analysis, the majority of the site is located within areas of less than 30% slope. However, several proposed lots are partially located within areas ranging between 30% and 40% slope, including Lots 14-21, 23, and 24. Geotechnical review completed by GeoPacific Consultants indicates that development on slopes up to approximately 40% may be feasible, provided that detailed design, grading plans, and slope stability assessments are completed. If any proposed lots do not meet the applicable slope requirements or cannot be supported by detailed geotechnical analysis, those lots may require redesign, consolidation, or removal from the subdivision to ensure compliance with municipal regulations and slope stability standards.

Traffic Impacts

Any proposed development will bring more cars onto Anmore's roads. The Traffic Impact Assessment by Bunt and Associates, Updated December 12, 2025, **(Attachment 12)** estimates that during the busiest times of day the development would add roughly 189 and 242 additional vehicle trips respectively to the area's roads. Residents would primarily use Kinsey Drive and Wyndham Crescent to access East Road. The study concludes that the local intersections have capacity without requiring any upgrades or changes to the roads. That said, the study does identify the likelihood of additional wait times at East Road in the morning. In the worst-case scenario projected by the study, that lineup could stretch to about 40 metres, which is roughly a queue of four to five cars waiting at the intersection. This level of queue is well within normally accepted operational limits.

Wildfire Hazard Assessment

The Wildfire Hazard Assessment **(Attachment 14)** for the Pinnacle Ridge lands have been

updated. The assessment generally recommends a 10-metre vegetation buffer setback between development and adjacent forested areas to provide defensible space and reduce wildfire interface risk. In certain constrained locations where achieving the full setback may not be feasible due to topography, lot configuration, or road alignment, the assessment indicates that a reduced setback of approximately 5 metres may be considered, provided that additional conisations be required as outlined in Appendix C to the report.

The development concept has been refined to generally accommodate the recommended buffer areas, with the 10-metre setback applied where feasible, and the 5.5-metre setback considered in select interface areas subject to further design refinement and implementation of vegetation management measures at the subdivision or development permit stage. The report also clarifies site access and phasing considerations, noting that the proposed development phasing is intended to ensure that primary access routes and emergency access provisions are established early in the development process so that each phase can operate safely and independently as the project builds out

Community Amenity Contribution

The applicant has offered the Village a voluntary Community Amenity Contribution (CAC) consisting of both cash and in-kind amenities. The contributions are intended to provide community enhancements and share associated value of the land uplift associated with the proposed rezoning of the lands.

Based on the assumptions contained in the Financial Impact Study (FIS) **(Attachment 13)** completed by Altus Group and reviewed and deemed reasonable by the Village's third-party financial consultant, Coriolis Consulting Corp., a land residual pro forma analysis estimated that the rezoning would generate approximately $5,500,000 in land value uplift.

The applicant has proposed a Voluntary CAC cash contribution of $2,041,000, together with in-kind amenity contributions valued at $709,253, resulting in a combined CAC value of $2,750,253. This contribution represents approximately 50% of the estimated land value uplift.

In addition to the CAC contributions described above, the proposal includes the dedication of a substantial amount of parkland and open space within the development area. In total, 24.3 acres of open space are proposed, representing approximately 32.5% of the total site area, which significantly exceeds the 5% park dedication or equivalent value as cash in-lieu (approximately 3.74 acres) that would otherwise be required at the time of subdivision in accordance with provincial legislation.

The proposed dedication includes a 1.2 acre active neighbourhood park and approximately 0.5 km of recreational trails. Staff acknowledge that approximately 1.5 km of secondary trails are required to facilitate emergency access throughout the site and were not included as amenity contributions but may nonetheless double as a community benefit.

In Addition, $100,000 has been estimated for the extension of the multi-use path along the existing portion of Wyndham Crescent towards East Road and are also included as part of the in-kind CAC contribution.

Together, the applicant's proposed contributions are summarized below:

Contribution Type	**Estimated Value**
Voluntary CAC Cash Contribution	$2,041,000
In-Kind CAC Amenities (Active Park, Trail & MUP Improvements)	$709,253
Total – CAC Contributions	**$2,750,253**

The proposed CACs and associated amenities are in line with historic community amenity contributions received for comprehensive Development rezoning applications such as CD-7 which provided a 50% CAC as well as ~30% parkland dedication. Staff support the proposed CAC package as it aligns with anticipated CAC value for a rezoning of this scale, with a mix of cash and in-kind contributions that will benefit the Anmore Community. The proposed CAC and in-kind amenities would be secured through the Master Development Agreement to be registered on title prior to rezoning.

Next Steps

Should Council support the application and grant third reading to Zoning Amendment Bylaw No. 699-2024, as amended, staff recommend registration of a Section 219 Covenant on the subject properties to secure a Master Development Agreement (MDA), which would outline the proposed in-kind Community Amenity Contribution framework and other commitments summarized in **Attachment 5**. It is anticipated that the voluntary Community Amenity Cash Contribution, would be received prior to bylaw adoption. Works or additional studies that are to be required as a condition of rezoning will generally be secured through the MDA. The draft MDA will be brought forward to Council for consideration and may be refined through one or more subsequent reports to incorporate Council input. Once Council is satisfied with the terms

of the agreement, Council may direct staff to execute the MDA and register it on the property titles of the landowners. Following execution of the agreement and satisfaction of all rezoning conditions, staff will bring the bylaw forward to Council for consideration of final adoption at a subsequent meeting.

Other Options

The recommended option would allow the rezoning application to proceed to third reading and enable staff to prepare a Master Development Agreement (MDA) to secure the proposed conditions of rezoning. Council may wish to consider alternate options depending on the level of comfort with the proposal, the proposed conditions of rezoning, or the desire for additional information prior to advancing the bylaw.

Council may determine that additional information, further analysis, or refinements to the development proposal are desirable prior to proceeding further in the rezoning process. This may include further consideration of the overall development concept, site design, servicing approach, development phasing, or other matters identified by Council.

The following options are provided for Council's consideration:

1. THAT Anmore Zoning Amendment Bylaw No. 699-2024 be amended as shown in Attachment 1 to the report dated April 2, 2026 entitled Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024 (Third Reading) by the Manager of Development Services and be reread a second time, as amended

AND THAT the Zoning Amendment Bylaw No. 699-2024 be given third reading;

AND THAT Council direct Staff to secure a Master Development Agreement prior to rezoning related to Zoning Amendment Bylaw No. 699-2024 as outlined in Attachment 5 to the Staff Report dated April 3, 2026.

(recommended)

OR

2. THAT Anmore Zoning Amendment Bylaw No. 699-2024 be amended as further amended per Council direction as follows_____;

AND THAT the Zoning Amendment Bylaw No. 699-2024 be given third reading;

AND THAT Council direct Staff to secure a Master Development Agreement prior to rezoning related to Zoning Amendment Bylaw No. 699-2024 as outlined in Attachment 5 to the Staff Report dated April 3, 2026.

OR

3. THAT Council direct staff to report back with additional information related to the Pinnacle Ridge rezoning application prior to further consideration of the bylaw including_____;

OR

4. THAT Anmore Zoning Amendment Bylaw No. 699-2024 be rejected.

Financial Implications

The proposed development would provide a financial benefit to the Village through the proposed voluntary community amenity contributions associated with the rezoning as outlined earlier in the report.

In addition, the Financial Impact Study (FIS) prepared for the project indicates that, over the long term, the development is expected to generate a net positive fiscal impact for the Village through increased property tax revenue relative to the cost of servicing the development.

Staff hours to review and present the application as it proceeds, including any works related to the application, are cost recovered.

Communications / Civic Engagement

Corporate Strategic Plan Objectives

- Create a complete community with opportunities to live, work, shop and play within Anmore.
- Consider new approaches to development that support opportunities for less expensive housing, amenities and small commercial services
- Practise environmental stewardship

Attachments:

1. Anmore Zoning Amendment Bylaw No. 699-2024
2. 2025-07-22 RTC_ Bylaw-No.699-2024 Pinnacle Ridge Rezoning Application (second reading)

3. Meeting Minutes – Council Advisory Committees
4. Listed external agencies
5. Draft Template Master Development Agreement
6. Pinnacle Ridge Rezoning Application - Addendum 6
7. Conceptual Park Plan
8. Conceptual Townhouse Landscaping Plan
9. Preliminary Geotechnical Comments: Septic Infiltration – GeoPacific Consultants.
10. Engineering Memo - ISL Engineering
11. Conceptual Phasing Plan
12. Transportation Impact Assessment – Bunt & Associates
13. Financial Impact Study – Urbanics Consulting Ltd.
14. Wildfire Hazard Assessment – Blackwell Consulting Ltd.

Report Approval Details

Document Title:	2026-04-07 RTC Pinnacle Ridge Rezoning Application - Bylaw No. 699-2024 (Third Reading).docx
Attachments:	Attachment 1 - Bylaw 699-2024 Zoning Amendment -CD8 - Pinnacle Ridge (Amended 3nd Reading).pdf Attachment 2 - 2025-07-22 RTC_ Bylaw-No.699-2024 Pinnacle Ridge Rezoning Applicaiton (second reading).pdf Attachment 3 - Council Advisory Committee Meeting Minutes.pdf Attachment 4 - External Agency Referral Letters.pdf Attachment 5. Draft Section 219 Covenant Master Development Agreement.pdf Attachment 6 - Pinnacle Ridge Rezoning Application -Addendum 6.pdf Attachment 7 - Conceptual Park Plan.pdf Attachment 8 - Conceptual Townhouse Landscaping Plan.pdf Attachment 9 - Preliminary Geotechnical Comments Septic Infiltration – GeoPacific Consultants.pdf Attachment 10 - Engineering Memo - ISL Engineering.pdf Attachment 11 - Conceptual Phasing Plan.pdf Attachment 12. Transportation Impact Assessment - Bunt & Associates.pdf Attachment 13 - Fiscal Impact Study - Urbanics Consulting Ltd..pdf Attachment 14 - Wildfire Hazard Assessment - Blackwell consulting Ltd..pdf
Final Approval Date:	April 02, 2026

This document and all of its attachments were approved and signed as outlined below:
Esin Gozukara
Karen Elrick

Item 9.b

VILLAGE OF ANMORE

BYLAW NO. 699-2024

A bylaw to amend the Anmore Zoning Bylaw No. 568-2017

WHEREAS the *Local Government Act* authorizes a municipality to amend its zoning bylaw from time to time;

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

1. That this bylaw may be cited for all purposes as "Anmore Zoning Bylaw Amendment Bylaw No. 699-2024".

2. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 2 – Definitions as follows:

    a. Add the following definition for **Attached** in alphabetical sequence: means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached**;**
    b. Add the following definition for **Stacked Townhouses** in alphabetical sequence: means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade;
    c. Add the following definition for **Strata Parcel** in alphabetical sequence: means a strata parcel as defined by the Strata Property Act;
    d. Add the following definition for **Townhouse** in alphabetical sequence: means a building containing two or more attached principal dwelling units characterised by individual ownership, each having separate ground-oriented access.

3. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 9 – Zoning Districts as follows:

    a. That the CD-8 Zone described in Schedule A of this bylaw be added as section 9.21 and that the replaced section and subsequent sections be renumbered accordingly.

4. That the Village of Anmore Zoning Bylaw No. 568-2017 Schedule 'A' Zoning Map be amended to change the zoning for the following parcels as identified in Schedule B to this bylaw from Residential 1 – RS1 to Comprehensive Development 8 – CD8:

PID:
028-861-256
028-856-589
027-687-309
002-811-626

5. The following schedules are included and form part of this bylaw:
   Schedule A – CD-8 Zone
   Schedule B – Map of amended zoning

6. If any Part, Section, Subsection, Sentence, Clause or Phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Bylaw.

READ a first time the 10th day of September, 2024

READ a second time (as amended) the 22nd day of July, 2025

READ a third time the day of

ADOPTED the day of

_____
MAYOR

_____
MANAGER OF CORPORATE SERVICES

Bylaw 699-2024 Schedule A

9.21 COMPREHENSIVE DEVELOPMENT 8 (PINNACLE RIDGE) – CD-8

9.21.1 Purpose

The intent of this zone is to accommodate a residential hillside **subdivision** that clusters **one-family dwelling**, **two-family dwelling** and **townhouses** on a variety of parcel sizes to preserve green space in accordance with the Village of Anmore Official Community Plan.

9.21.2 Permitted Uses and Minimum Parcel Dimensions

The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section 9.21.14 of this Bylaw.

Permitted Primary Use	Permitted Secondary Uses	Minimum Parcel Size	Minimum Parcel Width
One Family Dwelling	Secondary Suite Accessory Buildings and Structures Home Occupation	750 m^2	18 m
Two-Family Dwelling	n/a	900 m^2	25 m
Townhouse	n/a	n/a	n/a
Stacked Townhouse	n/a	n/a	n/a

9.21.3 Maximum Number of Buildings, Size and Height

Permitted Use	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-Family Dwelling	1	0.35 FAR	11 **m**
Two-Family Dwelling	1	0.45 FAR	11 **m**
Townhouses	n/a	0.60 FAR	11 **m**
Stacked Townhouse	n/a	0.60 FAR	11 **m**
Accessory Buildings and Structures	1	90 **m^2**	8 **m**

(a) For parcels equal to or smaller than 1,348 m², a maximum of 45 m² of enclosed **garage** area shall be excluded from the calculation of total **floor area**.

9.21.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
One Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Two-Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Townhouse	4.0 **m**	5.5 **m**	2.0 **m**	2.0 **m**
Stacked Townhouse	4.0 **m**	5.5 **m**	2.0 **m**	2.0 **m**
Accessory Buildings and Structures	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**

a) Where a **Townhouse** unit has a **private amenity area** adjacent to an interior side parcel line, the required minimum setback shall be increased to 6.0 m.

b) Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3 **m**.

c) Notwithstanding the setbacks listed in the table above, garages for townhouses and stacked townhouses must be set back a minimum of 6.0 m from the front parcel line to accommodate vehicle parking without encroachment onto the parcel line.

9.21.5 Off-Street Parking and Maneuvering Aisles

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

(a) 2 spaces per principal dwelling unit;

(b) 1 space per employee for **home occupation**;

(c) 1 space per **secondary suite**;

(d) Visitor parking for **Townhouse** developments 0.2 spaces per dwelling unit (accessible to the public and designated as "visitor parking");

(e) Each parking space shall be not less than 2.7 metres wide, 5.7 metres long, and 2.2 metres high;

(f) Parking spaces shall be free of mud, be graded for proper drainage, and be hard surfaced; and

(g) Off-street parking spaces for townhouse units shall not be accessed directly from a highway but shall be accessed by a driveway(s) and maneuvering aisle as required.

The minimum width of manoeuvring aisles shall be as follows:

Parking Angle 30° - 45°	Aisle Width 4.6m
Parking Angle 45°- 60°	Aisle Width 5.5m
Parking Angle 60° - 75°	Aisle Width 6.0m
Parking Angle 75° - 90°	Aisle Width 6.7m

Disabled Persons Parking

All buildings which are required to be accessible by disabled persons must provide at least 1 off-street parking space or 1%, whichever is greater, of the required parking spaces in any parking area to be reserved and designated for disabled persons. Disabled parking spaces to be identified by the international symbol for accessibility for persons with disabilities painted on the ground surface, a sign located at the front of the space and shall be located as close as possible to the entrance of the use or structure.

In the case of head-in or angled off-street parking, such spaces shall have:

(a) a minimum width of 3.7m;
(b) at least 1 such space shall have a pedestrian pathway with a minimum width of 1.2m immediately adjacent to the designated off-street parking space; and
(c) such area shall be painted with diagonal lines or indicated by different surface treatment to differentiate it from the off-street parking space.

Where access to and from the parking areas is by raised sidewalk, hard surface and drop-curb sections with a minimum surface width of 1.2m shall be provided directly adjacent to off-street parking spaces designated for disabled persons and from the parking lot or to other sidewalks or points of entry to a building.

In the case of parallel off-street parking, such spaces shall have a minimum length of 8m, of which the rear 2m shall be painted with diagonal lines.

Where access to and from the off-street parking areas is by raised sidewalk, hard surface and drop curb sections with a minimum surface width of 1.2m shall be provided adjacent to said off-street parking space.

9.21.6 Maximum Parcel Coverage

The Maximum **parcel coverage** shall be:

(a) 40% of the **parcel** for one-family residential and two-family residential
(b) 50% of the parcel for **townhouses.**

9.21.7 Maximum Number of parcels

Not more than 134 lots may be created as a result of **subdivision**.

Not more than 320 units may be created as a result of **subdivision**, including **secondary suites.**

9.21.8 Open Space Amenity

An **open space amenity** shall be provided generally in accordance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.21.9 Private and Shared Amenity Area Standards

These standards are for the development and maintenance of amenity areas required in connection with all townhouse developments:

Shared Amenity Areas

(a) Shared amenity areas are required for townhouse developments of more than 12 townhouse units on the same lot.

(b) Amenity areas shall be unenclosed areas, free, common and readily accessible to all tenants and may include any combination of lawn, landscaping, flagstone, concrete, asphalt or other serviceable dust free surfacing, recreational facilities such as outdoor swimming pools, tennis courts, horseshoe pitches, etc.

(c) No area so used shall be located within 5m of any window serving a dwelling unit.

(d) Off-street parking or off-street loading areas, driveways and service areas shall not be counted as amenity areas.

(e) All landscaping and recreational facilities shall be maintained in perpetuity.

(f) The slope of an amenity area shall not exceed 3% but multi-level areas may be interconnected by means of stairs and ramps (v) guard railings or other protective devices shall be erected for above-ground locations.

(g) The minimum required area shall be $5m^2$ per dwelling unit.

Private Amenity Areas

(a) Shall be provided adjacent to the individual dwelling unit served.

(b) Where located on ground level, a private amenity area not less than 15m2 in area shall be provided for and contiguous to each ground-oriented dwelling unit.

(c) Where located above ground a private amenity area of not less than 5m2 in area and having minimum dimensions of not less than 1.5m shall be provided for and contiguous to each dwelling unit.

9.21.10 Landscaping for Townhouse Developments

These standards are subject to the requirements of section 5.14 and are for the development and maintenance of landscaped areas required in connection with all townhouse developments:

Minimum landscaping requirements for front setback area shall be:

(a) 40% of the front setback area shall have no impervious surfaces or vehicular use.

(b) A portion of the required pervious surface area, equivalent to 20% of the front setback area, shall be reserved for landscape areas and extensively planted with trees and shrubs.

Minimum overall site landscaping requirements shall be:

(a) Despite section 5.14.2, 20% of the overall lot area shall have no impervious surfaces or vehicular usage.

(b) a portion of the required pervious surface area, equivalent to 15% of the overall lot area, shall be landscaped.

(c) a portion of the required landscaped area, equivalent to 7% of the overall lot area, shall be planted extensively with trees and shrubs.

All landscaping shall be designed and installed in accordance with the current edition of the BC landscaping standard.

9.21.11 Townhouse End Unit Treatment

(a) A Where a townhouse building is oriented perpendicular to a public road, any end unit abutting the public road shall be designed to present an active and articulated street oriented façade to the road.

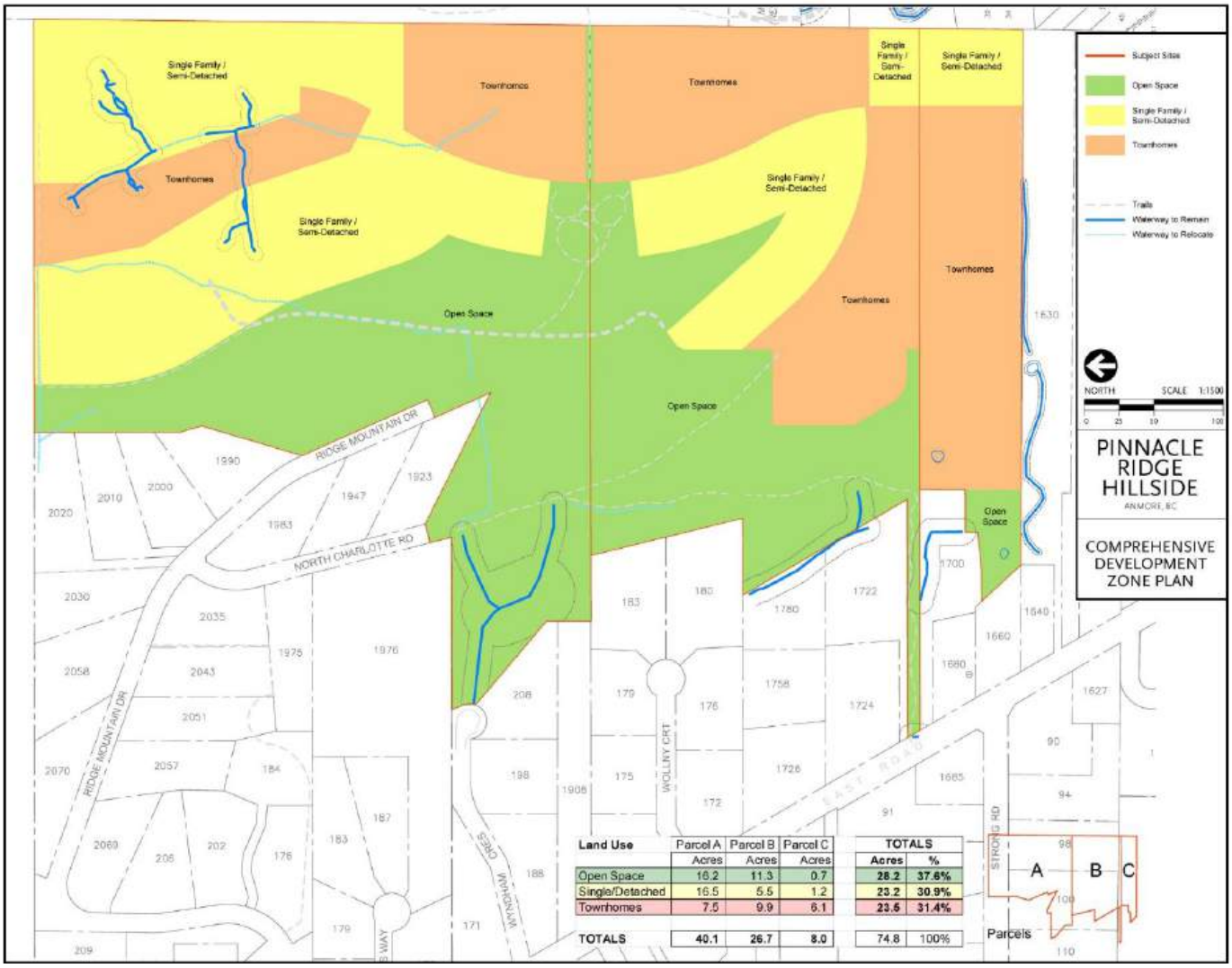
(b) End unit façades facing a public road shall include windows and architectural detailing comparable to the principal front façade of the dwelling, and/or a secondary entrance to avoid blank elevations.

9.21.12 Other Regulations

(a) **Home occupation** shall be subject to the requirements of section 6.5.
(b) **Secondary Suite** shall be subject to the requirements of section 6.3.

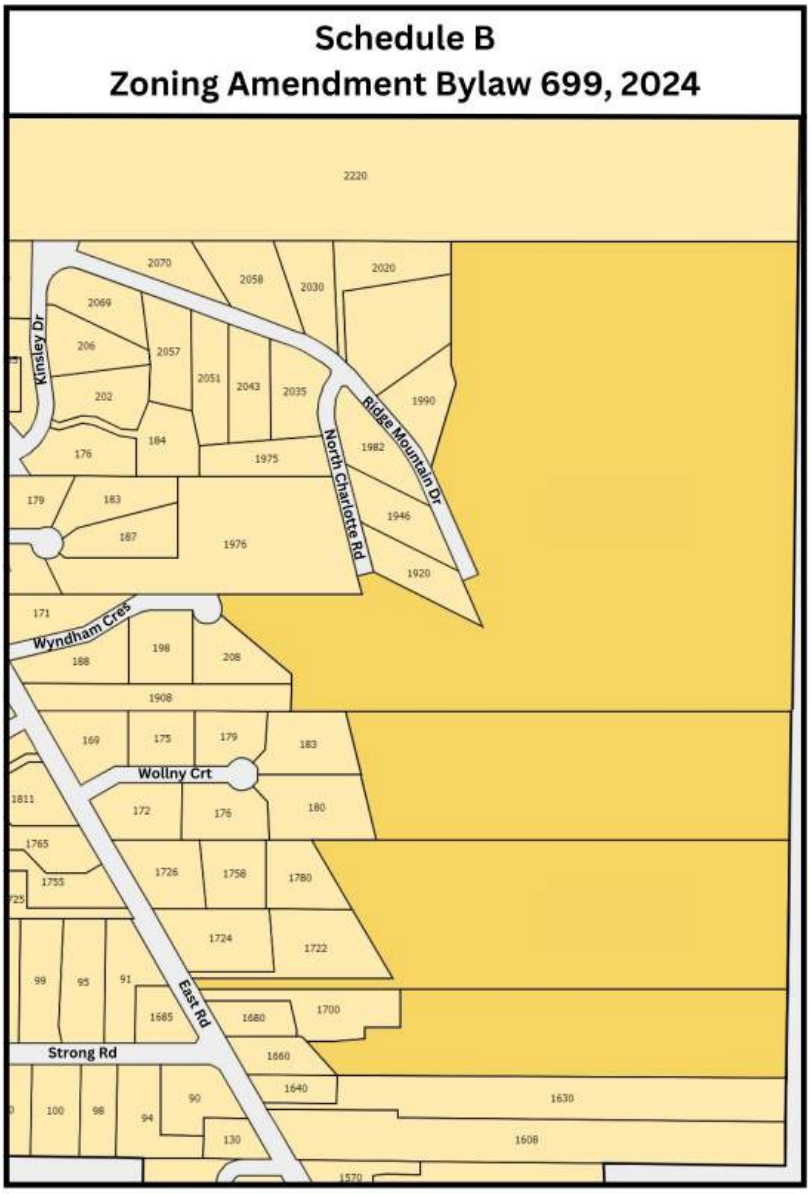
9.21.13 Comprehensive Development Plan

The following Comprehensive Development Plan contained within this Bylaw forms an integral component of this **zone:**



Comprehensive Development Plan – (Pinnacle Ridge) - CD-8

Bylaw 699-2024 Schedule B



Zoning Map

CD-8

RS-1

Pinnacle Ridge

VILLAGE OF ANMORE

Village of Anmore
Memo

Date: July 18, 2025

Re: Pinnacle Ridge Hillside Development – Update to Site Access

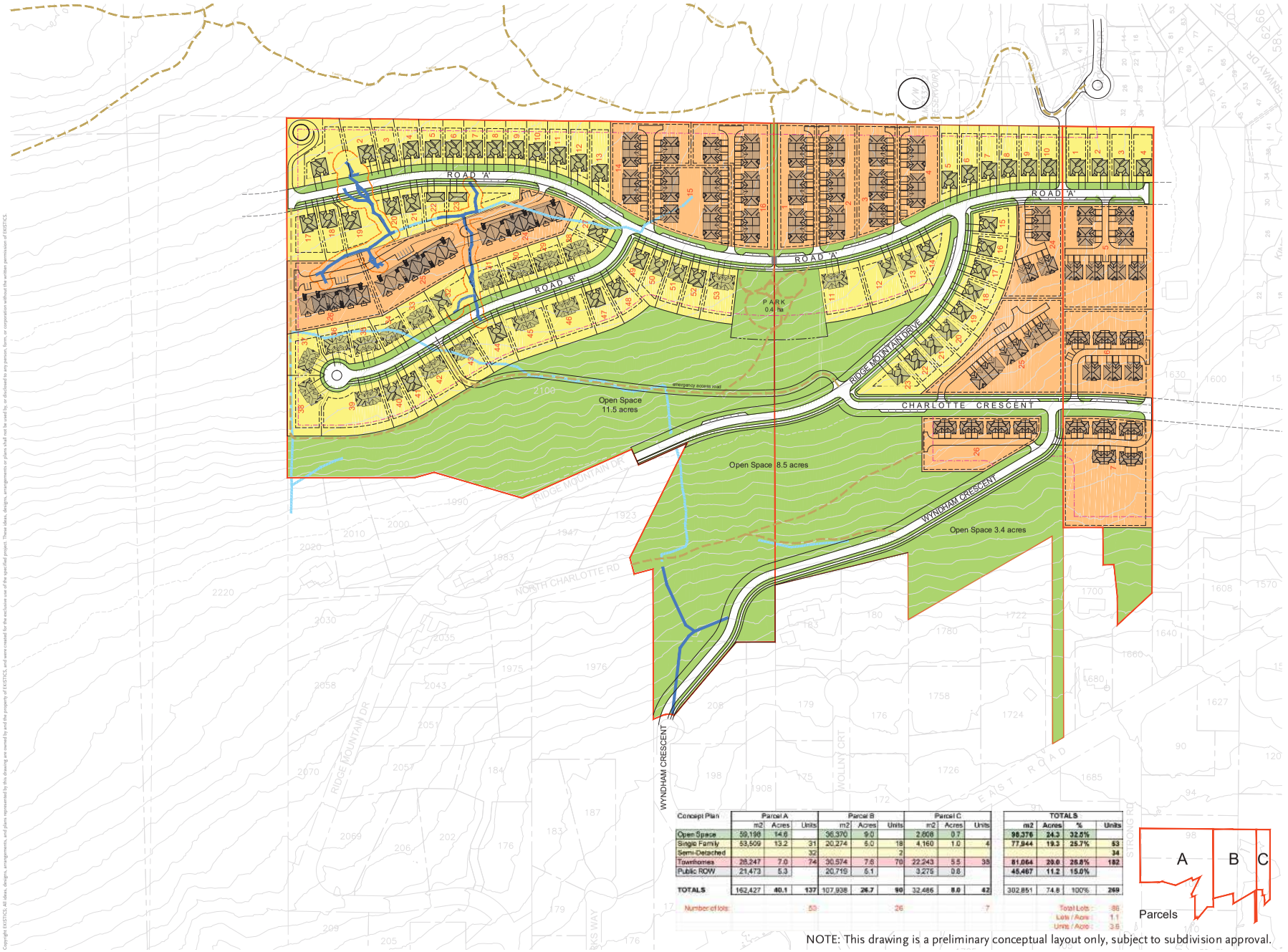
From: Community Planning and Development Services

Since the completion of the staff report titled "Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024" for the July 22, 2025 Regular Council Meeting, staff were advised by the applicant of proposed changes in the road access to the subject site. The current report outlines a proposed 6m wide secondary emergency access off Wynham Crescent and indicated that the feasibility of a dedicated road right of way was being assessed by the applicant's engineers as an alternative option. The applicant has since suggested that the dedication of a public road right-of-way in place of the emergency access is feasible and would connect Wyndham Crescent to Charlotte Crescent within the subject site. The proposed road would have a 20-metre width and a maximum slope grade not exceeding 15%.

The proposed road right of way has not been reviewed by staff; however, the staff report described the benefits of a secondary dedicated public road access to the site.

The current Comprehensive Development Plan, as included in the draft bylaw, does not reflect this updated road alignment. Should Council wish to proceed with the inclusion of the dedicated road right-of-way, the Comprehensive Development Plan will need to be updated in the bylaw prior to further readings.

The updated Comprehensive Development Plan and Comprehensive Development Zone Plan, illustrating the proposed public road, is attached for reference. Council's direction regarding road access can be incorporated directly into the recommendation section of the staff report.



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	59,190	14.6		36,370	9.0		2,600	0.7		98,376	24.3	32.8%	
Single Family	53,509	13.2	31	20,274	5.0	18	4,160	1.0	4	77,944	19.3	25.7%	53
Semi-Detached			32			2							34
Townhomes	28,247	7.0	74	30,574	7.6	70	22,243	5.5	38	81,064	20.0	26.8%	182
Public ROW	21,473	5.3		20,719	5.1		3,275	0.8		45,467	11.2	15.0%	
TOTALS	162,427	40.1	137	107,938	26.7	90	32,486	8.0	42	302,851	74.8	100%	269
Number of lots:			53			26			7			Total Lots:	86
												Lots / Acre:	1.1
												Units / Acre:	3.6

NOTE: This drawing is a preliminary conceptual layout only, subject to subdivision approval.

EKISTICS
Town Planning
201 - 103 West 6th Avenue
Vancouver, BC
Canada, V5Y 1K3
+1 604 739 7532
ekistics.ca

Subject Sites
Open Space
Single Family / Semi-Detached
Townhomes
Public R.O.W.
Trails
Waterway to Remain
Waterway to Relocate
10m Forest Setback

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
4	Rezoning Addendum 4	July 16, 2025
3	Rezoning Addendum 3	July 3, 2025
2	Rezoning Addendum 2	April 22, 2025
1	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

PRELMINARY CONCEPT PLAN

RZ-2

Item 9.b
Attachment 2

Bonn 16 July 2025 4:31pm K:\EH01 - Village of Anmore Urbanex\3.Masterplan\CAD\250717-EH01-MasterPlan-Addend.dwg Layout = RZ-2
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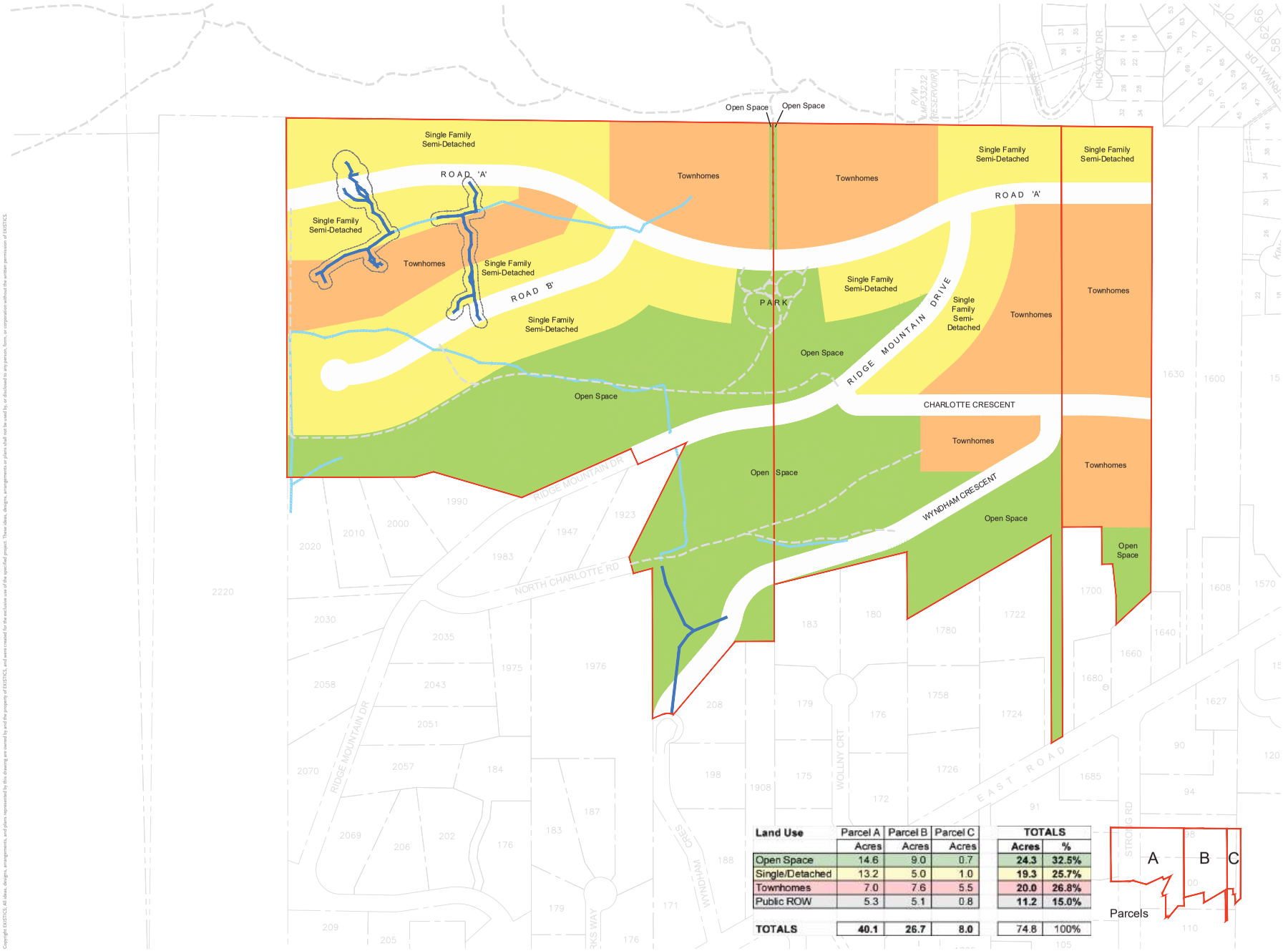

Land Use	Parcel A	Parcel B	Parcel C	TOTALS	
	Acres	Acres	Acres	Acres	%
Open Space	14.6	9.0	0.7	24.3	32.5%
Single/Detached	13.2	5.0	1.0	19.3	25.7%
Townhomes	7.0	7.6	5.5	20.0	26.8%
Public ROW	5.3	5.1	0.8	11.2	15.0%
TOTALS	40.1	26.7	8.0	74.8	100%

EKISTICS
Town Planning
201 - 103 West 6th Avenue
Vancouver, BC
Canada, V5Y 1K3
+1 604 739 7532
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Subject Sites
Open Space
Single Family / Semi-Detached
Townhomes
Public R.O.W.
Trails
Waterway to Remain
Waterway to Relocate
10m Forest Setback

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
4	Rezoning Addendum 4	July 16, 2025
3	Rezoning Addendum 3	July 3, 2025
2	Rezoning Addendum 2	April 22, 2025
1	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

COMPREHENSIVE DEVELOPMENT ZONE PLAN

RZ-1

Item 9.b

Attachment 2

Date: 16 July 2025 4:33pm K:\EH01 - Village of Anmore Urbanest\3.Masterplan\CAD\250717-EH01-MasterPlan-Addend.dwg Layout = RZ-1
Copyright EKISTICS. All ideas, designs, arrangements, and plans represented by this drawing are owned by and the property of EKISTICS, and were created for the exclusive use of the specified project. These ideas, designs, arrangements or plans shall not be used by, or disclosed to any person, firm, or corporation without the written permission of EKISTICS.

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: July 18, 2025 File No. 3900-30

Submitted by: Josh Joseph, Planner

Subject: Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

Purpose

To provide Council with a summary of the updates to the Pinnacle Ridge Hillside Development rezoning application and to outline options for next steps.

Recommended Option

THAT staff report back to Council prior to further consideration of Anmore Zoning Bylaw Amendment Bylaw No. 699-2024 on the following considerations:

1.
2.
3.
4. ;

AND THAT staff to initiate consultation with the City of Port Moody regarding the proposed emergency access onto Hickory Drive and to assess any anticipated servicing impacts to ensure alignment with the 2018 Anmore Port Moody Water Supply Agreement;

AND THAT staff refer the application to the Sasamat Volunteer Fire Department for input on site access and emergency response considerations;

AND THAT the application be referred to the following Committees as it relates to the mandate of each Committee:

1.
2.
3.
4. ;

AND THAT staff report back to Council with a summary of referral feedback and intermunicipal consultation findings, along with a revised draft of the zoning amendment bylaw that reflects Council's input.

Background

In July 2024, the owners: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. (the applicant) collectively applied to amend the Anmore Zoning Bylaw No. 568-2017 to rezone the 4 parcels comprising the Pinnacle Ridge Hillside Lands (Pinnacle Ridge) from RS-1 to a new Comprehensive Development zone CD-8.

At the September 10th, 2024, Regular Council Meeting, Council received an introduction to the Pinnacle Ridge Rezoning Application and Zoning Amendment Bylaw **(Attachment 1)** and provided the following direction:

> "THAT Anmore Zoning Amendment Bylaw No. 699-2024, be given first reading; and,
>
> THAT Anmore Zoning Amendment Bylaw No. 699-2024 and the development proposal be referred to the Advisory Planning Commission and Committee of the Whole with the following items for discussion: Community Amenity Contributions, public engagement strategy, financial sustainability and other topics staff believe to be important for community discussion; and,
>
> THAT staff bring forward a Community Engagement Plan in relation to the rezoning of Pinnacle Ridge Hillside Development."

Details regarding the Official Community Plan (OCP) analysis in relation to the development proposal can be found in the staff report for the June 4th, 2024 Regular Council Meeting (**Attachment 2**).

A Committee of the Whole meeting was held on December 2nd, 2024, where the facilitator's notes captured the Committee comments on the zoning amendment proposal **(Attachment 3).** The Committee provided the following recommendation:

> "THAT the Committee recommend to Council that staff be directed to consider comments provided during the Committee of the Whole meeting held on December 2nd, 2024, regarding input for the Rezoning of Pinnacle Ridge – Zoning Amendment Bylaw No. 699-2024 and respond to the applicant."

An Advisory Planning Committee meeting was held on January 28, 2025. The draft minutes and discussion points are included as **(Attachment 4).** Staff relayed Committee and staff comments to the applicant for consideration.

Since initial review and presentation to Council and committees, an addendum to the rezoning application has been submitted, which includes technical assessments, an updated Comprehensive Development Plan and proposed revisions to the zoning bylaw. This report provides an overview of the proposed changes to the site plan and bylaw, summarizes new assessments, and provides staff recommendations regarding site planning considerations and next steps.

Discussion

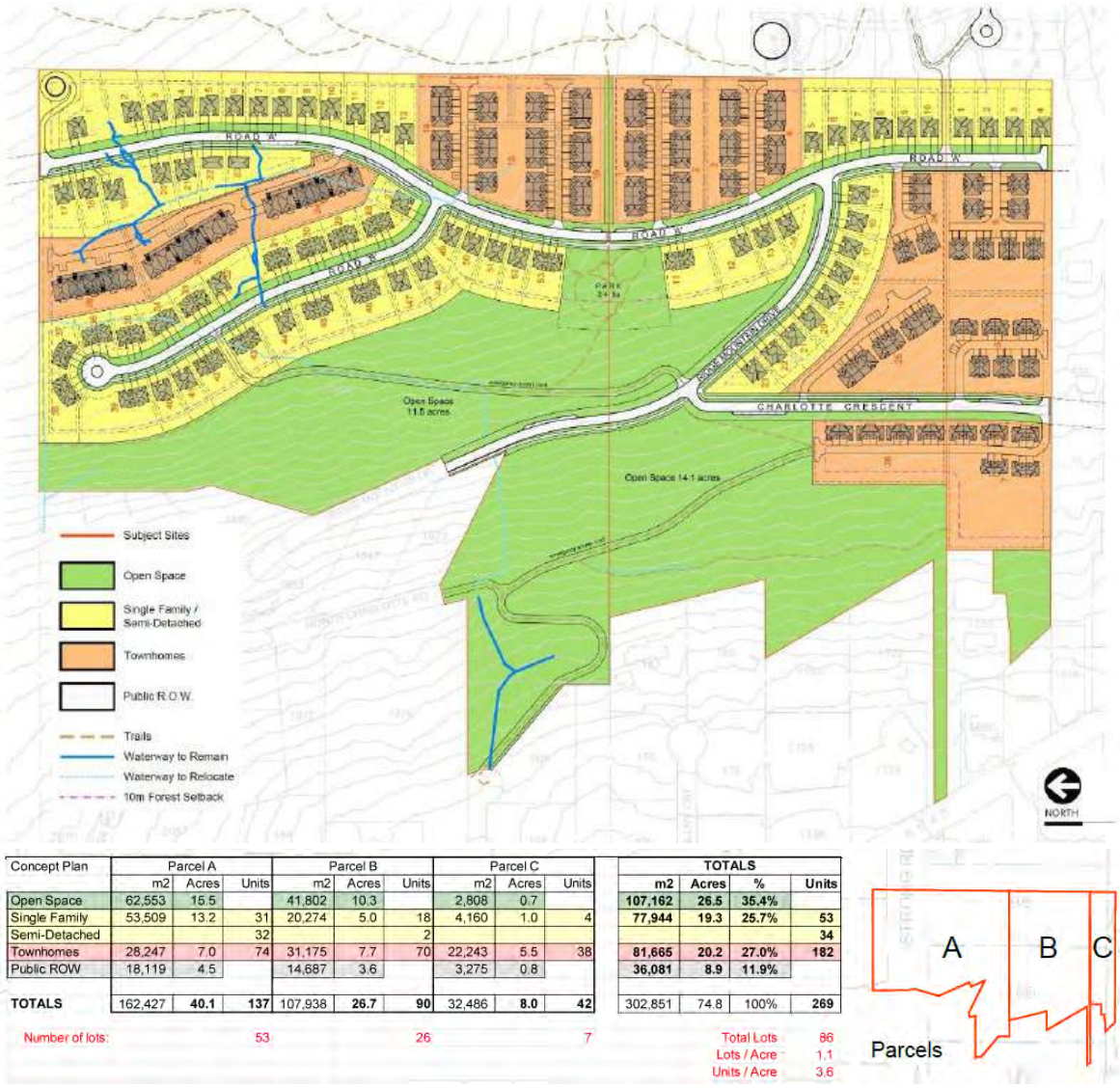
Updated Proposed Land Use Plan

Since the original application, the road network and housing distribution have been refined to better respond to the site's hillside topography and development constraints. A key revision is the planned connection to Charlotte Crescent is now proposed via Ridge Mountain Drive instead of the initially proposed route via North Charlotte Drive. More recently, a secondary access from Wyndham Crescent connecting northward to Charlotte Crescent has been proposed.

The revised land use plan includes the following key changes (see **Figure 1**):

- A slight increase in total residential land use from 53% to 54.1% of the site area.
- An increase in single detached units from 51 to 53.
- A reduction in semi-detached units from 46 to 34.
- An increase in townhouse units from 172 to 182.
- An increase in open space from 33% to 35.4% of the total site area.

The revised housing mix results in a total of 322 proposed units, inclusive of potential secondary suites. Larger parcels have been introduced to support clustered townhouse developments, resulting in a gross density of 1.1 lots per acre, and 3.6 units per acre for principal units, or 4.29 units per acre when including secondary suites.



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	62,553	15.5		41,802	10.3		2,808	0.7		**107,162**	**26.5**	**35.4%**	
Single Family	53,509	13.2	31	20,274	5.0	18	4,160	1.0	4	**77,944**	**19.3**	**25.7%**	**53**
Semi-Detached			32			2							**34**
Townhomes	28,247	7.0	74	31,175	7.7	70	22,243	5.5	38	**81,665**	**20.2**	**27.0%**	**182**
Public ROW	18,119	4.5		14,687	3.6		3,275	0.8		**36,081**	**8.9**	**11.9%**	
TOTALS	162,427	**40.1**	**137**	107,938	**26.7**	**90**	32,486	**8.0**	**42**	302,851	74.8	100%	**269**
Number of lots:			53			26			7			Total Lots	86
												Lots / Acre	1.1
												Units / Acre	3.6

Figure 1. Proposed Land Use and Concept Plan

Housing Mix and Bill 44 Implications

Under the recent Bill 44 housing legislation, the Village is required to allow one secondary suite and/or one coach house within or on the same property as a single-family detached dwelling within a "restricted zone"—defined as a zone where residential use is restricted to single-family dwellings.

In Anmore, all residential zones within the Village are restricted to Single-Family as the principal use and as such the above requirement has been implemented in 2024. However, based on the *Local Government Act* (LGA), a new comprehensive development zone that permits multiple principal residential uses, such as townhomes and duplexes, would not fall

under the definition of a restricted zone under the *LGA* and therefore would not be required to permit secondary suites unless subzones are established within the CD zone which may fall under the definition of a restricted zone.

The proposed CD-8 zone includes subzones with distinct land uses but does not restrict any subzone solely to single-family dwellings. As such, the proposed CD zone may be exempt from the secondary suite requirements. Nonetheless, the proposed bylaw has been amended to include secondary suites as a permitted use in single-detached dwelling units where up to 53 additional units could be developed, resulting in a potential of 322 total units.

Road Dedication
The proposed extension of Ridge Mountain Drive connects to new public road dedications (Road A and Road B) to the east. Road A may eventually link to adjacent lands to the north and south providing access to lands beyond should those lands be developed in the future **(Figure 2.)**. The original plan included access to lands to the north through Road B, but this has now been changed to a cul-de-sac design to preserve density and allow for wider lots south of the road, avoiding development encroachment on steep slopes. The changes in road design may constrain access or future development potential for adjacent steep lands to the north.

The proposed public road rights-of-way include multi-use pathways along the road corridors and provide 64 parallel on-street parking spaces. In addition, an emergency access road, designed to double as a shared pedestrian pathway is proposed between 'Road B' and Charlotte Crescent to create a looped road network which is necessary to address cul-de-sac lengths to the north of the site that exceed the maximum length permitted under the Village's Subdivision and Development Control Bylaw No. 633-2020. Specifically, the Bylaw mandates that a secondary emergency access be provided where cul-de-sac lengths exceed 500 metres.

The initial rezoning proposal did not include emergency access to the site as the expectation was to achieve the extension and construction of North Charlotte Road toward Charlotte Crescent and was intended to be secured through land use agreements with neighbouring property owners to the south. However, those agreements have not been secured.

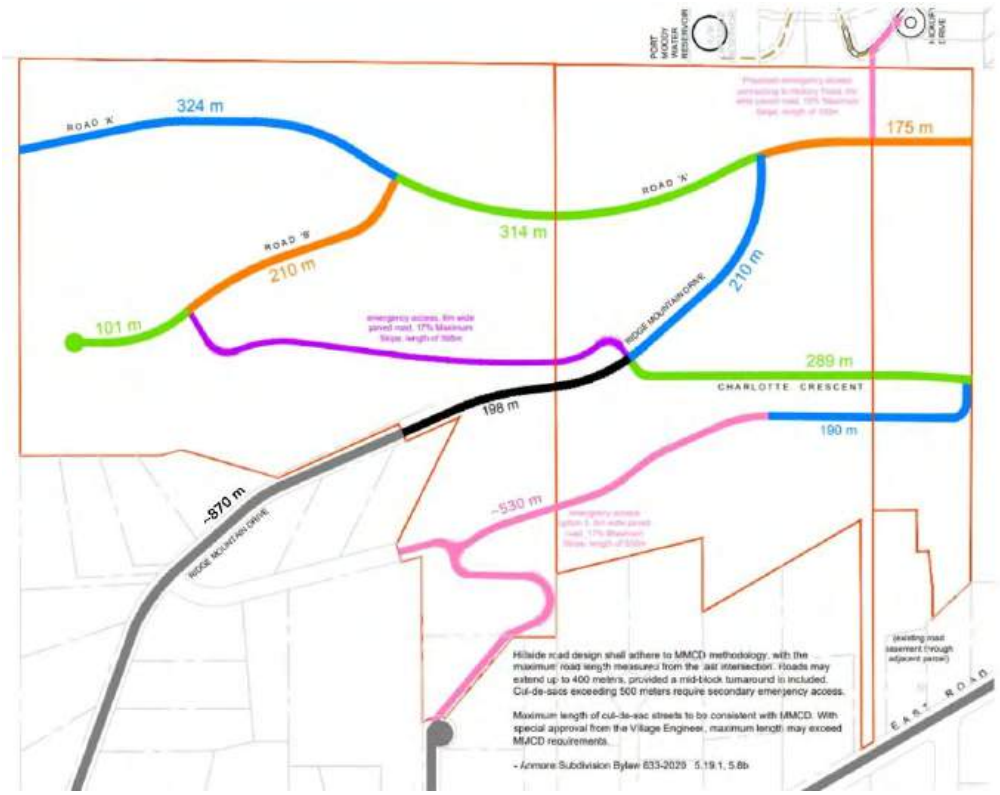


Figure 2. Proposed Road Plan

In place of the Charlotte Road connection, the applicant has recently proposed a secondary emergency access road connecting Wyndham Crescent to Charlotte Crescent to the south through a proposed strata road. The applicant is investigating whether it can be constructed as a 20m public road right-of-way pending engineering review. It would be beneficial to the Village and the Development if the emergency access from Wyndham were a dedicated roadway to the Village subdivision standard, as this offers unrestricted access to the public. The emergency access route would follow existing forest service roads to reduce grading and minimize tree removal. A second emergency access toward Hickory Drive in Port Moody has also been proposed, but this has not been approved by the City of Port Moody and would require intermunicipal consultation. The development is not contingent on the secondary access, but it would provide alternative access during an emergency for both Anmore and Port Moody residents.

An engineering memo from ISL **(Attachment 5)** was received to provide a review of the proposed road dedication and a previously proposed emergency access road to the south of the subject site. Since receiving the memo, the newly proposed emergency access off Wyndham Crescent as described above has been proposed. The memo states that the cul-de-

sac lengths proposed within the development generally comply with the Subdivision and Development Control Bylaw's requirements for maximum road lengths and emergency access and further states that that the emergency access points do not replace a full collector road connection; however, the inclusion of emergency access routes are considered critical to enhance public safety and site resilience due to the steep topography and associated wildfire and evacuation risks.

The OCP Policy T-16 aims to dedicate to the public the extension of North Charlotte Road towards Charlotte Crescent to the south for future road alignment to act as a collector road as new subdivisions are developed. However, the Village of Anmore Road Network Plan highlights that the Pinnacle Ridge development currently exceeds the allowable Cul-de-Sac length prescribed in the Subdivision Development Control Bylaw where the combined road length of Kinsley Dr and Ridge Mountain Drive measures ~870m. The Plan recommends that the Charlotte Crescent connection be provided prior to any further development on the hillside to provide adequate access and to avoid lengthy dead-end roadways; however, the plan also states that such connection is indicative of the connectivity required, and actual alignments could vary to accommodate terrain and development needs.

Staff support the proposed Wyndham Crescent emergency access as a temporary looped connection but have concerns about its long-term reliability as a substitute for a collector road. The route provides a looped connection that would eliminate the current cul-de-sac exceedance off Ridge Mountain Drive. Staff believe the proposed emergency access offers redundancy to current cul-de-sac exceedances but have concerns with the capacity of the 6m road width 6m in efficient emergency vehicle access and evacuation for future residents which may be further limited if Ridge Mountain Drive is rendered inaccessible by a blockage or incident affecting the road access. Staff note that a dedicated road right of way onto East road via Wyndham Crescent would be a more ideal option for efficient site access. Staff recommend the road network and emergency access proposals be referred to the Sasamat Volunteer Fire Department for technical review.

Open Space and Trails

The applicant is proposing to dedicate 26.5 acres or 35.4% of the total site as parkland at the subdivision stage. This is larger than the voluntary amenity contribution of 30% of land set out in Policy RLU-11 of the OCP for Comprehensive Development zones and aligns with the policies intent for the provision of "trails, pathways, open space or sensitive environmental areas". Open space and natural areas are dispersed throughout the site along with ~2.5 km of

an integrated loop trail system to be used for recreational activities. The proposal includes a trailhead to the east of the site connecting to a greater trail network located beyond the Village boundary. These connections satisfy the priority trailhead amenity provision outlines in Figure 8 of the Village's Parks Master Plan. The trails are also positioned to connect with existing trails and road networks in the surrounding neighborhoods to improve overall community connectivity. The mix of open space and trails support the primary and secondary priorities for parkland dedication acquired through rezoning set out in Policy P&TLU-6 of the OCP for the provision of trails and pathways as well as the preservation of natural habitat.

Staff have reviewed the Village's Parks Master Plan and note that the report highlights a lack of programed neighborhood parks within the Village and a deficiency in accessible park and open space within a 10-minute walking distance from eastern Anmore. The Village's Parks Master Plan identifies areas of future proposed neighborhood parks within Pinnacle Ridge to address the lack of walkable and active neighbourhood parks in the area. The Applicant has proposed 0.4 hectares of elevated neighborhood park land to the east of the subject site in addition to substantial open space dedication. Most of the proposed park is located on gentle slopes and would encourage community gatherings and provide picnic areas, a lookout point and an active play area. While the Village's Parks Master Plan recommends a minimum of 0.5 hectares of active neighborhood parks, Staff believe the proposed park substantially meets the neighborhood park provision criteria set out in the Village's Parks Master Plan in addition to the provision of significant open space.

Wildfire Hazard Assessment

The applicant has submitted a draft Wildfire Hazard Assessment **(Attachment 6)** prepared by Blackwell Consulting Inc which outlines measures, based on FireSmart principles, to reduce fire risk in wildland-urban interface areas. Recommendations include use of fire-resistant materials, installation of rooftop sprinkler systems, and incorporation of a 10-metre defensible buffer between structures and forested areas. If the application advances, staff will ensure implementation of these recommendations through rezoning conditions and covenants on title.

A key highlight of the assessment notes the importance of redundant access routes to enable evacuation and emergency response during wildfire events. The initial assessment strongly supported the Charlotte Crescent connection as the preferred secondary access point. Since then, a secondary access via Wyndham Crescent has been added to the plan.

Staff will work with the applicant to submit an updated wildfire hazard assessment to evaluate the effectiveness of the revised emergency access layout and confirm the preferred route options.

Steep Slopes
The Village does not currently have a steep slope hazard development permit which would prescribe a set of guidelines and impose conditions for development on areas of steep slope prior to subdivision approval. Development Pemit guidelines intend to limit risk and mitigate environmental impacts associated with development on hillsides or steep slope areas. Such guidelines may limit development in certain slope grades, maintain top of slope and bottom of slope development buffer areas, require tree retention and replanting plans and prohibit extensive cut and fill.

The Village does identify hillside steep slope areas in Schedule D2 of the OCP and defines steep slope as 20% grade which is a typically the threshold in the region. Additionally, policies in the Village OCP encourage hillside to integrate with the natural features and topography of the site, consider view impacts and utilize clustered housing to minimize the disruption to slopes resulting from construction and access. The policies further discourage large cuts/fills, clear cutting on hillside subdivision and the extensive use of retaining walls.

Further, the Village Zoning bylaw regulates the height and design of retaining walls permitted and ensures gradual grade changes in line with the natural setting of the hillside. Lastly, the Village Subdivision and Development Control Bylaw outlines an additional regulation which compliments the intent of the OCP policies regarding clustered development on the hillside by restricting the creation of lots that do not meet the minimum lot size without encroaching onto steep slopes with a natural grade of 30% or greater. While the regulation typically speaks to existing zones with an established minimum lot size, staff recognize that the intent of the bylaw is to ensure there is adequate buildable area for each lot to avoid construction and regrading on portions of slopes greater than 30%.

The majority of the site is clustered in areas less than 30% slope; however, certain lots are situated within sloped areas of 30%-40%, specifically Lots 15-23, 25 and 26, outlined in red on Figure 2. Lots 15-23 along Ridge Mountain Drive may be partially regraded with the construction of the new road.

Currently, Lot 26 is proposed to be accesses through a strata road and will require grading irrespective of Charolotte Crescent Road construction. The strata road is proposed to connect to the emergency access road towards Wyndham Crescent; however, Staff note that the existence of the road is not required to provide access to the emergency access road as a connection can be directly achieved off Charlotte Crescent.

Staff received geotechnical comments from GeoPacific Consultants **(Attachment 7)**, which relay the suitability of the site for construction on steep slopes up to 40% provided that a detailed design and grading drawings are completed and accompanied with a slope stability assessment for lots greater than 30%.

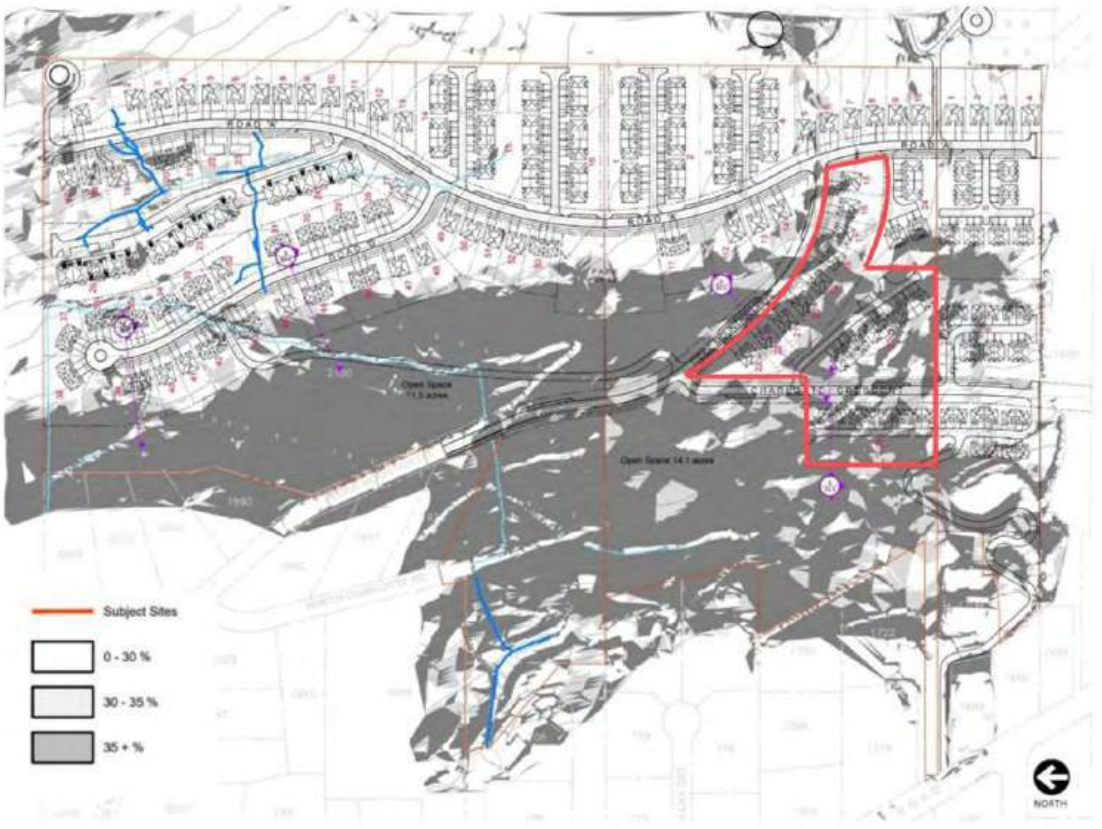


Figure 3. Proposed Slope Map and Concept Plan

Should Council wish to proceed with the current site plan including lots within slopes of ≥ 30%, Staff recommend that a detailed topographic survey be completed for the subject site and that further assessments and a detailed grading plan be required as a conditions of development which may include site-specific steep slope hazard assessments to identify risk and mitigation measures and to confirm that the lots are safe for development. All development must adhere to the Subdivision Development Control bylaw and Village Zoning

Bylaw. Any proposed lots that cannot meet retaining wall, grading, or zoning regulations may require future Development Variance Permits to proceed.

Site Servicing

Potable Water System

The applicant has provided a Potable Water System Design Brief based on previous technical studies, the Village's Water Utility Master Plan and data from the City of Port Moody. The proposed development would extend the existing water mains in tandem with the road extensions from Ridge Mountain Drive including stubs at the end of the new roads for future extensions. Currently a pump station at the base of Ridge Mountain Drive services 7 existing single-family lots on Mountain Ridge Drive and North Charlotte Road and was intended to expand services to the subject lands. However, an alternative option involving a new water reservoir on the northeast corner of the subject site is being explored.

The technical memo from ISL Engineering classifies the proposed reservoir as critical infrastructure that would enhance fire protection, potable water supply, and long-term operational resiliency for the development. The memo further notes that the addition of a water reservoir may impact Port Moody's water system, and because water is supplied through an intermunicipal agreement, early consultation with the City of Port Moody early is essential to confirm compatibility with the 2018 Water Supply Agreement. This would avoid potential service limitations or future capacity conflicts and ensure alignment with regional water servicing strategies and may create opportunities for shared infrastructure benefits.

Hydrogeological Impact Assessment

The applicant has previously submitted a preliminary layout review of the site septic plan and location including preliminary calculations based on the number of units and size of the housing mix which incorporated the potential of secondary suites in single-family dwellings. "Type 3" septic systems are being proposed for individual systems designed for single-family lots and for communal septic systems designed for townhome lots. The applicant will provide additional engineering assessments which are required at the time of subdivision to determine the feasibility of the proposed septic systems on the site and each lot respectively.

Staff received additional comments from GeoPacific Consultants **(Attachment 8)** addressing the feasibility of septic infiltration systems and the cumulative impacts of septic impacts on groundwater and adjacent properties. The assessment found that the proposed system was

considered feasible provided that septic fields are properly located on level ground, setback from steep slopes, and supported with sand mounds where necessary.

The assessment further states that for most lots, features such as retaining walls and roadway ditches are expected to help intercept any minor septic seepage before it reaches downslope areas. However, staff note that some lots — including Lot 26, Lot 7, and those west and downslope of the proposed roadways — may not benefit from these mitigation features and may be more vulnerable to potential downslope seepage.

The memo from ISL further confirms that the steep slopes will require additional terracing, setbacks, and engineering design to prevent septic system failure or downslope seepage and will be confirmed during detailed lot-by-lot testing and grading at subdivision stage.
A detailed hydrogeological assessment be secured as a condition of rezoning to confirm system viability and prevent negative impacts to groundwater or adjacent properties.

The proposed septic system design falls within the authority of Fraser Health which approves sewerage systems that discharge to the ground and are designed to receive a sewage flow of less than 27,000 litres per day. Detailed septic design/studies are required as part of the subdivision process.

Overview Environmental Assessment
The Overview Environmental Assessment (OEA) identifies the environmental conditions of the site including wildlife and wildlife habitat, species at risk, ecosystems and aquatic ecosystems as well as their relationship to potential constraints and/or regulatory requirements.
The report identifies several watercourses regulated under the Water Sustainability Act, the Riparian Areas Protection Regulation, and Fisheries and Oceans Canada. The applicant proposes to realign portions of Watercourses 1, 3, and 5 to accommodate development. Development within and adjacent to riparian areas will require the appropriate development permits and regulatory approvals. Notably, the proposed connection to Wyndham Crescent crosses Watercourse 5 and lies within the Village's Riparian Areas Protection Development Permit Area. A Riparian Areas Assessment will be required prior to any construction in these areas.

The OEA recommends preparing a full Environmental Impact Assessment (EIA) at future development stages. This would build upon the baseline data and provide detailed mitigation strategies and monitoring requirements. Staff recommend including this EIA as a condition of

rezoning to ensure environmental risks are appropriately managed as the project moves forward.

Proposed Zoning Amendment Bylaw – CD-8

The applicant has submitted an updated version of the draft amendment to the Anmore Zoning Amendment Bylaw No. 699-2024 that Council granted first reading to at the September 10, 2024 for the proposed CD-8 zone, which incorporates feedback from staff and advisory committees. The revisions reflect refinements in parcel sizes, permitted uses, setbacks, floor area ratios (FAR), and site coverage regulations for different housing forms. Staff have included a redline amendment of the changes to the bylaw **(Attachment 10)**

Permitted Uses and Minimum Parcel Size

The permitted uses and maximum parcel dimensions have been revised as follows:

Permitted Primary Uses	Permitted Secondary Uses	Min. Parcel Size	Min. Parcel Width
One-family Dwelling	Secondary Suite Accessory Building and Structures Home Occupation	750 sqm	18 m
Two-family Dwelling	n/a	900 sqm	25 m
Townhouse	n/a	n/a	n/a
Stacked Townhouse	n/a	n/a	n/a

Townhouses on site are to be strata lots, and parcel size will generally be in accordance with the land use areas as set out in the Comprehensive Development Plan.

The following updates are included:

- increased the minimum parcel size for One-family Dwellings from 700m^2 to 750m^2
- increased the minimum parcel size for Two-family Dwellings from 890m^2 to 900m^2
- increased the minimum parcel width for Two-family Dwellings from 24 m to 25m

Building Setbacks, Size and Height

Only 1 primary dwelling unit is permitted per lot except for townhouses which will be clustered on their respective strata lots. The height for all buildings remains at 11m allowing for a maximum two storey buildings. The applicant has reduced the previously proposed 0.6

FAR for single-family and Two-family dwelling and have kept the FAR for Townhomes as follows:

Maximum Number of Buildings, Size and Height

Permitted Uses	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-family Dwelling	1	0.45 FAR	11 m
Two-family Dwelling	1	0.55 FAR	11 m
Townhouse	n/a	0.6 FAR	11 m
Stacked Townhouse	n/a	0.6 FAR	11 m
Accessory Buildings and Structures	1	90 sqm	8 m

Accessory buildings will remain 90 m^2 in size with a maximum height of 8m.
The proposed height is consistent with current height maximums in all residential zones.

The following is the proposed setbacks for the permitted uses:

Permitted Uses	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
One-family Dwelling	6.0 m	7.6 m	2.0 m	2.0 m
Two-family Dwelling	6.0 m	7.6 m	2.0 m	2.0 m
Townhouse	2.0 m	2.0 m	2.0 m	2.0 m
Stacked Townhows	2.0 m	2.0 m	2.0 m	2.0 m
Accessory Buildings and Structures	6.0 m	7.6 m	2.0 m	2.0 m

The applicant has kept the proposed setbacks the same, except for townhomes and stacked townhomes which reduced both the front yard setback from 6m and the rear yard setback from 7.6m to 2m respectively. Addiitonally, the proposed bylaw requires a minimum 6m garage setback from the front yard for townhomes and stacked townhomes.

Site Coverage

The following site coverage has been proposed and remains the same:

- 45% parcel coverage for one-family and two-family dwellings

- 60% parcel coverage for townhouses

The applicant has proposed smaller setbacks and smaller lot sizes to cluster housing density in areas of gentler slopes and has indicated that the smaller lots for clustered development coupled with the inclusion of secondary suites in the one-family dwelling units would necessitate a higher FAR and site coverage.

As part of discussion, concerns around FAR and lot sizes have been relayed by the Committee of the Whole where previous proposed FAR of 0.6 on 700m^2 single family lots would result in large homes on small lots. Staff note that higher FAR such as 0.6 for Townhouses and 0.55 two-family dwelling units are typical to achieve clustering and allow more housing per area. These measures may positively impact the affordability of the townhouse dwelling units.

The Pinnacle Ridge lot size and FAR is proposing a minimum lot size of 750m^2 for detached single-family dwellings and an FAR of 0.3 to accommodate clustered development on the subject site in like with Policy RLU-8. Staff have provided a side-by-side comparison of recent CD zones such as CD-7 that utilize a 1/3 acre lot size with an FAR of 0.3 to the Pinnacle Ridge proposed lot size and FAR below.

	Minimum Lot Size (m^2)	**Allowable FAR**	**FAR per Lot (m^2)**	**FAR per 1 acre area (m^2)**	**Total Lots per acre**
CD Zone	1349	0.3	404.7	1214.	3
Pinnacle Ridge	750	0.45	337.5	1821.15	5.4

Staff note that on a 1-acre basis, the Pinnacle Ridge allowance would result in roughly 5.4 lots and ~1821m^2 (~19600 ft^2) of building density compared previously approved CD zone allowing 3 lots with ~1214 m^2 (13067 ft^2) of building density. Note that lots per acre is not a representation of total density of the subject site.

The proposed bylaw retains the previous provision in section 9.21.3 whereby the floor area or gross floor areas exclude basement as defined and underground parking. This provision would enable the full exemption of basement floor area if more than half of its height is below average finished grade. Recent zoning bylaw updates in 2024 have introduced basement exemptions based on the ratio of first storey floor height above average finished grade between 1.22m and 2.22m and where no exemptions apply if the first storey floor height is

above 2.22m. These differences may provide additional floor area exemptions to the proposed CD-8 zone.

Off-Street Parking and Maneuvering Aisles.
The proposed off-street parking provisions remain the same as the initial application and are consistent with current residential zoning regulations for primary dwelling units, secondary suites and home occupations and include an additional 0.2 visitor parking stalls for each townhouse unit as well as 1 designated disabled persons parking or 1% of total required spaces (whichever is greater) for townhouse buildings.

A set of specific aisle dimensions, maneuvering and access standards were also proposed for the townhouse strata lots and remain the same as the previous bylaw iteration.

Private and Shared Amenity Area Standards
Standars included I the previous bylaw that received first reading will remain the same for shared and private amenities for townhouse development. Shared amenity areas speak to the design and slope characteristics, location, minimum area requirements, exclusion of parking as shared amenity areas, and maintenance. Private amenity areas speak to the location and size of amenity areas.

Landscaping for Townhouse Development
The following landscaping standards remain unchanged form the previous bylaw iteration that received first reading. These standards would be in addition to current requirements set out in the Village zoning bylaws, have been proposed for the residential lots.

Front Setback Area:

- At least 40% of the front setback area must be free of impervious surfaces or vehicular use.
- 20% of the front setback area must be reserved for landscaping, extensively planted with trees and shrubs.

Overall Site Landscaping:

- 20% of the total lot area must have no impervious surfaces or vehicular use.
- 15% of the overall lot area must be landscaped.
- 7% of the overall lot area must be extensively planted with trees and shrubs.
- All landscaping must adhere to the current BC landscaping standard.

Waste Collection:
The proposed bylaw includes the same set of specific standards for waste collection for townhouse strata lots as the previous bylaw that received first reading. The proposed standards set out requirements for a collection access route including turnaround areas and vehicle maneuvering and turnaround specifications.

Definitions
The applicant has proposed the same set of definitions in the bylaw that received first reading but has updated the definition of **Stacked Townhouse** by deleting the clause that limits shared access. Specifically, the requirement that no more than two units share a corridor, steps, or path has been removed which may allow for greater flexibility in building design.

Townhouse a building containing 2 or more attached principal dwelling units characterised by individual ownership each having separate ground-oriented access.

Stacked Townhouses means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade.

Attached means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached.

Strata Parcel means a strata parcel as defined by the Strata Property Act;

Legislative Requirements
None.

Next Steps
Based on the updated Pinnacle Ridge Rezoning Application, staff recommend that Council provide additional direction on key matters including road network access, steep slope development, and zoning parameters. Staff also recommend initiating formal consultation with the City of Port Moody to evaluate the proposed emergency access and confirm consistency with the 2018 Anmore–Port Moody Water Supply Agreement. In parallel, the application should be referred to the Sasamat Fire Department and relevant Village committees for technical feedback and community input.

Following these steps, staff would return to Council with a revised zoning bylaw and a summary of feedback received through the referral process. This will ensure that technical, intermunicipal, and policy considerations are incorporated into a more complete bylaw before advancing to second and third readings. While Council may wish to proceed with second reading at this stage, staff recommend that the outlined steps above be initiated to ensure a more informed bylaw is brought forward for future readings to allow for technical, intermunicipal, and policy considerations to be properly addressed.

Other Options

The following options are provided for Council consideration:

1. THAT staff report back to Council prior to further consideration of Anmore Zoning Bylaw Amendment Bylaw No. 699-2024 on the following considerations:

    1.
    2.
    3.
    4. ;

AND THAT staff to initiate consultation with the City of Port Moody regarding the proposed emergency access onto Hickory Drive and to assess any anticipated servicing impacts to ensure alignment with the 2018 Anmore Port Moody Water Supply Agreement;

AND THAT staff refer the application to the Sasamat Volunteer Fire Department for input on site access and emergency response considerations;

AND THAT the application be referred to the following Committees as it relates to the mandate of each Committee:

    1.
    2.
    3.
    4. ;

AND THAT staff report back to Council with a summary of referral feedback and intermunicipal consultation findings, along with a revised draft of the zoning amendment bylaw that reflects Council's input.

(recommended)

Or

2. THAT Anmore Zoning Bylaw Amendment Bylaw No. 699-2024, be given a second reading as amended per attachment 9 to the report by the Village Planner dated July 18, 2025;

AND THAT Council direct staff to initiate consultation with the City of Port Moody regarding the proposed emergency access onto Hickory Drive and to assess any anticipated servicing impacts to ensure alignment with the 2018 Anmore Port Moody Water Supply Agreement;

AND THAT Council direct staff to refer the application to the Sasamat Fire Department for input on site access and emergency response considerations;

AND THAT the application be referred to the following Committees as it relates to the mandate of each Committee:

1.
2.
3.
4. ;

AND THAT staff report back to Council with a summary of referral feedback and intermunicipal consultation findings, along with a revised draft of the zoning amendment bylaw that reflects Council's input.

Or

3. THAT Council does not proceed with Anmore Zoning Amendment Bylaw No. 699-2024.

Financial Implications

Staff hours to review and present the application as it proceeds, including any works related to the application, are cost recovered.

Attachments

1. 2024-09-10 RTC Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024
2. 2024-06-04 RTC OCP Amendment Pinnacle Ridge-signed

3. 2024-12-02 COTW Pinnacle Ridge Facilitator notes
4. 2025-01-28 APC Draft Minutes
5. Pinnacle Ridge Engineering Review – Memo from ISL Engineering
6. Wildfire Hazard Assessment – Blackwell Consulting Ltd.
7. Geotechnical Comments: Steep Slopes Construction Feasibility –GeoPacific Consultants
8. Preliminary Geotechnical Comments: Septic Infiltration-GeoPacific Consultants
9. Bylaw No. 699-2024 Zoning Amendment -CD8 - Pinnacle Ridge (Amended)
10. Bylaw No. 699-2024 Zoning Amendment -CD8 - Pinnacle Ridge (Red Line Amendments)

Prepared by:
Josh Joseph, Village Planner
Reviewed for Form and Content / Approved for Submission to Council:
Chief Administrative Officer's Comment/Concurrence _____ **Chief Administrative Officer**

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date:	September 6, 2024	File No. 3900-30
Submitted by:	Josh Joseph, Planner	
Subject:	Pinnacle Ridge Rezoning Application – Bylaw No. 699-2023	

Purpose

To provide Council with an introduction to an applicant led Rezoning Application for the Pinnacle Ridge Hillside Development Lands.

Recommended Option

THAT Anmore Zoning Amendment Bylaw No. 699-2024, be given first reading; and,

THAT Anmore Zoning Amendment Bylaw No. 699-2024 and the development proposal be referred to the Advisory Planning Commission and Committee of the Whole with the following items for discussion: Community Amenity Contributions, public engagement strategy, financial sustainability and other topics staff believe to be important for community discussion; and,

THAT staff bring forward a Community Engagement Plan in relation to the rezoning of Pinnacle Ridge Hillside Development.

Background

At the June 4th, 2024, Regular Council Meeting, Council determined that the proposed development for Pinnacle Ridge Hillside Development as shown in the applicant's Official Community Plan (OCP) Amendment Application, was consistent with the policies set out in the OCP including relevant Comprehensive Development policies such as RLU-8 (1.8 lots/acre) and provided the following direction:

> "THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside application".

Details regarding the OCP analysis in relation to the development proposal can be found in the Staff Report for the June 4th Regular Council Meeting (Attachment 1).

In July 2024, the owners: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. (the applicant) collectively applied to amend the Anmore Zoning Bylaw No. 568-2017 to rezone the 4 parcels comprising the Pinnacle Ridge Hillside Lands (Pinnacle Ridge) from RS-1 to a new Comprehensive Development zone and to include the proposed land use regulations attached in the Bylaw Amendment (Attachment 2). The rezoning and development proposal included technical studies can be viewed on the Village Website.

Discussion

Proposed Land Use Plan

The applicant is seeking to rezone Pinnacle Ridge from RS-1 to a Comprehensive Development zone to accommodate residential development. The development proposal has changed slightly from the proposal presented at the June 4th meeting through minor alterations to the site configuration and an increase of the total number of units from 261 units to 269 units. The current proposed development includes residential housing units on ~ 75 acres with a mix of 51 single-family homes, 46 semi-detached homes, and a combination of 172 townhomes & stacked townhomes as shown in the Land Use Plan below (Figure 1).

Land Use					
	Parcel A	Parcel B	Parcel C	Site	
Green Space (acres)	14.6	8.2	2.2	**25.0**	33%
Roads (acres)	5.4	3.9	0.8	**10.1**	14%
Residential (acres)	20.0	14.5	5.0	**39.5**	53%
Total (acres)	40.0	26.7	8.0	**74.7**	100%
Residential Lot Mix					
Single Family					
Area (acres)	5.4	5.2	1.0	**13.6**	
# of units	22	25	4	**51**	
Semi-Detached					
Area (acres)	5.8	0	0	**5.8**	
# of units	46	0	0	**46**	
Townhomes					
Area (acres)	8.8	9.4	4.0	**22.2**	
# of units	76	80	36	**172**	
Total # of units	144	85	40	**269**	
Total Area (acres)	40.0	26.7	8.0	**74.7**	
Units per acre (UPA)	3.6	3.2	5.0	**3.6**	

Figure 1. Proposed Land Use and Concept Plan

The current proposal equates to 1.25 **lots** per acre and is below the maximum density permitted in the OCP Policy RLU-8 of 1.8 lots per acre. The housing mix results in a density of 3.6 **units** per acre and introduces new housing forms like townhomes which currently aren't present in the Village.

Community Amenities

Open Space and Trails

The applicant is proposing to dedicate 25.7 acres or 34% of the total site as parkland at the subdivision stage. This is larger than the voluntary amenity contribution of 30% of land set out in Policy RLU-11 of the OCP for Comprehensive Development zones and aligns with the policies intent for the provision of "trails, pathways, open space or sensitive environmental areas". Open space and natural areas are dispersed throughout the site along with integrated trails to be used for recreational activities. The trails are positioned to connect with existing trails and road networks in the surrounding neighborhoods to improve overall community connectivity. The mix of open space and trails support the primary and secondary priorities for parkland dedication acquired through rezoning set out in Policy P&TLU-6 of the OCP for the provision of trails and pathways as well as the preservation of natural habitat. Functions within the open space may be open to discussions such as picnic areas or other options for community gathering spaces.

Road Dedication

In accordance with Policy T-16, the applicant will dedicate to the public the extension of North Charlotte Road towards Charlotte Crescent to the south for future road alignment to act as a collector road. The Ridge Mountain Drive proposed extension connects to new road dedications to the east (Road A and Road B) with the potential to connect to Charlotte Crescent to the south as well as lands beyond to the north. The proposed public road right of way includes multi-use pathways along the roads in addition to 114 parallel parking spaces.

Landscape, Architectural & Site-Specific Guidelines

Landscape and architectural guidelines have been prepared for the development including site specific guidelines for the inclusion of FireSmart strategies. The applicant has provided a set of architectural guidelines following design principles, they believe, will "*reflect the semi-rural character of Anmore, be contemporary with elements of upscale modern, Craftsman and French Country with a blend of traditional materials with respect to natural light and to utilize textures, colours and materials that harmonize with the surrounding natural environment*". The applicant has proposed implementing a Statutory Building Scheme to regulate the

architectural guidelines, and Landscaping to maintain low-density fire-resistant landscaping within a 10m radius of the dwelling. Staff recommend the applicant provide further technical studies from applicable qualified professionals relating to tree management and fuel loads to inform the implementation of a FireSmart strategy.

The provision of the amenities listed above can be ensured through legal agreements placed on title such as restrictive covenants and may include statutory building schemes and landscaping plans. These assurances may require further discussion and consideration. The Village has the option to enter into a Phased Development Agreement with the landowners of Pinnacle Ridge to set the terms and conditions for the provision of amenities and parkland, including timing and phasing of the development and registration for covenants on title. Phased Development Agreements provide a regulation assurances to both local governments and landowners. Staff recommend that land dedication be finalised in the subdivision stage to minimize any risks, costs and liability that may be associated with taking ownership of public assets prior to subdivision approval. Potential risks and costs are unknown at this time but may arise during the subdivision stage and could necessitate alterations to the design or scope of the proposed amenities which, in such circumstances, may warrant further zoning amendments to reflect those changes.

Site Servicing

Potable Water System

The applicant has provided a Potable Water System Design Brief based on previous technical studies, the Village's Water Utility Master Plan and data from the city of Port Moody. The proposed development would extend the existing water mains in tandem with the road extensions from North Charlotte Road and Ridge Mountain Drive including stubs at the end of the new roads for future extensions. Currently a pump station at the base of Ridge Mountain Drive services 7 existing single-family lots on Mountain Ridge Drive and North Charlotte Road and was intended to expand services to the subject lands. Staff have reviewed the proposed preliminary analysis of the water system which evaluates the domestic water demand and reservoir sizing as well as fire flow calculations and water source reservoir capacity. As wildfire emergencies increase in BC, Staff believe that the Village should consider its wildfire emergency preparedness regarding water system capacity and resiliency for new developments on the hillside. Alternative water system options are being discussed with the applicant and the City of Port Moody in this regard. A detailed system design, analysis and water modeling will be prepared by the applicant as the application proceeds. Staff recommend receiving the detailed design prior to third reading and adoption.

Septic Location and Sizing Plan

The applicant has submitted a preliminary layout review of the site septic plan and location including preliminary calculations based on the # of units and size of the housing mix which incorporated the potential of secondary suites in single-family dwellings. "Type 3" septic systems are being proposed for individual systems designed for single-family lots and for communal septic systems designed for townhome lots. The applicant will provide additional engineering assessments to determine the feasibility of the proposed septic systems on the site and each lot respectively. Staff recommend that further site studies conducted by appropriate Qualified Professionals take into consideration factors such as soil suitability and topography, including hydrogeological/ environmental sensitivities and any potential groundwater and surface water impacts and cumulative effects that may result from the proposed septic systems. The proposed septic system design falls within the authority of Fraser Health which approves sewerage systems that discharge to the ground and are designed to receive a sewage flow of less than 27,000 litres per day. Staff recommend receiving a detailed septic design/study regarding communal septic systems located on site slope development prior to granting third reading.

Site Context & Technical Studies

Pinnacle Ridge is a hillside development characteristic of steep slopes, watercourses and forested area. The site plan has been designed to cluster development in areas of gentle slopes to the east while dedicating parkland in areas with steeper slopes to minimize disturbances to the hillside and natural environment. These design considerations are generally regarded as best practices for hillside development. The applicant has submitted preliminary technical studies to address the various environmental concerns and hazards associated to hillside development. After careful review of the studies, staff have provided the following high-level overview and comments:

Overview Environmental Assessment

The Overview Environmental Assessment (OEA) identifies the environmental conditions of the site including wildlife and wildlife habitat, species at risk, ecosystems and aquatic ecosystems as well as their relationship to potential constraints and/or regulatory requirements. The study identified several streams regulated under the Water Sustainability Act, Riparian Areas Protection Regulation as well as Fisheries and Oceans Canada. Applicable approvals and development permits are required for development in and around the riparian areas identified in the report, which may result in minor site plan modifications in the northern parcel. The report recommended that a project-specific Environmental Impact Assessment (EIA) be prepared once the project proceeds to development phases to build on the objectives of the

OEA and to prescribe detailed measures and monitoring plans to mitigate impacts to the environment.

Geotechnical Assessment
Preliminary Geotechnical studies were conducted on all four parcels. The geotechnical engineers assessed the proposed development against terrain and hydrology conditions among other factors and determined that erosion and surface wash outs due to site disturbance may cause debris flow downslope and would pose the most significant geohazard risk on the sites but noted that the risk can be addressed with erosion and sediment control measures as well as a storm water management plan. The Village requires Erosion and Sediment Control Permits prior to construction including excavation and land grading. Further, the geotechnical engineers conducted a slope stability assessment and confirmed that the proposed development was feasible from a geotechnical standpoint if recommendations outlined in the report are incorporated to the overall design and that additional design and grading plan reviews be conducted by a Qualified Professional. Staff recommend a covenant (Local Government Act s. 219) be placed on title to mitigate steep slope hazards and to ensure the development follow the ongoing geotechnical recommendations and measures set out in the relevant reports produced by a Qualified Professional.

Hydrogeological Investigation Report
This report describes the geological and subsurface soil conditions of the site including hydrogeological conditions. A seepage analysis was conducted and estimated the ground water seepage (pooling) into excavation sites. A groundwater impact assessment concluded that there was a low risk of ground water subsidence (a subduction or sinking of ground which may result in slope instability), no impacts to nearby water wells, and no significant impacts to the proposed developments from Mossum Creek to the west and West Noons Creek to the east. Additionally, there are no impacts to proposed developments associated with the presence of surface water drainage features. The report outlined a ground water management plan with a set of proposed measured to be included in an Erosion and Sediment Control Plan to address seepage and precipitation during construction as well as measures to address seepage and runoff post-construction of basement or below grade levels, these measures would be reflected in a covenant on title (LGA s.219).

Storm Water Strategy
The applicant has submitted a preliminary storm sewer layout. Detailed design and calculations have yet to be submitted. Staff will review the designs against the Village's Storm

Water Master Plan. Strom water design recommendations have been captured in the geotechnical site assessment. Staff recommend appropriate covenants be placed on title for the construction, repair, maintenance and replacement of an appropriate storm water system as defined through further design and assessments.

Tree Inventory and Assessment Report

Due to the size of Pinnacle Ridge and associated costs and risk of the application failing, the applicant has yet to conduct a Tree Inventory and Assessment Report until later in the rezoning phase. Staff recommend receiving a Tree Inventory and Assessment Report from a Qualified Arborist prior to third reading of the amendment bylaw. Any hazard trees would be identified, and staff recommend that the trees be removed by the applicant prior to land dedication. Additionally, staff recommend that a Tree Retention Plan be submitted and placed on title as a protective covenant prior to any excavation.

Proposed Zoning Amendment Bylaw – CD-8

Staff have reviewed the proposed Comprehensive Development Zone as shown in the attached Amendment Bylaw submitted by the applicant and provided feedback and suggestions to align with updated legislative changes regarding Bill 44 requirements, building siting, size and dimensions, as well as general language and layout recommendations for bylaw consistency. The following is an overview of the proposed zoning regulations:

Permitted Uses and Minimum Parcel Size

The permitted primary and secondary uses are:

Permitted Primary Use	Permitted Secondary Uses
One Family Dwelling	Secondary Suite
Two-Family Dwelling	Accessory Buildings and Structures
Townhouse	Home Occupation
Stacked Townhouse	

Council should note that secondary suites are broadly permitted in all residential zones in accordance with the SSMUH requirements set out in Bill 44 as adopted in Village zoning bylaws since June, 2024. However, Bill 44 does not apply to private covenants placed on title such as statutory building schemes which may prohibit certain uses. The applicant has notified staff of their intention to prohibit secondary suites in Two-Family Dwellings, Townhouses and Stacked Townhouses through a covenant on title. Coach houses are not being proposed as a secondary use for this bylaw.

The Maximum parcel dimensions are:

Permitted Use	Minimum Parcel Size	Minimum Parcel Width
One-Family Dwelling	700 m²	18 m
Two-Family Dwelling	890 m²	24 m

Townhouses on site are to be strata lots and parcel size will generally be in accordance with the land use areas as set out in the Comprehensive Development Plan.

Building Setbacks, Size and Height

Only 1 primary dwelling unit is permitted per lot except for townhouses which will be clustered on their respective strata lots. The following are the proposed floor area ratios (FAR) and height maximums for all primary uses:

- Size: 0.60 FAR
- Height: 11 m

Accessory buildings will be 90 m^2 in size with a maximum height of 8m.
The proposed height is consistent with current height maximums in all residential zones.

The following is the proposed setbacks for the permitted uses:

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	6.0 m	7.6 m	2.0 m	2.0 m
Accessory Buildings and Structures	6.0 m	7.6 m	2.0 m	2.0 m

The following are the current setbacks for RS-1 zone for reference:

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m [a]	7.6 m	7.6 m	5 m
Accessory Buildings and Structures [b][c]	10 m	7.6 m	7.6 m	5 m

Site Coverage

The following site coverage has been proposed:

- 45% parcel coverage for one-family and two-family dwellings
- 60% parcel coverage for townhouses

The applicant has proposed smaller setbacks and smaller lot sizes to cluster housing density in areas of gentler slopes and has explained that the smaller lots required to achieve clustered development coupled with the inclusion of secondary suites in the one-family dwelling units would necessitate a higher FAR and site coverage.

Off-Street Parking and Maneuvering Aisles.
The proposed off-street parking provisions are consistent with current residential zoning regulations for primary dwelling units, secondary suites and home occupations and includes an additional 0.2 visitor parking stalls for each townhouse unit as well as 1 designated disabled persons parking or 1% of total required spaces (whichever is greater) for townhouse buildings.

A set of specific aisle dimensions, maneuvering and access standards were also proposed for the townhouse strata lots.

Private and Shared Amenity Area Standards
A set of standards are also proposed for shared and private amenities for townhouse development. Shared amenity areas speak to the design and slope characteristics, location, minimum area requirements, exclusion of parking as shared amenity areas, and maintenance. Private amenity areas speak to the location and size of amenity areas.

Landscaping
The following landscaping standards, in addition to current requirements set out in the Village zoning bylaws, have been proposed for the residential lots.

Front Setback Area:

- At least 40% of the front setback area must be free of impervious surfaces or vehicular use.
- 20% of the front setback area must be reserved for landscaping, extensively planted with trees and shrubs.

Overall Site Landscaping:

- 20% of the total lot area must have no impervious surfaces or vehicular use.
- 15% of the overall lot area must be landscaped.
- 7% of the overall lot area must be extensively planted with trees and shrubs.
- All landscaping must adhere to the current BC landscaping standard.

Waste Collection:
The proposed bylaw includes a set of specific standards for waste collection for townhouse strata lots. The proposed standards set out requirements for a collection access route including turnaround areas and vehicle maneuvering and turnaround specifications.

Definitions
The applicant has proposed a set of definitions to reflect townhouses within strata lots:

Townhouse a building containing 2 or more attached principal dwelling units characterised by individual ownership each having separate ground-oriented access.

Stacked Townhouses means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade, provided that no more than two units share a corridor, steps, or path.

Attached means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached.

Strata Parcel means a strata parcel as defined by the Strata Property Act;

Legislative Requirements
Notice of Council's consideration of Bylaw 699-2024 was given prior to first reading In Accordance with Section 467 of the Local Government Act. All legislated requirements for section 467 of the LGA have been met and Council may grant first reading of the proposed bylaw.

Public Engagement.
While Council is prohibited from holding a public hearing for zoning bylaws that are consistent with the Village's OCP and that are proposed to permit a development that is wholly or partly a residential development, a public engagement plan may provide Council with insights to community needs and may inform the residents of the proposed development, given the scope of the proposed development. Public Hearings are a formal legislated process to gather community feedback and sentiments, held after second reading of a zoning amendment bylaw while public engagement is an informal process and may include open houses, workshops or non-binding surveys etc.

Next Steps

Should Council choose to proceed with the rezoning application, staff recommend the proposal be referred to the Advisory Planning Commission and the Committee of the Whole for further discussions surrounding community amenities, technical studies and environmental considerations relating to the site, financial analysis/sustainability, zoning regulations, public engagement and any other topics Council wishes to discuss. Staff will continue to work with the applicant and determine further requirements for site and relevant technical studies building off the studies to date. Staff recommend a public engagement strategy be developed and presented to Council for approval to provide the residents an opportunity to learn more about the proposal. The public engagement strategy and relevant events and materials should be at the expense of the applicant and completed prior to granting second reading of the amendment bylaw.

Other Options

The following options are provided for Council consideration:

1. THAT Anmore Zoning Amendment Bylaw No. 699-2024, be given first reading; and,

THAT Anmore Zoning Amendment Bylaw No. 699-2024 and the development proposal be referred to the Advisory Planning Commission and Committee of the Whole with the following items for discussion: Community Amenity Contributions, public engagement strategy, financial sustainability and other topics staff believe to be important for community discussion; and,

THAT staff bring forward a Community Engagement Plan in relation to the rezoning of Pinnacle Ridge Hillside Development.

Or

2. THAT Council advise staff of any further changes they would like to make to Village of Anmore Zoning Amendment No. Bylaw 699-2024 or the development proposal.

Or

3. THAT Council not proceed with Anmore Zoning Amendment Bylaw No. 699-2024.

Financial Implications

Staff hours to review and present the application as it proceeds, including any works related to the application, are cost recovered.

Attachments

1. 2024-06-04 RTC OCP Amendment Pinnacle Ridge-signed
2. Bylaw No. 699-2024 Zoning Amendment -CD8 - Pinnacle Ridge
3. CD-8 Comprehensive Development Plan

Prepared by:
Josh Joseph, Village Planner
Reviewed for Form and Content / Approved for Submission to Council:
Acting Chief Administrative Officer's Comment/Concurrence Lena Martin **Acting Chief Administrative Officer**

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: May 31, 2024 File No. 3030-20/3900-30

Submitted by: C. Boit, Manager of Development Services

Subject: Pinnacle Ridge Hillside OCP Amendment Application

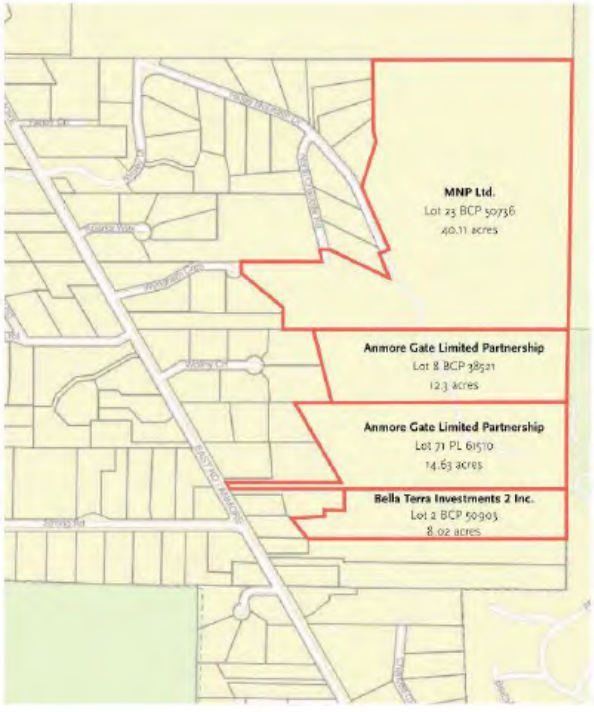
Purpose / Introduction

To provide Council with an introduction to the proposed development of the Pinnacle Ridge Hillside development

Recommended Option

THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside application.

Background



In December 2023, the owners: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. (the proponent) collectively submitted an application to amend the Anmore Official Community Plan Designation (OCP), Bylaw No. 532-2014 in relation to the Pinnacle Ridge Hillside lands (Pinnacle Ridge) comprising of 4 parcels totally ~75 acres. The proponent has requested that the existing OCP Policy RLU-8 be amended by increasing the permitted density from 1.8 units per acre to 3.5 units per acre to allow for a future CD zone on the subject lands, which are designated as a Hillside Residential within Anmore's current OCP and are currently zoned as RS-1 development (1 acre lots). The amendment to increase the density would allow for 261 residential housing units consisting of a mix of single-family, semi-detached homes, and townhomes.

It is important to note, that the basis of the OCP amendment requests an increase from 1.8 units per acre to 3.5 units per acre. However, the Village's OCP states the following under Policy RLU-8 "Proposed development does not exceed a gross density of 1.8 **lots** per acre;". This is important as there is a significant difference between lots per acre and units per acre.

Discussion

Staff have reviewed the Pinnacle Ridge Hillside OCP Amendment Application (the Application), in consideration of Anmore's OCP policies and identified areas that align with the OCP residential land use policies but may need to be further analyzed in conjunction with the proposed amendments to density and associated plans. While the Village's residential settlement patterns have historically been focused on large lot single-family dwellings, the following is the stated intention for the OCP's residential land use policies: "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."

Beyond the fundamental intent, the residential land use policies aim to welcome "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".

Considering the above, numerous residential land use policies in the OCP can be interpreted to direct new residential subdivision to Hillside Residential Areas where alternative and innovative development proposals shall be encouraged for lands in proximity to environmentally sensitive areas.

Lastly, Policy RLU-8 support the consideration of CD zoning for the following specific development proposals that Pinnacle Ridge may be interpreted to exhibit:

- 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;

Report/Recommendation to Council
Pinnacle Ridge Hillside OCP Amendment Application
May 31, 2024

The following discussion highlights how the Pinnacle Ridge OCP Amendment Application meets these requirements.

The Application submitted by the applicant in December 2023, contains a comprehensive submission for an amendment to the Village's Official Community Plan. The Application outlines the applicant's collective vision "to craft a community seamlessly integrated with Anmore's natural beauty and recreational amenities" and aim for Pinnacle Ridge to "enhance Anmore's unique essence and preserve the surrounding environment while pioneering a financially sustainable model to benefit the community. The Application highlights the following development objectives:

1. Protect the Semi-Rural Character
2. Enhance the Natural Environment
3. Establish a Financially Sustainable Community

Approximately 35% of the land is proposed to be dedicated to greenspace and integrated trail network acting as an interface between the lands and the surrounding neighborhood. The plan proposes to reduce the development footprint and preserve the natural environment by focussing clustered housing towards areas with gentle slopes. The application proposes design guidelines to align with the existing neighborhood character in tandem with the preservation of existing terrain and natural landscape with an aim to protect the semi-rural character of the Village. The clustered housing mix and density aims to establish a financially sustainable community by expanding Anmore's tax base. The proposed housing mix totals 261 housing units consisting of 59 single-family dwelling units, 42 semi-detached housing and 160 townhomes.

Land Use					
	Parcel A	Parcel B	Parcel C	Site	
Green Space (acres)	13.5	8.0	2.5	26.0	35%
Roads (acres)	5.3	4.4	0.8	10.5	14%
Residential (acres)	19.2	14.3	4.7	38.2	51%
Total (acres)	40.0	26.7	8.0	74.7	100%
Residential Lot Mix					
Single Family					
Area (acres)	5.5	7.1	1.2	13.8	
# of units	22	33	4	59	
Semi-Detached					
Area (acres)	5.2	0	0	5.2	
# of units	42	0	0	42	
Townhomes					
Area (acres)	8.5	7.2	3.5	19.2	
# of units	76	48	36	160	
Total # of units	140	81	40	261	
Total Area (acres)	40.0	26.7	8.0	74.7	
Units per acre (UPA)	3.5	3.0	5.0	3.5	

To provide context for the OCP amendment, Staff have reviewed the application against Anmore's existing policies regarding development and housing within the municipality. The main policy documents and reports used for assessment include the existing OCP Bylaw No. 532-2014 and the Housing Needs Assessment.

Current OCP vs Amendment

The current residential land use objectives are intended to provide a framework for future development that will prioritize the following:

- Environmental protection
- Enhance the semi-rural character of the Village
- Minimize infrastructure costs.

Environmental protection

Several residential land use policies prioritise the preservation of the natural environment and environmentally sensitive areas. Certain policies allow flexibility for Hillside Residential lands such as **Policy RLU-2** which seeks to encourage "alternative and innovative development proposals" on hillsides in proximity to environmentally sensitive areas. **Policy RLU-6** encourages clustered housing zoning to enable hillsides to be development in a comprehensive and environmentally sensitive manner where the development does not exceed a gross density of 1.5 lots per acre. **Policy RLU-8** allows further flexibility to allow 1.8 lots per acre for Comprehensive Development (CD) where the proposed development cannot be accommodated by existing zoning given the varied terrain and natural environmental features and where value can be demonstrated from the proposed development such that the development upholds the intention and strategies of RLU-3 to design with the land and make use of best practices for ecological sensitivity, and anticipates and employes strategies to minimize financial implications to the Village in terms of ongoing infrastructure maintenance and replacement requirements.

The application proposes to dedicate 35% (~26 acres) of the lands for greenspace to the western portion of Pinnacle Ridge which generally exhibits steep slopes > 25% to minimize impacts to the existing natural environment and focus residential development to those portions of land on more gentle slopes to the west of Pinnacle Ridge. The Application was accompanied by an array of supporting assessments including an Environmental Assessment Report which identified streams within the northern parcel as defined by the Riparian Areas Protection Regulations (RAPR) and Water Sustainability Act for which site designs have adopted the recommended prescribed setbacks in accordance with the report. However, the proponent acknowledges these are provisional and contingent on the outcome of additional environmental studies where changes to the overall concept plan may be required.

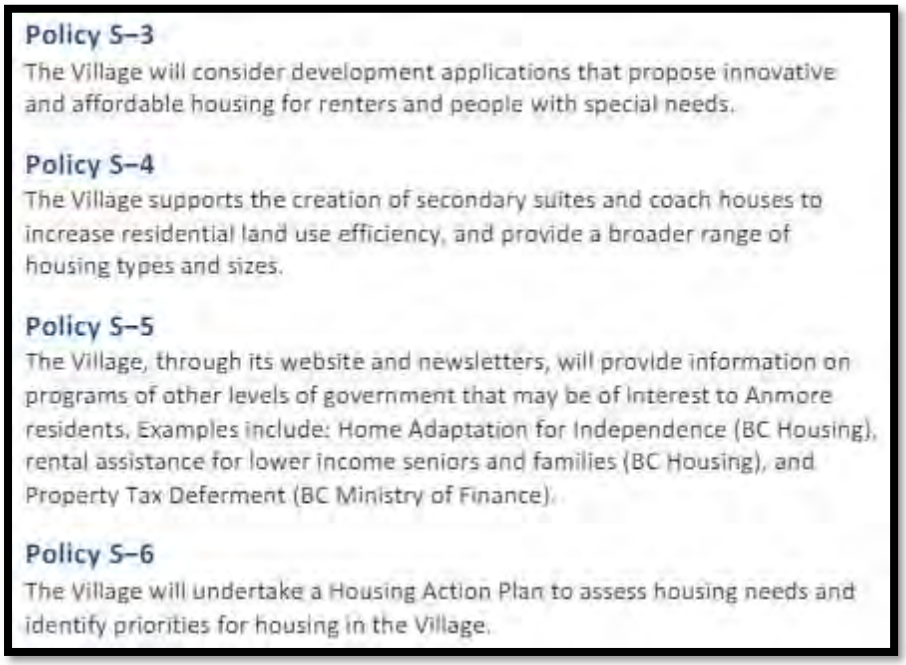
Figure 1 - Proposed development layout

Enhance the Semi-Rural Character of the Village

There are numerous policies that intend to preserve and enhance the semi-rural character of the Village such as **Policy RLU-4** which encourages developers to incorporate landscape schemes, building design and exterior materials that keep with the natural setting and semi-rural character**. Policy RLU-16** supports Infill development that maintain the existing semi-rural nature of Anmore and allows a density of 2.04 parcels per acre. In this lens, The OCP can be interpreted to imply that increased density may not take away from the semi-rural character of the Village and may "enhance and not take away from the look and feel of the neighborhood."

The application seeks to amend Policy RLU-8 to increase the maximum gross density of 1.8 lots per acre to 3.5 units per acre to accommodate the proposed development, which the current RS-1 zoning cannot accommodate and to fulfill the OCPs Growth Management Strategy. There is further commentary within this report regarding the lots per acre and units per acre request.

The Application does specify a townhome housing type. This housing type is not part of the Village's current housing stock, therefore they may or may not be seen to fit with the Village's "semi rural character". The current OCP's housing policies are specified within S-3 to S-6, with S-3 providing partial alignment with reference to innovative and affordable housing. However, the current policies do not provide clear direction on whether town homes are seen as "semi rural" or fitting within the rural designation of Anmore.



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.

Figure 2- Extract from VoA OCP (Page 46)

Policy S-6 refers to housing action plan to assess housing needs. In 2021 the Village undertook a housing needs assessment, which highlighted the need for future townhomes, which this application proposes.

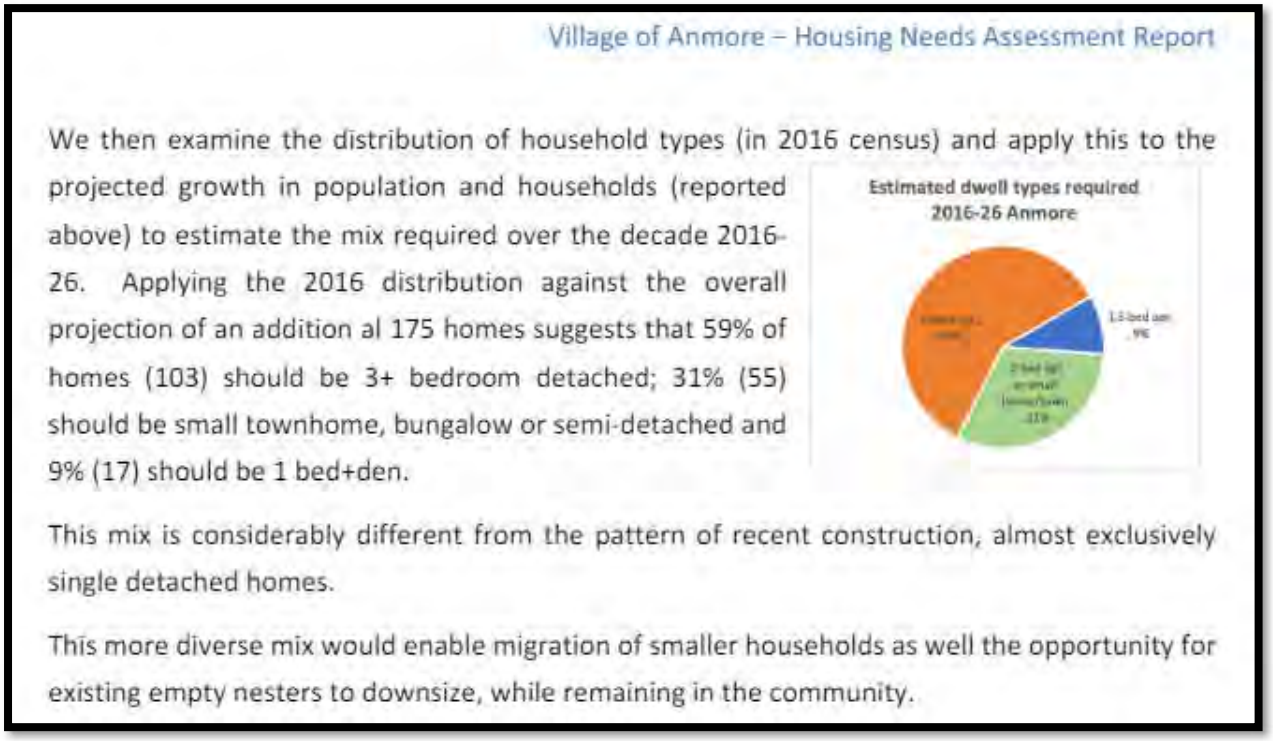


Figure 3 - Extract from VoA's Housing Needs Assessment Report (page 8)

Minimize Infrastructure Costs

Higher density allows infrastructure such as roadways, water, and electricity to serve more people within a smaller geographic area. This concentration reduces the per capita cost of providing these services and most importantly to the residents of the Village maintaining and replacing these assets, which will become a cost the Village taxpayer. Therefore, the proposed increased density of the Hillside development helps move the Village in the right.

Lots vs Units

It is important to distinguish between "lots per acre" and "units per acre" as they refer to different aspects of land use and housing density. The Village's OCP refers to Lots per acre and not units per acre. The following provides an overview of the definition of each.

Lots per Acre:

Definition: The number of individual parcels of land or lots within one acre of land.

Usage: It is commonly used in the context of single-family residential developments where each lot typically contains one housing unit. For example, if there are 4 lots in an acre, the density is 4 lots per acre.

Characteristics: This measurement focuses on the division of land into separate, standalone plots. It is usually associated with suburban or low-density housing developments.

Units per Acre:
Definition: The number of individual housing units within one acre of land.

Usage: It can apply to various types of housing, including single-family homes, duplexes, townhouses, and multi-family apartment buildings. For instance, if a multi-family building on one acre contains 4 townhomes, the density is 4 units per acre.

Characteristics: This measurement focuses on the number of dwelling units rather than the number of lots. It provides a more flexible understanding of density as it encompasses different housing typologies and is often used in urban planning to assess and regulate housing density.

The primary reason for the OCP application was to provide an increase to the OCP's 1.8 units per acre. However, the applicant misinterpreted the OCP by stating units instead of lots. Following staff's review of the application and subsequent correspondence, they have confirmed that their proposed development is 1.25 lots per acre which is below the maximum of 1.8 lots per acre. For context, the Village currently allows 3 units per acre on a RS-1 lot and in some CD zones up to 6 units per acre.

Options for Consideration

Option 1 – Proceed to Rezoning Application
(recommended)
Based upon staff review of the OCP amendment application, it is Staff's opinion that an OCP amendment is **not** required for this development. As its is in general alignment with the current OCP and the policies contained within. Therefore, the applicant should proceed to submit a rezoning application, as the current zoning of RS-1 does not meet the requirements of development as set forth in their land use plan.

A zoning bylaw amendment will provide Council the opportunity to regulate the land use and development by specifying the density, building height, lot size and dimensions, setbacks, building and site coverage among other aspects of the development. The zoning bylaws amendment will need to align with the OCP, which ensures the proposed zoning bylaw can not deviate significantly from the application provided to date in order to meet the criteria to bring forward for Council's consideration.

Option 2 – Proceed to a bylaw amendment 1st reading and referred to the Committee of the Whole

Council may determine the Application needs an OCP Amendment, as some of the land use, density or housing forms may not meet the intent of the current OCP. Should Council wish to proceed to a first reading of an OCP amendment, staff can draft an OCP amendment bylaw for first reading. This will enable the proposed bylaw amendment to formally be introduced for further assessment and consideration. Further, referring this matter to the Committee of the Whole (COTW) will allow for a more detailed and comprehensive discussion. The COTW may wish to invite the applicant to participate in the meeting, so that the Committee can delve into the specifics of the proposal, ensuring that all aspects are thoroughly reviewed and evaluated and provide feedback. This approach aligns with Council's commitment to transparent and inclusive decision-making, ensuring that all viewpoints and considerations are heard and addressed before the COTW makes a recommendation to Council for the next steps of the OCP Bylaw Amendment which could include referrals to Advisory Planning Commission and Village Committees.

Following the Committee of the Whole, Council may wish to ratify the Committee's recommendation and provide staff with direction as to the proposed bylaw amendment. This direction could include some of the following options, while ensuring Council's concerns and requests are addressed prior to moving to a second reading of the bylaw, such as a Village-led comprehensive OCP bylaw review or determining a terms of reference for a Neighbourhood Plan, or providing direction to proceed directly to second reading of the Bylaw.

Staff would recommend that a second reading of the Bylaw occur following COW and Advisory Planning Commission reviews and comments. This will help staff capture important topics for the bylaw amendment and ensure the bylaw represents Council's objectives. These reviews typically result in additional studies/analysis to provide important context for the bylaw amendment.

Option 3 – Comprehensive OCP review

Since its adoption in 2014, the Village of Anmore's Official Community Plan (OCP) has been a guiding document for community development and planning. However, considering the provincial housing crisis and significant changes within the broader region, including upcoming changes to the legislation related to OCP, Zoning Bylaw, and ACC requirements, there is a compelling argument to update the Village's planning framework. The evolving housing needs and affordability challenges require innovative solutions. A comprehensive review of the OCP, led by the Village, with this amendment in mind, could integrate these new goals and align the plan with the current aspirations of the community, especially in response to the housing crisis.

Financial Implications

The required staff time and resources and costs to complete this application will be borne by the applicant.

Options

THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside Estate application **(recommended)**

OR

THAT an Official Community Plan Bylaw Amendment based on the December 2023 Pinnacle Ridge Hillside application be drafted and brought forward for consideration for first reading.,

OR

THAT staff be directed to undertake a comprehensive review of Village of Anmore Official Community Plan Designation (OCP), Bylaw No. 532-2014 with all policies reviewed and updated.

Report/Recommendation to Council
Pinnacle Ridge Hillside OCP Amendment Application
May 31, 2024

Attachments

None.

Prepared by:
Chris Boit, P.Eng Manager of Development Services
Reviewed for Form and Content / Approved for Submission to Council:
Chief Administrative Officer's Comment/Concurrence **Chief Administrative Officer**

VILLAGE OF ANMORE

BYLAW NO. 699-2024

A bylaw to amend the Anmore Zoning Bylaw No. 568-2017

WHEREAS the *Local Government Act* authorizes a municipality to amend its zoning bylaw from time to time;

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

1. That this bylaw may be cited for all purposes as "Anmore Zoning Bylaw Amendment Bylaw No. 699-2024".

2. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 2 – Definitions as follows:

    a. Add the following definition for **Attached** in alphabetical sequence: means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached**;**
    b. Add the following definition for **Stacked Townhouses** in alphabetical sequence: means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade, provided that no more than two units share a corridor, steps, or path;
    c. Add the following definition for **Strata Parcel** in alphabetical sequence: means a strata parcel as defined by the Strata Property Act;
    d. Add the following definition for **Townhouse** in alphabetical sequence: means a building containing two or more attached principal dwelling units characterised by individual ownership each having separate ground-oriented access.

3. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 9 – Zoning Districts as follows:

    a. That the CD-8 Zone described in Schedule A of this bylaw be added as section 9.20 and that the replaced section and subsequent sections be renumbered accordingly.
4. That the Village of Anmore Zoning Bylaw No. 568-2017 Schedule 'A' Zoning Map be amended to change the zoning for the following parcels as identified in Schedule B to this bylaw from Residential 1 – RS1 to Comprehensive Development 8 – CD8:

PID:
028-861-256
028-856-589
027-687-309
002-811-626

5. The following schedules are included and form part of this bylaw:
   Schedule A – CD-8 Zone
   Schedule B – Map of amended zoning

6. If any Part, Section, Subsection, Sentence, Clause or Phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Bylaw.

READ a first time the day of

READ a second time the day of

READ a third time the day of

ADOPTED the day of

_____

MAYOR

_____

MANAGER OF CORPORATE SERVICES

Bylaw 699-2024 Schedule A

9.20 COMPREHENSIVE DEVELOPMENT 8 (PINNACLE RIDGE) – CD-8

9.20.1 Purpose

The intent of this zone is to accommodate a residential hillside **subdivision** that clusters **one-family dwelling**, **two-family dwelling** and **townhouses** on a variety of parcel sizes to preserve green space in accordance with the Village of Anmore Official Community Plan.

9.20.2 Permitted Uses

The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section 9.20.14 of this Bylaw.

Permitted Primary Use	Permitted Secondary Uses
One Family Dwelling	Secondary Suite Accessory Buildings and Structures Home Occupation
Two-Family Dwelling	
Townhouse	
Stacked Townhouse	

9.20.3 Minimum Parcel Dimension

Permitted Use	Minimum Parcel Size	Minimum Parcel Width
One-Family Dwelling	700 **m²**	18 **m**
Two-Family Dwelling	890 **m²**	24 **m**

9.20.4 Maximum Number of Buildings, Size and Height

Permitted Use	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-Family Dwelling	1	0.60 FAR	11 **m**
Two-Family Dwelling	1	0.60 FAR	11 **m**
Townhouses	n/a	0.60 FAR	11 **m**
Stacked Townhouse	n/a	0.60 FAR	11 **m**
Accessory Buildings and Structures	1	90 **m²**	8 **m**

(a) Notwithstanding the definition of floor area in Part 2, for the purposes of this zone, **floor area** or **gross floor area** shall exclude **basement** and underground parking.

9.20.5 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Accessory Buildings and Structures	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**

Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3 **m**.

9.20.6 Off-Street Parking and Maneuvering Aisles

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

(a) 2 spaces per principal dwelling unit;

(b) 1 space per employee for **home occupation**;

(c) 1 space per **secondary suite**;

(d) Visitor parking for **Townhouse** developments 0.2 spaces per dwelling unit (accessible to the public and designated as "visitor parking");

(e) Each parking space shall be not less than 2.7 metres wide, 5.7 metres long, and 2.2 metres high;

(f) Parking spaces shall be free of mud, be graded for proper drainage, and be hard surfaced; and

(g) Off-street parking spaces for townhouse units shall not be accessed directly from a highway but shall be accessed by a driveway(s) and maneuvering aisle as required.

The minimum width of manoeuvring aisles shall be as follows:

Parking Angle 30° - 45°	Aisle Width 4.6m
Parking Angle 45°- 60°	Aisle Width 5.5m
Parking Angle 60° - 75°	Aisle Width 6.0m
Parking Angle 75° - 90°	Aisle Width 6.7m

Disabled Persons Parking

All buildings which are required to be accessible by disabled persons must provide at least 1 off-street parking space or 1%, whichever is greater, of the required parking spaces in any parking area to be reserved and designated for disabled persons. Disabled parking spaces to be identified by the international symbol for accessibility for persons with disabilities painted on the ground surface, a sign located at the front of the space, and shall be located as close as possible to the entrance of the use or structure.

In the case of head-in or angled off-street parking, such spaces shall have:

(a) a minimum width of 3.7m;
(b) at least 1 such space shall have a pedestrian pathway with a minimum width of 1.2m immediately adjacent to the designated off-street parking space; and
(c) such area shall be painted with diagonal lines or indicated by different surface treatment to differentiate it from the off-street parking space.

Where access to and from the parking areas is by raised sidewalk, hard surface and drop-curb sections with a minimum surface width of 1.2m shall be provided directly adjacent to off-street parking spaces designated for disabled persons and from the parking lot or to other sidewalks or points of entry to a building.

In the case of parallel off-street parking, such spaces shall have a minimum length of 8m, of which the rear 2m shall be painted with diagonal lines.

Where access to and from the off-street parking areas is by raised sidewalk, hard surface and drop curb sections with a minimum surface width of 1.2m shall be provided adjacent to said off-street parking space.

9.20.7 Maximum Parcel Coverage

The Maximum **parcel coverage** shall be:

(a) 45% of the **parcel** for one-family residential and two-family residential
(b) 60% of the parcel for **townhouses.**

9.20.8 Maximum Number of parcels

Not more than 134 **parcels** may be created as a result of **subdivision**.

9.20.9 Open Space Amenity

An **open space amenity** shall be provided generally in accordance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.20.10 Private and Shared Amenity Area Standards

These standards are for the development and maintenance of amenity areas required in connection with all townhouse developments:

Shared Amenity Areas

(a) Shared amenity areas are required for townhouse developments of more than 12 townhouse units on the same lot.

(b) Amenity areas shall be unenclosed areas, free, common and readily accessible to all tenants and may include any combination of lawn, landscaping, flagstone, concrete, asphalt or other serviceable dust free surfacing, recreational facilities such as outdoor swimming pools, tennis courts, horseshoe pitches, etc.

(c) No area so used shall be located within 5m of any window serving a dwelling unit.

(d) Off-street parking or off-street loading areas, driveways and service areas shall not be counted as amenity areas.

(e) All landscaping and recreational facilities shall be maintained in perpetuity.

(f) The slope of an amenity area shall not exceed 3% but multi-level areas may be interconnected by means of stairs and ramps (v) guard railings or other protective devices shall be erected for above-ground locations.

(g) The minimum required area shall be 5m2 per dwelling unit.

Private Amenity Areas

(a) Shall be provided adjacent to the individual dwelling unit served.

(b) Where located on ground level, a private amenity area not less than 15m2 in area shall be provided for and contiguous to each ground-oriented dwelling unit.

(c) Where located above ground a private amenity area of not less than 5m2 in area and having minimum dimensions of not less than 1.5m shall be provided for and contiguous to each dwelling unit.

9.20.11 Landscaping for Townhouse Developments

These standards are subject to the requirements of section 5.14 and are for the development and maintenance of landscaped areas required in connection with all townhouse developments:

Minimum landscaping requirements for front setback area shall be:

(a) 40% of the front setback area shall have no impervious surfaces or vehicular use.

(b) A portion of the required pervious surface area, equivalent to 20% of the front setback area, shall be reserved for landscape areas and extensively planted with trees and shrubs.

Minimum overall site landscaping requirements shall be:

(a) Despite section 5.14.2, 20% of the overall lot area shall have no impervious surfaces or vehicular usage.

(b) a portion of the required pervious surface area, equivalent to 15% of the overall lot area, shall be landscaped.

(c) a portion of the required landscaped area, equivalent to 7% of the overall lot area, shall be planted extensively with trees and shrubs.

All landscaping shall be designed and installed in accordance with the current edition of the BC landscaping standard.

9.20.12 Waste Collection

These standards are for the development of waste collection routes required in connection with all townhouse developments:

(a) A Collection Access Route shall provide a turnaround area for the collection service vehicle for a “dead end” strata access road longer than 15 m in length from the curb face of the nearest intersecting Village road or strata access road. Collection vehicles shall be able to enter the site, collect the garbage and recyclables, turn around in a circular turnaround or hammerhead turnaround, and exit the site in a forward motion.

(b) A hammerhead turnaround for solid waste collection shall have a minimum width of 6 m.

(c) A circular turnaround for solid waste collection shall have minimum inside turning radius of 10 m and a minimum outside turning radius of 12.8 m.

9.20.13 Other Regulations

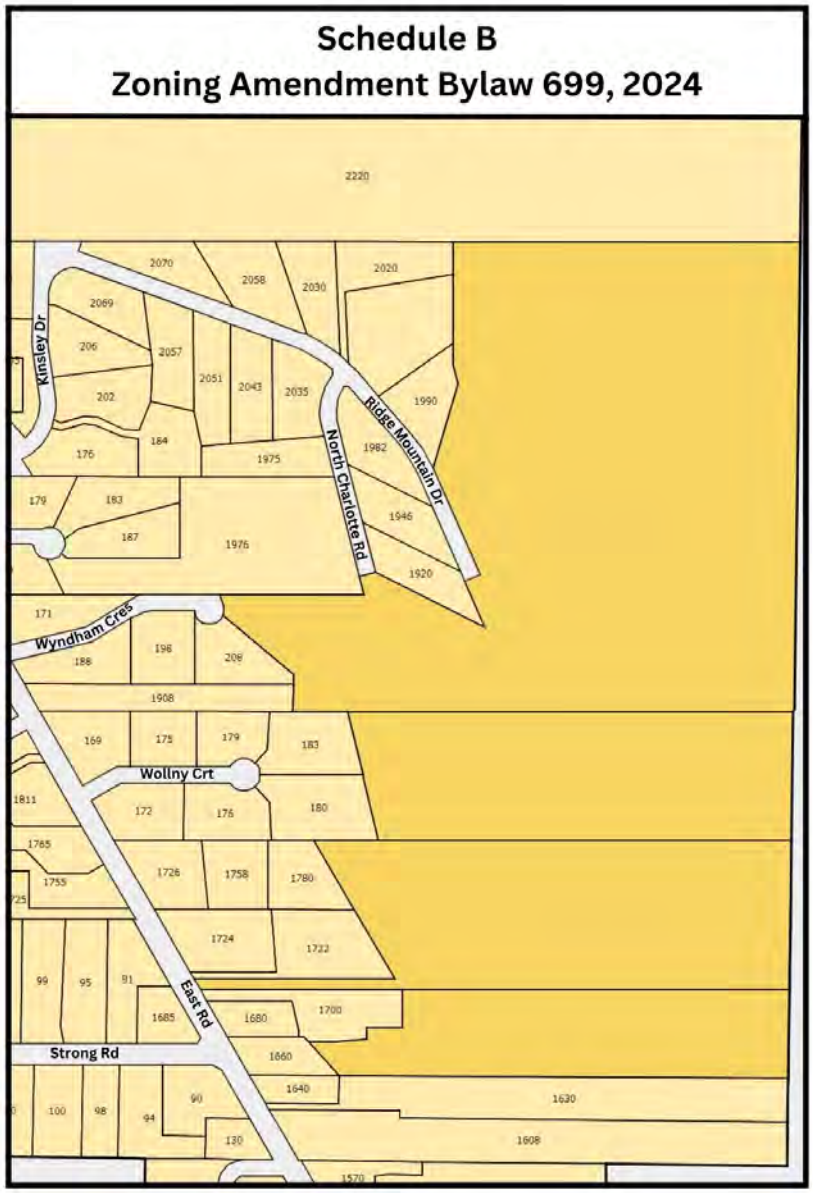
(a) **Home occupation** shall be subject to the requirements of section 6.5.
(b) **Secondary Suite** shall be subject to the requirements of section 6.3.

9.20.14 Comprehensive Development Plan

The following Comprehensive Development Plan contained within this Bylaw forms an integral component of this **zone:**

Comprehensive Development Plan – (Pinnacle Ridge) - CD-8

Bylaw 699-2024 Schedule B



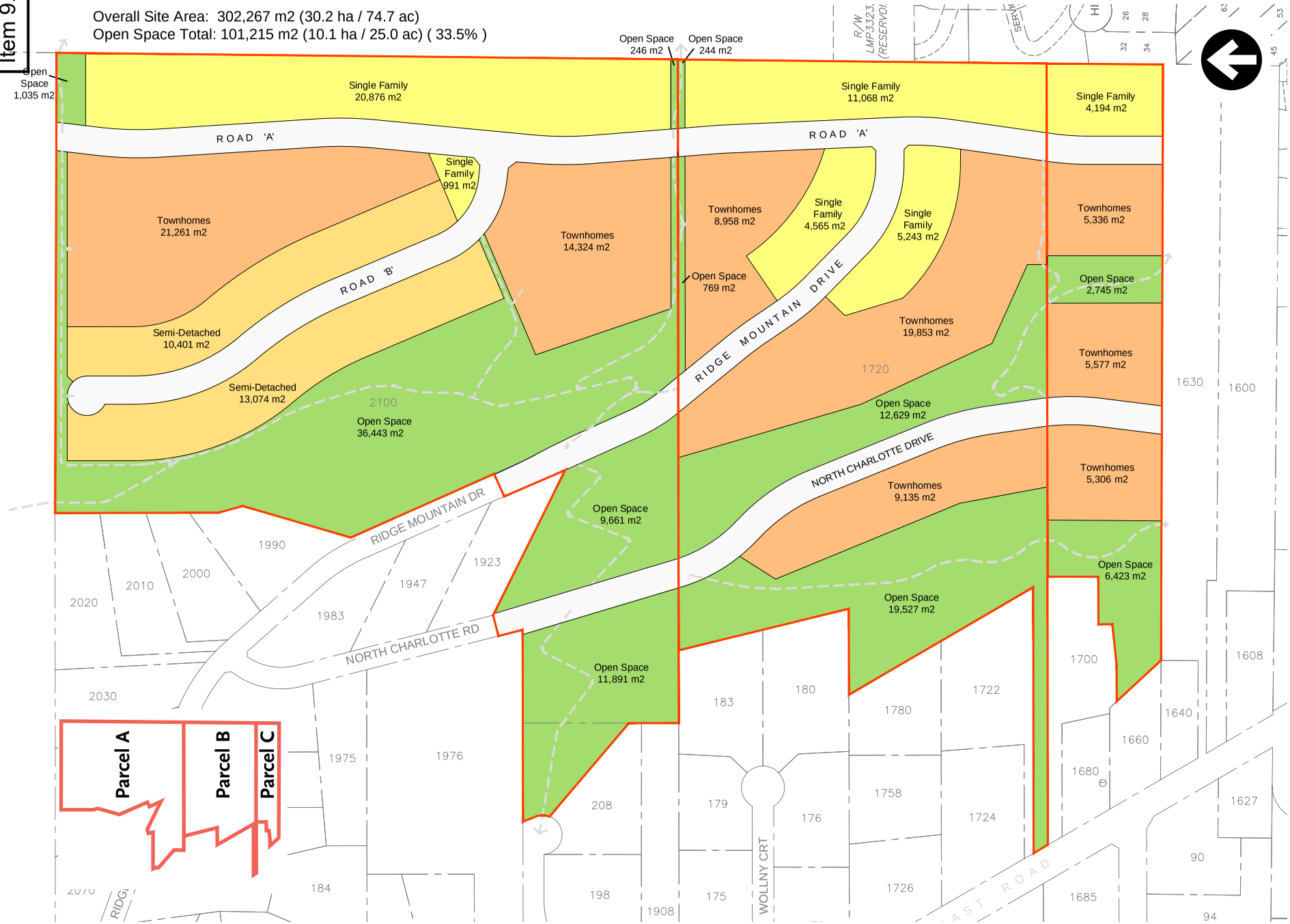
Zoning Map

CD-8

RS-1

Pinnacle Ridge

VILLAGE OF ANMORE


Overall Site Area: 302,267 m2 (30.2 ha / 74.7 ac)
Open Space Total: 101,215 m2 (10.1 ha / 25.0 ac) (33.5%)
Open Space 1,035 m2
Single Family 20,876 m2
Open Space 246 m2
Open Space 244 m2
Single Family 11,068 m2
Single Family 4,194 m2
ROAD 'A'
ROAD 'A'
Single Family 991 m2
Townhomes 21,261 m2
Townhomes 14,324 m2
Townhomes 8,958 m2
Single Family 4,565 m2
Single Family 5,243 m2
Townhomes 5,336 m2
ROAD 'B'
Open Space 769 m2
RIDGE MOUNTAIN DRIVE
Open Space 2,745 m2
Semi-Detached 10,401 m2
Townhomes 19,853 m2
Townhomes 5,577 m2
Semi-Detached 13,074 m2
2100
Open Space 36,443 m2
1720
1630
1600
Open Space 12,629 m2
NORTH CHARLOTTE DRIVE
Townhomes 5,306 m2
Townhomes 9,135 m2
RIDGE MOUNTAIN DR
Open Space 9,661 m2
1990
2010
2000
2020
1923
1947
1983
Open Space 6,423 m2
Open Space 19,527 m2
NORTH CHARLOTTE RD
Open Space 11,891 m2
1700
1608
2030
183
180
1722
1780
1640
1660
1680
1627
Parcel A
Parcel B
Parcel C
1975
1976
208
179
176
1758
1724
WOLLNY CRT
90
184
198
175
1908
1726
1685
94

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: May 31, 2024 File No. 3030-20/3900-30

Submitted by: C. Boit, Manager of Development Services

Subject: Pinnacle Ridge Hillside OCP Amendment Application

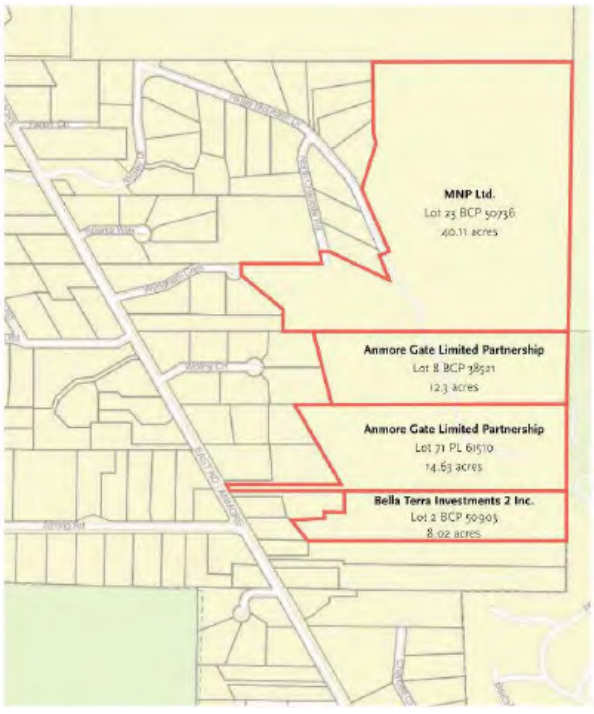
Purpose / Introduction

To provide Council with an introduction to the proposed development of the Pinnacle Ridge Hillside development

Recommended Option

THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside application.

Background



In December 2023, the owners: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. (the proponent) collectively submitted an application to amend the Anmore Official Community Plan Designation (OCP), Bylaw No. 532-2014 in relation to the Pinnacle Ridge Hillside lands (Pinnacle Ridge) comprising of 4 parcels totally ~75 acres. The proponent has requested that the existing OCP Policy RLU-8 be amended by increasing the permitted density from 1.8 units per acre to 3.5 units per acre to allow for a future CD zone on the subject lands, which are designated as a Hillside Residential within Anmore's current OCP and are currently zoned as RS-1 development (1 acre lots). The amendment to increase the density would allow for 261 residential housing units consisting of a mix of single-family, semi-detached homes, and townhomes.

It is important to note, that the basis of the OCP amendment requests an increase from 1.8 units per acre to 3.5 units per acre. However, the Village's OCP states the following under Policy RLU-8 "Proposed development does not exceed a gross density of 1.8 **lots** per acre;". This is important as there is a significant difference between lots per acre and units per acre.

Discussion

Staff have reviewed the Pinnacle Ridge Hillside OCP Amendment Application (the Application), in consideration of Anmore's OCP policies and identified areas that align with the OCP residential land use policies but may need to be further analyzed in conjunction with the proposed amendments to density and associated plans. While the Village's residential settlement patterns have historically been focused on large lot single-family dwellings, the following is the stated intention for the OCP's residential land use policies: "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."

Beyond the fundamental intent, the residential land use policies aim to welcome "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".

Considering the above, numerous residential land use policies in the OCP can be interpreted to direct new residential subdivision to Hillside Residential Areas where alternative and innovative development proposals shall be encouraged for lands in proximity to environmentally sensitive areas.

Lastly, Policy RLU-8 support the consideration of CD zoning for the following specific development proposals that Pinnacle Ridge may be interpreted to exhibit:

- 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;

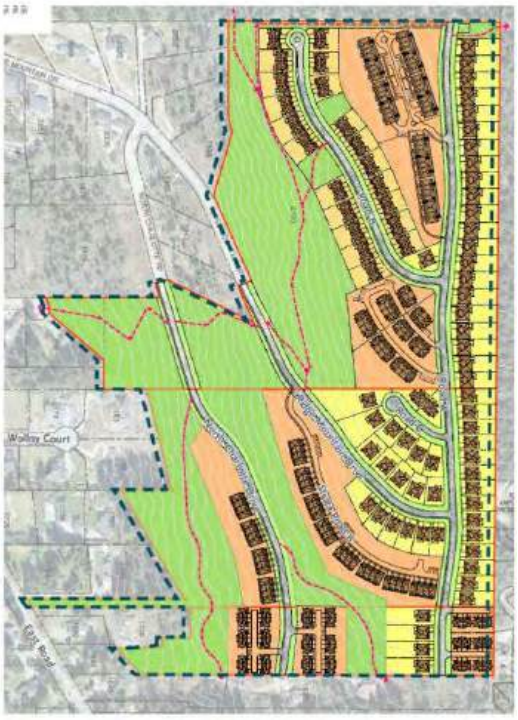
The following discussion highlights how the Pinnacle Ridge OCP Amendment Application meets these requirements.

The Application submitted by the applicant in December 2023, contains a comprehensive submission for an amendment to the Village's Official Community Plan. The Application outlines the applicant's collective vision "to craft a community seamlessly integrated with Anmore's natural beauty and recreational amenities" and aim for Pinnacle Ridge to "enhance Anmore's unique essence and preserve the surrounding environment while pioneering a financially sustainable model to benefit the community. The Application highlights the following development objectives:

1. Protect the Semi-Rural Character
2. Enhance the Natural Environment
3. Establish a Financially Sustainable Community

Approximately 35% of the land is proposed to be dedicated to greenspace and integrated trail network acting as an interface between the lands and the surrounding neighborhood. The plan proposes to reduce the development footprint and preserve the natural environment by focussing clustered housing towards areas with gentle slopes. The application proposes design guidelines to align with the existing neighborhood character in tandem with the preservation of existing terrain and natural landscape with an aim to protect the semi-rural character of the Village. The clustered housing mix and density aims to establish a financially sustainable community by expanding Anmore's tax base. The proposed housing mix totals 261 housing units consisting of 59 single-family dwelling units, 42 semi-detached housing and 160 townhomes.

Land Use					
	Parcel A	Parcel B	Parcel C	Site	
Green Space (acres)	13.5	8.0	2.5	26.0	35%
Roads (acres)	5.3	4.4	0.8	10.5	14%
Residential (acres)	19.2	14.3	4.7	38.2	51%
Total (acres)	40.0	26.7	8.0	74.7	100%
Residential Lot Mix					
Single Family					
Area (acres)	5.5	7.1	1.2	13.8	
# of units	22	33	4	59	
Semi-Detached					
Area (acres)	5.2	0	0	5.2	
# of units	42	0	0	42	
Townhomes					
Area (acres)	8.5	7.2	3.5	19.2	
# of units	76	48	36	160	
Total # of units	140	81	40	261	
Total Area (acres)	40.0	26.7	8.0	74.7	
Units per acre (UPA)	3.5	3.0	5.0	3.5	



To provide context for the OCP amendment, Staff have reviewed the application against Anmore's existing policies regarding development and housing within the municipality. The main policy documents and reports used for assessment include the existing OCP Bylaw No. 532-2014 and the Housing Needs Assessment.

Current OCP vs Amendment

The current residential land use objectives are intended to provide a framework for future development that will prioritize the following:

- Environmental protection
- Enhance the semi-rural character of the Village
- Minimize infrastructure costs.

Environmental protection

Several residential land use policies prioritise the preservation of the natural environment and environmentally sensitive areas. Certain policies allow flexibility for Hillside Residential lands such as **Policy RLU-2** which seeks to encourage "alternative and innovative development proposals" on hillsides in proximity to environmentally sensitive areas. **Policy RLU-6** encourages clustered housing zoning to enable hillsides to be development in a comprehensive and environmentally sensitive manner where the development does not exceed a gross density of 1.5 lots per acre. **Policy RLU-8** allows further flexibility to allow 1.8 lots per acre for Comprehensive Development (CD) where the proposed development cannot be accommodated by existing zoning given the varied terrain and natural environmental features and where value can be demonstrated from the proposed development such that the development upholds the intention and strategies of RLU-3 to design with the land and make use of best practices for ecological sensitivity, and anticipates and employes strategies to minimize financial implications to the Village in terms of ongoing infrastructure maintenance and replacement requirements.

The application proposes to dedicate 35% (~26 acres) of the lands for greenspace to the western portion of Pinnacle Ridge which generally exhibits steep slopes > 25% to minimize impacts to the existing natural environment and focus residential development to those portions of land on more gentle slopes to the west of Pinnacle Ridge. The Application was accompanied by an array of supporting assessments including an Environmental Assessment Report which identified streams within the northern parcel as defined by the Riparian Areas Protection Regulations (RAPR) and Water Sustainability Act for which site designs have adopted the recommended prescribed setbacks in accordance with the report. However, the proponent acknowledges these are provisional and contingent on the outcome of additional environmental studies where changes to the overall concept plan may be required.

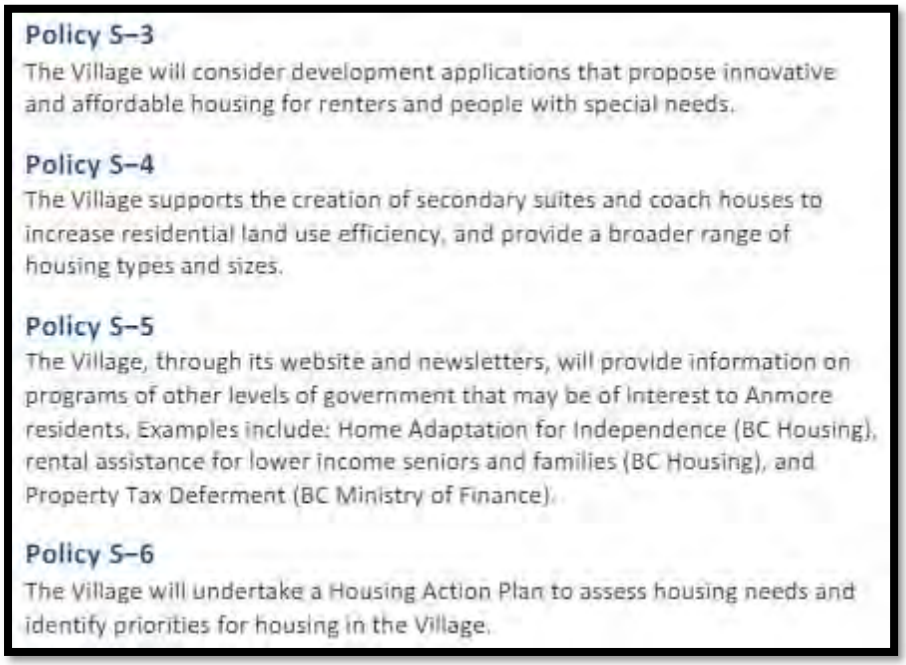
Figure 1 - Proposed development layout

Enhance the Semi-Rural Character of the Village

There are numerous policies that intend to preserve and enhance the semi-rural character of the Village such as **Policy RLU-4** which encourages developers to incorporate landscape schemes, building design and exterior materials that keep with the natural setting and semi-rural character**. Policy RLU-16** supports Infill development that maintain the existing semi-rural nature of Anmore and allows a density of 2.04 parcels per acre. In this lens, The OCP can be interpreted to imply that increased density may not take away from the semi-rural character of the Village and may "enhance and not take away from the look and feel of the neighborhood."

The application seeks to amend Policy RLU-8 to increase the maximum gross density of 1.8 lots per acre to 3.5 units per acre to accommodate the proposed development, which the current RS-1 zoning cannot accommodate and to fulfill the OCPs Growth Management Strategy. There is further commentary within this report regarding the lots per acre and units per acre request.

The Application does specify a townhome housing type. This housing type is not part of the Village's current housing stock, therefore they may or may not be seen to fit with the Village's "semi rural character". The current OCP's housing policies are specified within S-3 to S-6, with S-3 providing partial alignment with reference to innovative and affordable housing. However, the current policies do not provide clear direction on whether town homes are seen as "semi rural" or fitting within the rural designation of Anmore.



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.

Figure 2- Extract from VoA OCP (Page 46)

Policy S-6 refers to housing action plan to assess housing needs. In 2021 the Village undertook a housing needs assessment, which highlighted the need for future townhomes, which this application proposes.

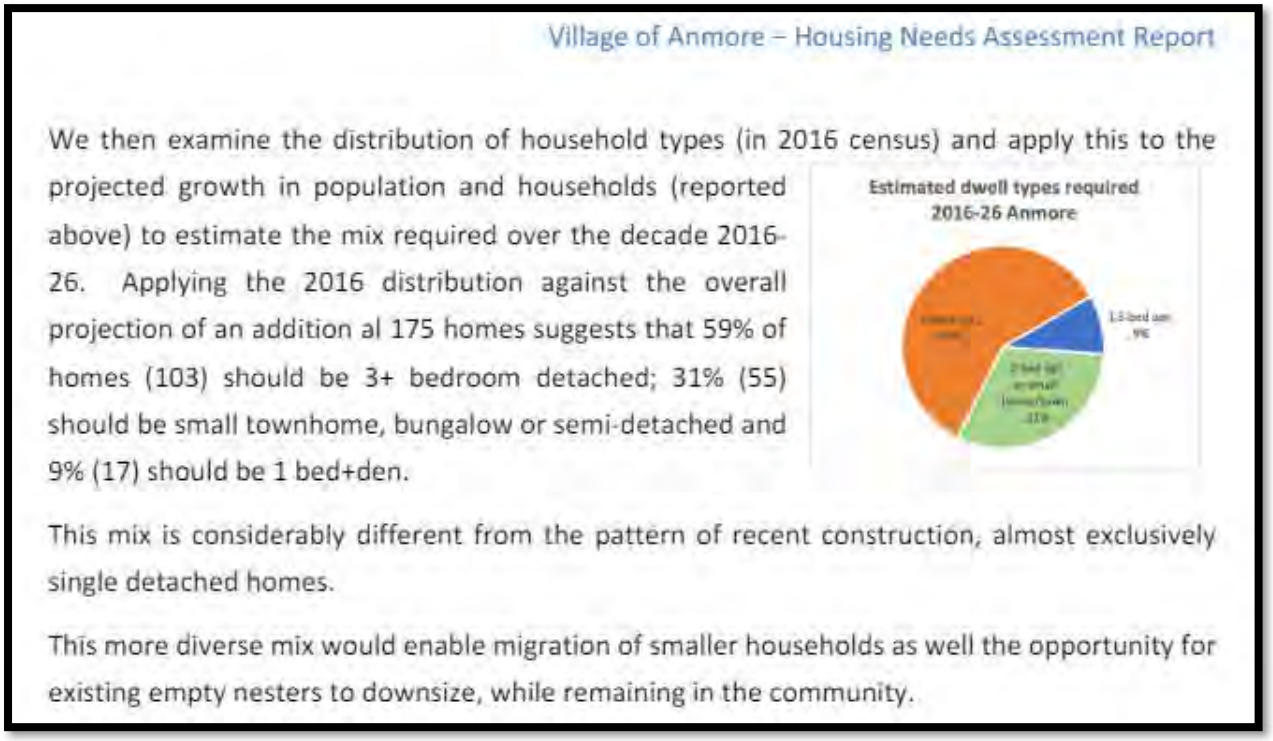


Figure 3 - Extract from VoA's Housing Needs Assessment Report (page 8)

Minimize Infrastructure Costs

Higher density allows infrastructure such as roadways, water, and electricity to serve more people within a smaller geographic area. This concentration reduces the per capita cost of providing these services and most importantly to the residents of the Village maintaining and replacing these assets, which will become a cost the Village taxpayer. Therefore, the proposed increased density of the Hillside development helps move the Village in the right.

Lots vs Units

It is important to distinguish between "lots per acre" and "units per acre" as they refer to different aspects of land use and housing density. The Village's OCP refers to Lots per acre and not units per acre. The following provides an overview of the definition of each.

Lots per Acre:

Definition: The number of individual parcels of land or lots within one acre of land.

Usage: It is commonly used in the context of single-family residential developments where each lot typically contains one housing unit. For example, if there are 4 lots in an acre, the density is 4 lots per acre.

Characteristics: This measurement focuses on the division of land into separate, standalone plots. It is usually associated with suburban or low-density housing developments.

Units per Acre:
Definition: The number of individual housing units within one acre of land.

Usage: It can apply to various types of housing, including single-family homes, duplexes, townhouses, and multi-family apartment buildings. For instance, if a multi-family building on one acre contains 4 townhomes, the density is 4 units per acre.

Characteristics: This measurement focuses on the number of dwelling units rather than the number of lots. It provides a more flexible understanding of density as it encompasses different housing typologies and is often used in urban planning to assess and regulate housing density.

The primary reason for the OCP application was to provide an increase to the OCP's 1.8 units per acre. However, the applicant misinterpreted the OCP by stating units instead of lots. Following staff's review of the application and subsequent correspondence, they have confirmed that their proposed development is 1.25 lots per acre which is below the maximum of 1.8 lots per acre. For context, the Village currently allows 3 units per acre on a RS-1 lot and in some CD zones up to 6 units per acre.

Options for Consideration

Option 1 – Proceed to Rezoning Application
(recommended)
Based upon staff review of the OCP amendment application, it is Staff's opinion that an OCP amendment is **not** required for this development. As its is in general alignment with the current OCP and the policies contained within. Therefore, the applicant should proceed to submit a rezoning application, as the current zoning of RS-1 does not meet the requirements of development as set forth in their land use plan.

Report/Recommendation to Council
Pinnacle Ridge Hillside OCP Amendment Application
May 31, 2024

A zoning bylaw amendment will provide Council the opportunity to regulate the land use and development by specifying the density, building height, lot size and dimensions, setbacks, building and site coverage among other aspects of the development. The zoning bylaws amendment will need to align with the OCP, which ensures the proposed zoning bylaw can not deviate significantly from the application provided to date in order to meet the criteria to bring forward for Council's consideration.

Option 2 – Proceed to a bylaw amendment 1st reading and referred to the Committee of the Whole

Council may determine the Application needs an OCP Amendment, as some of the land use, density or housing forms may not meet the intent of the current OCP. Should Council wish to proceed to a first reading of an OCP amendment, staff can draft an OCP amendment bylaw for first reading. This will enable the proposed bylaw amendment to formally be introduced for further assessment and consideration. Further, referring this matter to the Committee of the Whole (COTW) will allow for a more detailed and comprehensive discussion. The COTW may wish to invite the applicant to participate in the meeting, so that the Committee can delve into the specifics of the proposal, ensuring that all aspects are thoroughly reviewed and evaluated and provide feedback. This approach aligns with Council's commitment to transparent and inclusive decision-making, ensuring that all viewpoints and considerations are heard and addressed before the COTW makes a recommendation to Council for the next steps of the OCP Bylaw Amendment which could include referrals to Advisory Planning Commission and Village Committees.

Following the Committee of the Whole, Council may wish to ratify the Committee's recommendation and provide staff with direction as to the proposed bylaw amendment. This direction could include some of the following options, while ensuring Council's concerns and requests are addressed prior to moving to a second reading of the bylaw, such as a Village-led comprehensive OCP bylaw review or determining a terms of reference for a Neighbourhood Plan, or providing direction to proceed directly to second reading of the Bylaw.

Staff would recommend that a second reading of the Bylaw occur following COW and Advisory Planning Commission reviews and comments. This will help staff capture important topics for the bylaw amendment and ensure the bylaw represents Council's objectives. These reviews typically result in additional studies/analysis to provide important context for the bylaw amendment.

Option 3 – Comprehensive OCP review

Since its adoption in 2014, the Village of Anmore's Official Community Plan (OCP) has been a guiding document for community development and planning. However, considering the provincial housing crisis and significant changes within the broader region, including upcoming changes to the legislation related to OCP, Zoning Bylaw, and ACC requirements, there is a compelling argument to update the Village's planning framework. The evolving housing needs and affordability challenges require innovative solutions. A comprehensive review of the OCP, led by the Village, with this amendment in mind, could integrate these new goals and align the plan with the current aspirations of the community, especially in response to the housing crisis.

Financial Implications

The required staff time and resources and costs to complete this application will be borne by the applicant.

Options

THAT Staff be directed to bring forward a rezoning amendment bylaw for Council's consideration in relation to the Pinnacle Ridge Hillside Estate application **(recommended)**

OR

THAT an Official Community Plan Bylaw Amendment based on the December 2023 Pinnacle Ridge Hillside application be drafted and brought forward for consideration for first reading.,

OR

THAT staff be directed to undertake a comprehensive review of Village of Anmore Official Community Plan Designation (OCP), Bylaw No. 532-2014 with all policies reviewed and updated.

Report/Recommendation to Council
Pinnacle Ridge Hillside OCP Amendment Application
May 31, 2024

Attachments

None.

Prepared by:
Chris Boit, P.Eng Manager of Development Services
Reviewed for Form and Content / Approved for Submission to Council:
Chief Administrative Officer's Comment/Concurrence **Chief Administrative Officer**

Pinnacle Ridge Committee of the Whole Facilitator Meeting Notes

Date: December 2, 2024
Time: 6:00 p.m. to 9:00 p.m.
Version: Final

Attendees

Roles	Personnel
Committee Members	Mayor John McEwen, Councillor Polly Krier, Councillor Doug Richardson, Councillor Kim Trowbridge, Councillor Paul Weverink
Facilitator	Kirsty Dick, Lucent Quay
Subject Matter Experts	Pinnacle Ridge Team: Paul Rosenau, EKISTICS Village team: Karen Elrick, Chris Boit, Josh Joseph, Therese Mickelson
Technical support	Village team: Rhonda Schell, Lena Martin

Purpose

- Provide the Committee with an opportunity to provide input for consideration to staff on the review of the Rezoning Application for the Pinnacle Ridge Hillside Development Lands.

Objectives

- Achieve clarity on the process steps and roles for Council, staff and Applicant for the rezoning application
- Answer questions posed by Council on the rezoning application process
- Gain insight into Council's interests, priorities and concerns for staff to consider as part of the rezoning application process

Discussion Topics and Notes

Agenda item
Mayor McEwen called the meeting to order and introduced the facilitator
The facilitator: • Provided an overview of the agenda • Reconfirmed the purpose and objectives for the evening (see above) • Noted additional requests to facilitate dialogue: - Respectful dialogue; one speaker at a time - Full participation - Creative thinking

Agenda item
- Clarity of process phase - Trust the facilitator's process for the evening Committee members agreed to continue the meeting as outlined above.
Village staff offered a brief presentation, summarizing: - Village of Anmore rezoning application process - Rezoning process under Bill 44, including the steps involved, how things have changed and key decision points at each stage - Council's role and scope of decision making, staff's role and review steps under Bill 44, and the Applicant's responsibilities
Review and Discussion of Council and Committee Questions, Interests and Concerns
The facilitator invited each Committee member to share their thoughts based on the information provided by Village staff: • Concerns about having no public engagement or consultation as part of rezoning process. - Staff noted that communication to inform the community about rezonings is still part of the process and that residents are still able to provide feedback directly to Mayor and Council in an informal way, at any time. - Staff noted that under Bill 44, a Public Hearing is not permitted as part of a rezoning application that is in alignment with the OCP, and that a formal community engagement process that seeks to mimic a Public Hearing is also not permitted. Informal engagement, such as existing mechanisms to contact Council, are still available but cannot be used to delay the rezoning process. - There was discussion amongst Council related to consulting with the community regardless of Bill 44 directives; however, staff advised Council to adhere to the legislation noting that if Council wants to direct staff to proceed with consultation on the rezoning, the Village should seek legal advice before doing so.
The Applicant offered a brief presentation, summarizing the rezoning application to provide clarity about what is being proposed and why decisions were made.
Review and Discussion of Council and Committee Questions, Interests and Concerns The facilitator invited each Committee member to share their thoughts based on the information provided by Village staff and the applicant. *Comments are summarized below by topic, without attribution to a specific person, as several members offered similar comments on some topics.*
Housing Diversity and Density: • Question about total number of dwellings listed and whether that includes all allowable units as part of the new provincial legislation. - Questions and discussion about what would stop a resident from building additional units on property - Staff provided an overview of covenants that could be used to limit the number of units in the overall development • Questions about size of homes on lots, and types of housing. - Concerns about large homes on small lots - Concerns about availability of smaller homes - Interest in variety of housing

Agenda item
- Question about whether housing mix addresses housing needs report - Applicant noted that construction costs are currently very high, and developers build for the market and large homes on small lots are not desirable in current market • Questions and discussion about proposed maximum 0.6 FAR and whether that could be adjusted. - Applicant noted that average is 0.47 FAR and alternate maximum could be considered • Questions and discussion about whether below market units would be included as part of this development. **Action:** Staff to provide a report to Council outlining how covenants work and how density could be limited for this development. **Action:** Staff to provide a report to Council outlining massing for proposed units. **Action:** Staff to provide report on below market housing and how it could work in the Village.
Environmental and Topographical Considerations: • Questions and discussion about development on 30% grades or higher being avoided or limited. • Questions and discussion about safety including fire smart requirements. • Questions and discussion about stormwater management and drainage concerns. - Concern about issues with retaining walls in the Village - Interest in stormwater infrastructure built to highest standard to accommodate future heavy rain - Questions and discussion about maximum versus minimum greenspace • Question if there will be any effects on Mossom Creek or any other riparian areas. Staff noted that the review will ensure the Village meets all provincial government requirements.
Community Benefits: • Questions about what community benefits have been considered. • Interest in considerations both within and outside the development area. • Question about whether bridge over Mossom Creek is being considered. • Question about whether CAC could be collected for future road connection. Staff advised that CACs would be part of a future Council report. • Questions and discussion about amount of greenspace and usage. - Council encouraged Applicant to look at Village Parks Masterplan - Interest in having better connection to forest - Interest in having trail network proposal in more detail - Interest in having some park area on flatter terrain somewhere in development (e.g., could be at top of property with viewpoint) - Interest in having a bigger useable park area for recreation / programmed park (e.g., playing field or playground) - Suggestion to remove planned lots on flat area to accommodate active park - Staff noted that cost of maintaining sport field should be considered - Applicant noted the site is very steep and a playing field would be challenging

Agenda item
Infrastructure and Servicing: • Questions and discussion about safety including emergency response and access/ egress. - Questions about cost increases for fire and police services - Staff noted that emergency access would be reviewed by Approving Officer • Questions and discussion about whether septic system would allow for future sewer connection. • Question and discussion about strata versus public roads. - Preference is for public roads - Staff and Applicant agreed that further discussion is encouraged • Questions about allocated parking spots versus use of street parking. - Applicant confirmed that parking for townhomes includes 114 parking spots on public roads - Concerns that parking is not adequate for number of homes - Applicant noted current plans include minimum 20-metre right of way, two travel lanes with turnouts/ pull outs - Staff noted bylaw includes new parking standards and landscaping standards • Questions about development financial analysis and costs for infrastructure covered by development. - Questions about drinking water infrastructure including pump stations and re-chlorination stations - Concerns about current pump, could development replace pump - Concerns about additional costs to Village • Questions about roadway standards including whether streetlights and open ditches will be included, not represented on plans. **Action:** Staff to provide a report on road standards and options.
Other considerations: The facilitator invited Committee members to share additional comments. *Comments are summarized below by topic, without attribution to a specific person, as several members offered similar comments on some topics.* • Council wants assurances that this development will be a net benefit to the Village of Anmore. - Request for Village consultant to do review of financial analysis, costs and infrastructure. • Questions about ownership of land and how it relates to zoning process. • Question about when to take development plans to committees like environment committee. - Staff noted plans would go to committees after second reading • Questions about what development might look like and materials provided by Applicant. - Staff noted that materials, following review by staff can be loaded on to website • Question about whether First Nations engagement will be undertaken by the Village. **Action:** Staff to provide further information on First Nations engagement timing and approach.
Next Steps - Facilitator provided recap of discussion - Committee recommended that staff be directed to consider comments provide during the Committee of the Whole meeting

ADVISORY PLANNING COMMISSION – MINUTES

Minutes for the Advisory Planning Commission Meeting scheduled for Tuesday, January 28, 2025 at 6:00 p.m. in **Council Chambers** at the **Anmore Community Hub**, 2697 Sunnyside Road, Anmore. BC

VILLAGE OF ANMORE

MEMBERS PRESENT

Peter Ludeman (Acting Chair)
Darren Smurthwaite
Denny Arsene
Olen Vanderleeden
Fiona Cherry

MEMBERS ABSENT

Tony Barone
John Burgess

OTHERS PRESENT

Mayor John McEwen, Council Liaison
Chris Boit, Manager of Development Services

1. Call to Order

The meeting was called to order at 6:00 p.m.

It was MOVED and SECONDED:

THAT Peter Ludeman be appointed chair for the APC Meeting held on January 28, 2025.

Carried Unanimously

2. Approval of the Agenda

It was MOVED and SECONDED:

Recommendation: That the agenda be approved as circulated.

Carried Unanimously

3. Minutes

(a) Minutes of the Advisory Planning Commission meeting held on February 12, 2024

It was MOVED and SECONDED:

Recommendation: That the Minutes of the Advisory Planning Commission meeting held on February 12, 2024 be adopted, as circulated.

Carried Unanimously

4. Business Arising from the Minutes

None.

5. Unfinished Business

None.

6. New Business

(a) Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

The Manager of Development Services provided an overview of the report dated November 29, 2024.

At the September 10, 2024 Regular Council meeting the following resolution was passed:

> "THAT Anmore Zoning Amendment Bylaw No. 699-2024, be given first reading; and,
>
> THAT Bylaw No. 699-2024 be referred to the Advisory Planning Commission and Committee of the Whole with the following items for discussion: Community Amenity Contributions, public engagement strategy, financial sustainability and other topics staff believe to be important for community discussion; and,
>
> THAT staff bring forward a Community Engagement Plan in relation to the rezoning of Pinnacle Ridge Hillside Development."

Discussion points included:

- Financial net positive.
- Potentially removing strata in favour of smaller single-family homes – similar size but may lose affordable housing option based on CPI – 5-10 units.
- Concerns regarding setbacks.
- Whether or not CD zoning is 15% parcel coverage.
- Clarification needed on what percentage of the land is usable.
- Looking at the costs of maintaining the parkland.
- Stormwater control off.
- Parameters for septic system – heads up for Fraser Health.
- Traffic considerations are important to the community.

- Clarification on Bill 44 being the reason why public hearings are not held.

Carried Unanimously

7. Adjournment

It was MOVED and SECONDED:

THAT the meeting adjourned at 8:00 p.m.

Carried Unanimously

Certified Correct:

_____
Karen Elrick
Corporate Officer

Approved:

_____
Peter Ludeman, Acting Chair
Chair, Advisory Planning Commission

Memorandum

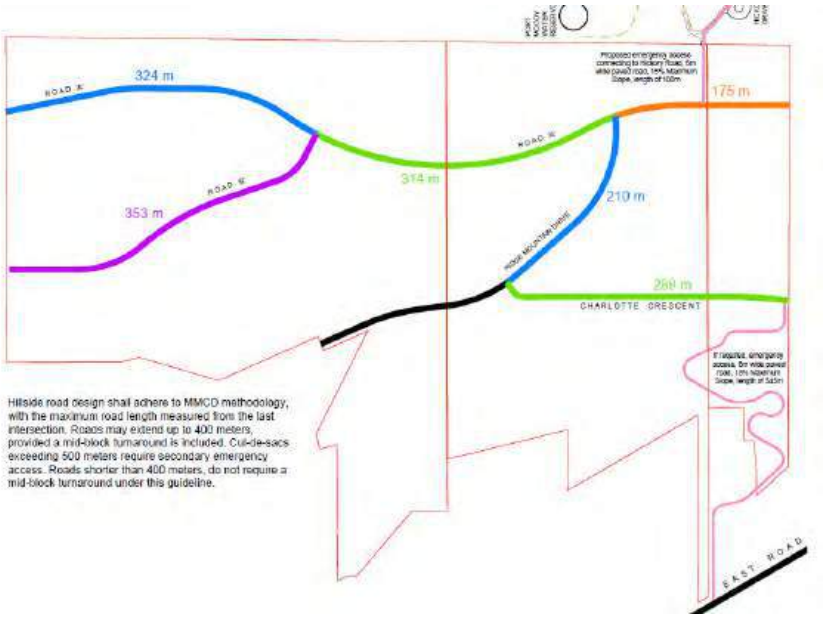
201-3999 Henning Drive, Burnaby, BC V5C 6P9, T: 604.629.2696

To:	**Village of Anmore**	Date:	**July 10, 2025**
Attention:	**Josh Joseph – Village Planner**	Project No.:	**34264**
Cc:			
Reference:	**Pinnacle Ridge Engineering review**		
From:	**Chris Boit P.Eng**		

This memo is to assess the proposed Pinnacle Ridge rezoning application about compliance with Village of Anmore's Subdivision and Development Control Bylaw No. 633-2020

1.1 Roadway Access

Cul-de-sac road lengths within the proposed hillside subdivision plan, are measured from the last intersection to the turnaround. The analysis is based on the Village of Anmore's Subdivision and Development Control Bylaw No. 633-2020, and the accompanying hillside road design notes.



Road segments shown on the plan include:

- Ridge Mountain extension (Blue segment): 210 m
- Road 'A' (Green segment): 314 m
- Road 'A' (Orange segment): 175 m
- Road 'B' (Purple segment): 353 m
- Road 'N' (Dark blue segment): 324 m
- Charlotte Crescent (Green): 289 m

Proposed Emergency Access Routes:

- 100 m, 6 m wide paved connection to Hickory Drive (15% slope)
- 545 m, 6 m wide paved connection to East Road (15% slope)

It is important to note that the proposal does not provide a continuation of North Charlotte and is instead providing emergency access, that is above the allowable roadway length. However, access would only serve the proposed development, meaning its capacity would be unaffected.

1.1.1 Regulatory Context

Under Bylaw No. 633-2020, hillside roads are to follow MMCD standards, interpreted as follows:

- Maximum road length: 400 m, provided a mid-block turnaround is included.
- Roads exceeding 500 m require secondary emergency access.
- Roads shorter than 400 m do not require a mid-block turnaround or secondary access.

1.1.2 Implications if adequate access options

Increasing cul-de-sac length and exclusion of emergency access routes in a hillside subdivision carries the following risks:

- Emergency Response Delays: In wildfire or medical emergencies, a blocked cul-de-sac could leave no exit for residents or no entry for emergency vehicles.
- Evacuation Challenges: A single-access subdivision limits the ability to stage multi-directional evacuations, especially during wildfires or other emergency events.
- Reduced Resiliency: Road closures due to fallen trees, utility work, or crashes could isolate parts of the community, this is already the case for the Pinnacle ridge development.
- FireSmart Non-Conformance: Best practices for wildfire interface communities, as promoted by BC Wildfire Service and FireSmart Canada, recommend secondary access where feasible.
- Higher Long-Term Liability: In the event of an emergency where lives or property are lost due to blocked access, the lack of emergency routes could expose the municipality to litigation.

1.1.3 Access Recommendation

The proposed cul-de-sac lengths comply with the Village's subdivision bylaw and MMCD guidelines. However, given the steep terrain, limited evacuation options, and increased wildfire risk common to Anmore's setting, the two proposed emergency access routes—to Hickory Drive (100 m) and East Road (545 m)—should be considered critical design features that materially improve public safety and operational resilience. Their presence aligns with modern emergency planning principles and enhances the long-term livability and sustainability of the development. Further to this, the Village should actively look at opportunities in the future to create a connection to North Charlotte as identified in the roads masterplan.

1.2 Grading, Retaining, and Servicing Considerations on Steep Slopes

The Pinnacle Ridge Hillside site includes several lots and road segments situated on slopes exceeding 30%, with some localized grades approaching 40%. These hillside conditions present unique challenges related to cut and fill, structural stability, and site servicing. Establishing developable building pads will require significant regrading, particularly on the upslope side of homes where basement walls may extend up to two levels below grade. To manage grade transitions and protect slope integrity, retaining walls will be required along both building foundations and driveways. While most walls are anticipated to remain below the 4.0 m threshold, isolated exceedances may occur depending on final design. The site is generally underlain by very dense glacial till over bedrock, and a detailed geotechnical review confirms that, with proper design and construction, these conditions are considered geotechnically stable and suitable for hillside development.

Roadway creation on steep terrain also demands careful grading and slope transitions. The proposed extensions of Ridge Mountain Drive and North Charlotte Drive follow the natural topography where possible, but will require a combination of cut-and-fill and engineered retaining structures to achieve safe grades and platform widths. These roadways will support clustered housing configurations, minimizing the extent of slope disturbance while maintaining vehicular and emergency access standards.

Servicing, and in particular septic system design, presents additional complexity on steeper lots. Type 3 time-dosed systems are proposed for all homes, but the steep terrain necessitates additional grading beyond building footprints to accommodate septic dispersal fields. These systems will require horizontal terracing, setbacks from slopes, and careful placement to prevent downslope daylighting of effluent. In many cases, downslope retaining walls and drainage ditches will serve as interception points to manage infiltration safely. Final design of septic infrastructure will rely on forthcoming detailed infiltration testing and lot-specific grading plans to ensure alignment with environmental and health regulations.

Overall, while the hillside terrain introduces engineering and servicing challenges, a combined approach of geotechnical controls, strategic regrading, and clustered development will be required to ensure the feasibility and resilience of the proposed subdivision layout.

1.3 Water Reservoir

The proposed water reservoir for the Pinnacle Ridge Hillside development is a critical infrastructure element that supports fire protection, potable supply, and long-term operational resiliency for the proposed development. It will provide fire flow capacity, emergency storage, and pressure balancing across the hillside terrain.

Water servicing for the development is governed by the 2018 Anmore–Port Moody Water Supply Agreement, under which the City of Port Moody conveys Greater Vancouver Water District (GVWD) water to the Village of Anmore. While the agreement enables this intermunicipal connection, it also requires the Village to consult with Port Moody prior to expanding or materially altering its water demands. Importantly, Port Moody retains the discretion to refuse or limit service under certain circumstances, particularly if capacity, infrastructure, or governance concerns arise.

The addition of a reservoir—while beneficial to Anmore—may have implications for Port Moody as well, such as future emergency water sharing or system pressure impacts near the municipal boundary. As such, it is recommended that the Village formally engage with Port Moody to confirm reservoir compatibility with the agreement, address any regulatory or infrastructure triggers, and explore opportunities for shared benefit. Early and transparent consultation will help mitigate the risk of service refusal and ensure alignment with regional water servicing strategies.

Wildfire Hazard Assessment

Pinnacle Ridge Hillside

Village of Anmore, BC

July 9, 2025

Submitted by:

Blackwell Consulting Ltd.
270 – 18 Gostick Place
North Vancouver, BC V7M 3G3
Phone: 604-986-8346
Email: bablackwell@bablackwell.com

Submitted to:

Aaron Baerg
EKISTICS Town Planning
201 – 103 West 6th Avenue
Vancouver, BC V5Y 1K3
Phone: 604-739-7532
Email: abaerg@ekistics.ca

BLACKWELL

DRAFT

EXECUTIVE SUMMARY

Blackwell Consulting Ltd. (the Consultant) were retained by Philip Pincus (Trez Capital), Mohammad Basefat (Anmore Gate Ltd. Partnership), and Tony Barone (Bella Terra Invest. 2 Inc.) [the Clients] to provide a wildfire hazard assessment and report for the Pinnacle Ridge Hillside development within the Village of Anmore, BC. At the time this report was prepared, the site plan for the development was in the preliminary phase. The wildfire prevention measures outlined in this report adhere to FireSmart guidelines for communities within the wildland-urban interface.

It has been found that during extreme wildfire events, most home destruction has been a result of low-intensity surface fire flame exposures, usually ignited by flying embers (firebrands). Firebrands can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate in densities that can exceed 600 embers per square meter. Combustible materials found on the exterior of, and surrounding homes (the FireSmart Home Ignition Zone) combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Because ignitability of structures and landscaping vegetation is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart compliant homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events. Increasing ignition resistance will reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.[1] It is for this reason that the key to reducing fire structure loss in the wildland-urban interface is to reduce structure ignitability.

A total of 23 recommendations are presented in Table 1 and are more thoroughly discussed in their appropriate sections within the report. Ultimately, these recommendations should be considered as a toolbox of options to help reduce the wildfire risk and consequence to the development. The clients will need to further prioritize the implementation of recommendations based on available resources, strengths, and constraints.

[1] Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. Proc Natl Acad Sci U.S.A. Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/

Table 1. Pinnacle Ridge Hillside wildfire hazard assessment recommendations

Item #	Recommendation
Section 3.1.2	
1	Adhere to FireSmart guidelines when selecting exterior construction materials for structures.
Section 3.1.3	
2	All structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge. Where 10 metre setbacks are not possible due to site constraints, the maximum achievable setback as well as a requirement to install exterior roof-top sprinkler systems for these buildings should both be implemented (roof-top sprinkler systems discussed further in Section 3.6).
Section 3.1.4	
3	Establish and maintain an Immediate Zone around each structure (including any outbuildings).
4	Within the Intermediate Zone: • Remove all conifer ladder fuels within the Intermediate Zone. • Within the Intermediate Zone, prune any retained mature conifers to a height of at least 3 metres (ground to branch tip) and at least 5 metres away from any structures. Ensure they are sufficiently spaced (3 metres or more between crowns of adjacent conifers). • Maintain grass to a height of 10 centimetres or less within the Intermediate Zone. • Combustible materials should be moved out of the Intermediate Zone and into the Extended Zone and stored in non-combustible structures. • Combustible structures should be moved out of the Intermediate Zone and into the Extended Zone. • Accumulations of fine woody debris should be removed from the Intermediate Zone.
5	Within the Extended Zone: • Remove all conifer ladder fuels (except if open grown; *i.e.,* not under dripline of retained conifer) within the Extended Zone. • Accumulations of fine woody debris should be removed from the Extended Zone. • Within the Extended Zone, prune retained conifers to a height of at least 3 metres (ground to branch tip). Ensure there is 3 metres of spacing between crowns of adjacent conifers. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future.
6	Avoid planting coniferous vegetation within the Home Ignition Zone (*i.e.,* within 30 metres of structures).
7	The HIZ of each property should be regularly maintained following FireSmart guidelines and recommendations noted in Section 3.1.4.
Section 3.3	
8	Create secondary access/egress routes for the development.

Item #	Recommendation
9	Ensure all roads are wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround in the event of a wildfire.
10	Regularly inspect and maintain all access and egress routes in the development.
11	Create a comprehensive map of the existing (and proposed) trail network. Identify the usage (motorized, non-motorized, or both), and collect attributes (width, surface type, and clearance) for all trails to determine their suitability as surface fuel breaks and equipment access routes. Share this information with relevant agencies that may find it useful for suppression or planning purposes.
12	To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris that are immediately adjacent to the edge of trails should be removed.
13	Perform a tree risk assessment to reduce the risk of tree failure during wildfires.
14	Remove all debris resulting from pruning, thinning, or trail maintenance from the site.
Section 3.4	
15	There should be an adequate number of fire hydrants in the development, and all fire hydrants should be inspected and maintained as per their inspection schedule.
16	Continue the underground cable network to supply electrical power to the development.
Section 3.5.1	
17	Retain a QEP if any proposed development is expected to occur adjacent to streams or riparian areas.
18	The removal of fuel within the SPEA of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.
Section 3.5.2	
19	It is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. Invasive plants should not be planted in any of the parcels.
Section 3.6	
20	Consider installing exterior roof-top sprinkler systems in interface areas throughout the development. This should be a requirement for buildings that don't have 10 metre setbacks from the adjacent forest edge.
21	Exterior roof-top sprinkler systems should be tested prior to the fire season. They also should be independent of the internal water system.
22	Exterior roof-top sprinkler systems should have alternate power (*i.e.,* generator) and water sources.
Section 3.7	

Item #	Recommendation
23	The following recommendations should be implemented throughout the community: • Ensure all roads and trails have a unique name and visible signage. • Home addresses should be located close to the road. • A "Fire Danger Rating" sign should be installed and updated throughout the fire season. • Interpretive signage should be installed throughout trail networks to educate residents and visitors about wildfire risk.

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1.0 INTRODUCTION

Blackwell Consulting Ltd. (the Consultant) were retained by Philip Pincus (Trez Capital), Mohammad Basefat (Anmore Gate Ltd. Partnership), and Tony Barone (Bella Terra Invest. 2 Inc.) [the Clients] to provide a wildfire hazard assessment and report for the Pinnacle Ridge Hillside development within the Village of Anmore, BC. In order to ensure the proposed development falls within an acceptable range of risk from wildfire for the intended use as a residential development, the objectives of this project are to:

1. Increase the effectiveness of fire suppression and emergency response,
2. Reduce the potential impacts and losses to homes from wildfire,
3. Evaluate egress and evacuation routes for the development, and
4. Provide FireSmart guidelines for construction and vegetation management.

1.1 QUALIFICATIONS

Bruce Blackwell, MSc, RPF (#2073) has over 30 years of experience in fire and forest ecology, and fire and fuels management. Mr. Blackwell is a recognized wildfire risk analyst and planning specialist in BC and has managed numerous innovative projects related to fire risk identification and mitigation for the public and private sectors on both large and small scales. Mr. Blackwell has also been on the leading edge of developing large urban forest strategies for communities in BC, Alberta, and Ontario. Max Catt, RPF (#5687), BSF in Forest Resource Management will lead the assessment and development of the report. Ali Rahi, RPF (#5215), ISA Certified Arborist, will provide field assistance and relevant research to the project. Both Ali and Max hold Local FireSmart Representative status with Partners in Protection – FireSmart Canada.

1.2 PROVIDED DOCUMENTS

The following documents were reviewed for the purpose of this assessment:

- Preliminary concept plan, prepared by EKISTICS Town Planning, dated June 27, 2024
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated April 22, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, provided to Blackwell Consulting Ltd. on May 26, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated July 3, 2025
- Legal topographic survey, prepared by Papove Professional Land Surveying Inc., dated August 20, 2024

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2.0 SITE DESCRIPTION

The Area of Interest (AOI) is the Pinnacle Ridge Hillside development, situated within the southeastern extent of the Village of Anmore's municipal boundary. The AOI consists of three parcels; A, B, and C (see Figure 1). 'Parcel A' consists of PID # 028-861-256. 'Parcel B' consists of PID #s 027-687-309 and 002-811-626. 'Parcel C' consists of PID # 028-856-589. The total area of the AOI is 30.29 hectares in size.

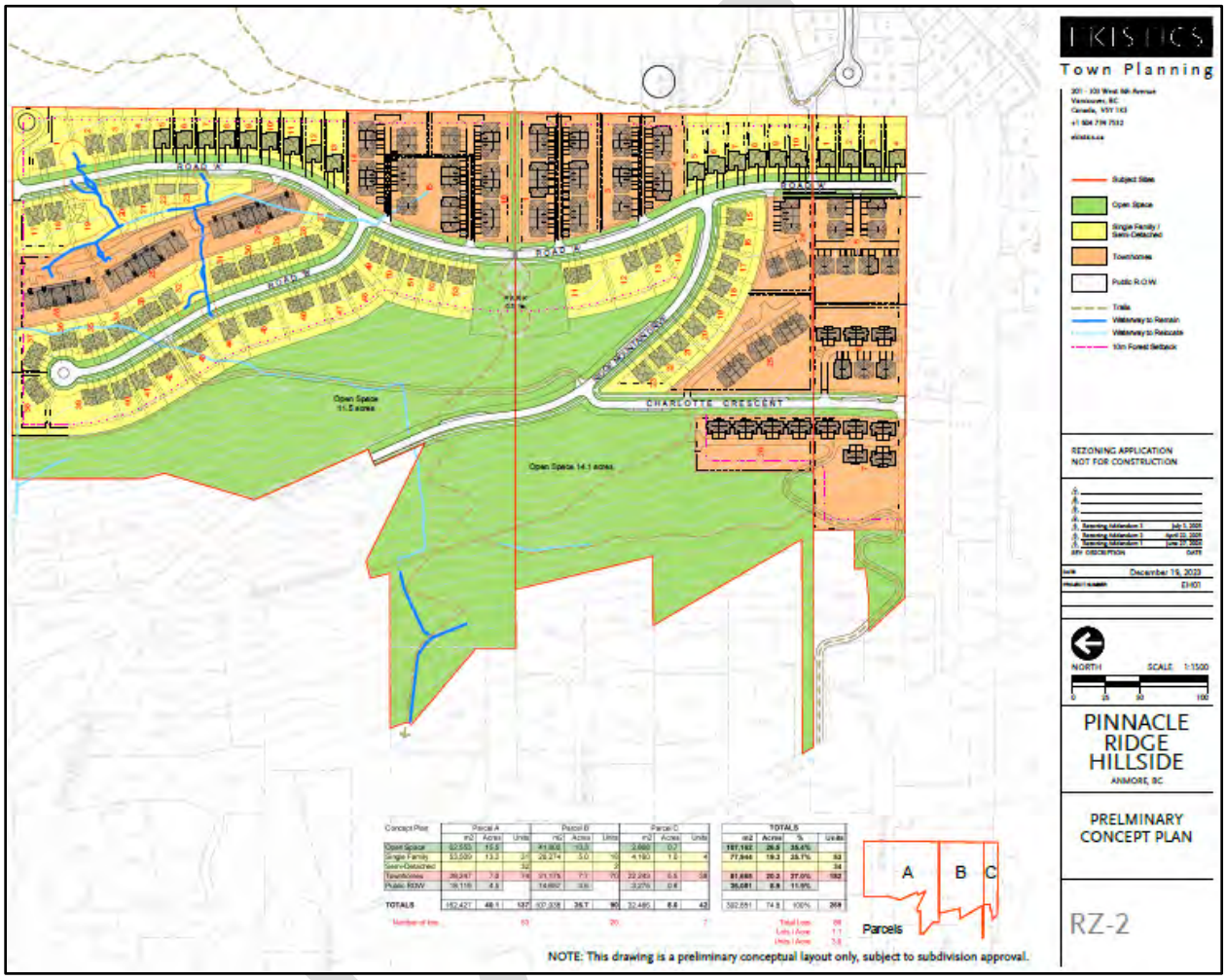

Figure 1. Revised preliminary concept plan for the Pinnacle Ridge Hillside development

The AOI is located within the Coastal Western Hemlock (CWH) zone as defined by the Biogeoclimatic Ecosystem Classification (BEC) system of British Columbia.[2] The site falls within the Dry Maritime (CWHdm) subzone, which is defined by wet winters, relatively dry and mild summers. The site ranges from ~200 – 350 metres in elevation, and the slope is generally quite steep with a western aspect. The AOI contains conifer dominated stands consisting primarily of Douglas fir (*Pseudotsuga menziesii*), western

[2] Field Guide for Site Identification and Interpretation for the Vancouver Forest Region https://www.for.gov.bc.ca/hfd/pubs/docs/lmh/lmh28.pdf

redcedar (*Thuja plicata*), and western hemlock (*Tsuga heterophylla*), as well as deciduous stands consisting primarily of red alder (*Alnus rubra*) and bigleaf maple (*Acer macrophyllum*). Mixed stands containing both conifer and deciduous trees are also present.

2.1 DEVELOPMENT PLAN

Based on the revised preliminary concept plan, there will be a mixture of single family homes, semi-detached homes, and townhomes built within the AOI (see Figure 1). Throughout the entire AOI, there are a total of 53 single family homes, 34 semi-detached homes, and 182 townhomes proposed to be constructed.

This development is within the wildland-urban interface (WUI), where human development and the presence of structures are adjacent to contiguous forest land, compliance with FireSmart landscaping and constructure principles are integral to lower the risk of wildfire to the development. Figure 2 (below) displays the difference between intermix and interface developments. The Pinnacle Ridge Hillside development primarily consists of interface development.

1. Intermix development – where structures are embedded within the forest and surrounded by wildland on two or more sides.
2. Interface development – where structures are adjacent to continuous forest on at least one side.

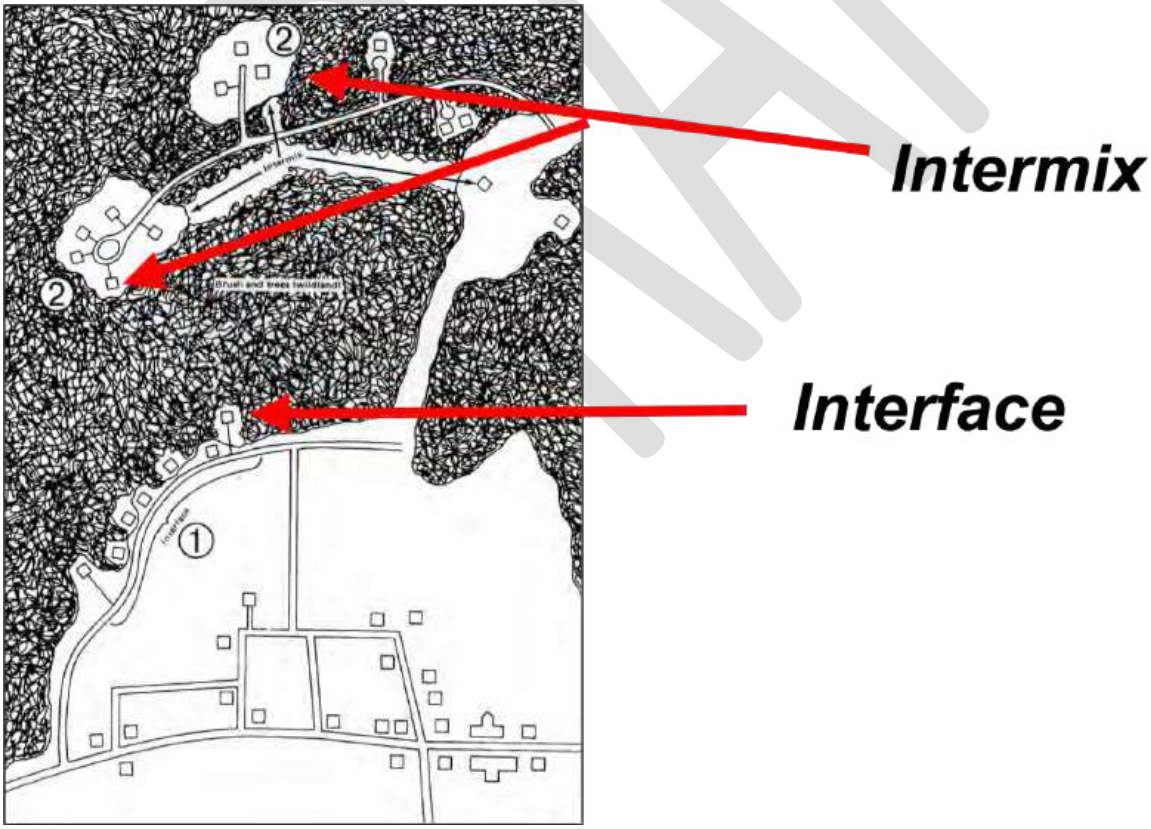

Figure 2. Illustrated example showing the difference between intermix and interface development

2.2 METHODOLOGY

Prior to the site visit, field maps were drawn based on the *initial* preliminary concept plan and legal topographic survey. Important features including orthophotography, topography, BEC zones, provincial fuel types, streams, and existing road networks were incorporated into the maps.

During the two-day site visit, the following data/information was collected:

- Wildfire threat assessment (WTA) plots/worksheets[3] completed in areas where there is no proposed development (*i.e.,* forest will remain)
    - To determine site-level wildfire threat throughout different parts of the AOI
- Fuel types updated/verified throughout the AOI
- Existing road networks evaluated and recorded
    - Potential access/egress routes discussed further with client
- General forest stand characteristics
- Presence of invasive species
- Water features (streams, reservoirs, fire hydrants)

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines sixteen fuel types based on characteristic fire behaviour under defined conditions.[4] The fuel types were first identified in the office using available data from BC Data Catalogue.[5]

Results of the wildfire threat assessment (WTA) plots/worksheets were used to help guide recommendations for vegetation treatment (Section 3.1.4).

All recommendations regarding exterior construction materials for the new buildings and associated landscaping will be in accordance with FireSmart guidelines.[6] FireSmart™ is the leading program in the country aimed at reducing wildfire hazards to people, buildings and infrastructures through a series of science-based mitigation measures. It has been formally adopted by almost all Canadian provinces and territories, including British Columbia in 2000.

[3] Using the most recent 2020 WTA worksheets and methodology: https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/fire-fuel-management/fuels-management/2020-wildfire-threat-assesment-guide-final.pdf

[4] Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

[5] https://catalogue.data.gov.bc.ca/

[6] https://firesmartbc.ca/wp-content/uploads/2021/04/FireSmartBC_LandscapingGuide_Web_v2.pdf

3.0 GENERAL FINDINGS AND GUIDELINES

Field work was conducted by Max Catt and Ali Rahi on February 20, 2025, and by Max Catt on February 26, 2025. During the site visits, the weather varied from overcast to sun and clouds, with highs of 12°C. The following sections discuss recommendations for new buildings/landscaping, fuel types/fuel modifications, roads/egress, water availability/fire suppression, and ecological values.

3.1 FIRESMART GUIDELINES FOR STRUCTURES AND LANDSCAPING

FireSmart strategies are intended to manage wildfire risk for development within the WUI by minimizing the chance of ignition and the spread of fire between the buildings and the surrounding forested areas. The area adjacent to homes/structures is referred to as the Home Ignition Zone (HIZ), and includes the structure itself and three concentric, progressively wider zones. For structures, FireSmart mitigation strategies typically focus on eliminating the use of combustible construction materials, which reduces the chance of fire igniting the building. An approaching wildfire would most likely spread to homes by means of spotting. Spotting is a process by which embers are carried aloft by thermal air currents and ignite flammable material beyond the advancing fire.

The three zones within the HIZ are based upon the distance from the structure: 0 - 1.5m (Immediate Zone), 1.5 - 10m (Intermediate Zone), and 10 - 30m (Extended Zone). These zones help guide risk reduction activities, with recommended FireSmart guidelines being stringent closest to the structure and constitute the “defensible space”: a buffer between the home and flammable vegetation that provides a safe space for firefighters to work.[7] In the event of a wildfire, firefighters may have to choose which homes they do or do not act on. Homes with defensible space are safer for firefighters to work at and are more likely to survive a fire event. These homes may be prioritized over homes without defensible space. Within the FireSmart Home Ignition Zone, mitigation measures typically involve landscaping, vegetation, and fuel management to become compliant with FireSmart guidelines and ultimately reduce wildfire risk immediately surrounding structures.

3.1.1 EXISTING BUILDINGS

No existing buildings were noted within the AOI during the site visits.

3.1.2 PROPOSED NEW BUILDINGS

As of the date of this report, no details regarding the construction materials for the new structures were provided. **Blackwell should be involved regarding the selection of exterior materials and design choices to ensure that all homes are compliant and will result in a community that is within an acceptable range of fire risk for its intended use. It is at the risk of the Clients to choose the design and exterior materials without input from Blackwell or another QP.**

[7] Cal Fire, Defensible Space: https://www.fire.ca.gov/programs/communications/defensible-space-prc-4291/

The below information provides guidelines for the use of FireSmart compliant materials with regards to the exterior of buildings. **These guidelines should be followed during the design of the new buildings.**

Recommendation 1: Adhere to the below FireSmart guidelines when selecting exterior construction materials for structures.

Cladding

Untreated flammable materials, such as wood, may not make up more than 20% surface area per exterior elevation. Up to 30% flammable materials per elevation may be used if sealed with Class A Fire Resistive sealant such as Flame Stop II or approved alternative. Cladding should have minimum 6" (15cm) clearance from the ground.

Class A fire resistance is defined by the following:

- The test must be extended for a 30-minute duration;
- Exhibits a flame spread index (FSI) of not more than 25;
- Shows no evidence of significant progressive combustion;
- Flame front does not progress more than 10.5ft (3.2m) beyond the centerline of the burn at any time during the test;
- Durability of material under exterior conditions; and
- Compatibility of fire test rating procedures and results acceptable to the Canadian Standards Association.

The fire resistive sealant product must be approved by Blackwell prior to application. If fire resistive sealant will be used, proof of purchase (a copy of the invoice) and photos of application are required to ensure compliance and to receive sign-off. Retardant requires re-application every 4-5 years.

Window and door trim, eaves, fascia, soffits, the underside of decks, and siding are included in the determination of 20% flammable surface area per elevation, while roofing and glazing (windows) are excluded.

Roofing

Roofing must be tested and rated Class A in accordance with American Society for Testing and Materials standards for fire tests of roof coverings (ASTM E 108)[8], or equivalent. The ASTM E 108 rating standard is used to determine the relative combustibility of roof coverings. Non-combustible materials such as asphalt shingles, torch-on membrane, and metal (except for aluminum) are acceptable.

Torch-on application should be avoided during the fire season, if possible, as the flames from torches have ignited nearby flammable material and been the source of house fires in the Lower Mainland in recent

[8] ASTM International https://www.astm.org/Standards/E108.htm

years. Construction fire watch will be used to reduce the risk from incidental ignitions associated with torch-on or other hot works construction if applied during the fire season.

Roofs and gutters should be cleaned periodically to prevent build-ups from occurring, preferably prior to the start of the typical wildfire season (May – October).

Soffits, Trim, and Windows

Soffits must be closed or have ventilation strips with openings less than 3mm in diameter and be made of an ignition-resistant material. Eaves may not be open. Windows should be tempered or multi-glazed glass to reduce heat and protect against wind and debris capable of breaking windows and allowing fire to enter the building.

Decking and Overhanging Projections

Balconies, decks, and porches must be sheathed in (no exposed joists) and made of an ignition-resistant[9] material (non-combustible or receiving a Class A fire rating). Acceptable materials include stone, tile, rated composites, and concrete. Exposed timber posts and beams must be a minimum of 4x4". The underfloor of all exposed floors (*i.e.* the underside of balconies, decks, open roof, patio, crawlspaces, etc.) and all exposed structural columns, beams, and supporting walls, must be enclosed or sheathed with a one-hour fire-rated construction material (such as 5/8" type x gypsum board), ignition resistant material, or non-combustible material. This eliminates areas for embers to accumulate underneath and get trapped (common interface ignition point).

Outdoor Burning Devices

Outdoor burning devices must not be fueled by wood, charcoal, or briquettes. All chimneys require approved spark arrestors.

Exterior Wall Vents

Vents must be accessible and screened with a metal 3mm wire cloth or mesh to avoid the entry of sparks and embers, which have the potential under extreme heat to ignite combustible materials within the wall assembly and to spread up and through the building. Standard exterior vent models typically have openings greater than 3mm and must therefore have screening attached post-installation as illustrated in Figure 3. Alternatively, vents with mobile flaps over the pipe outlet are also effective at eliminating the entry of sparks and embers into the building interior.

[9] NFPA 1144 Standard for Reducing Structure Ignition Hazards from Wildland Fire. 2013 Edition.

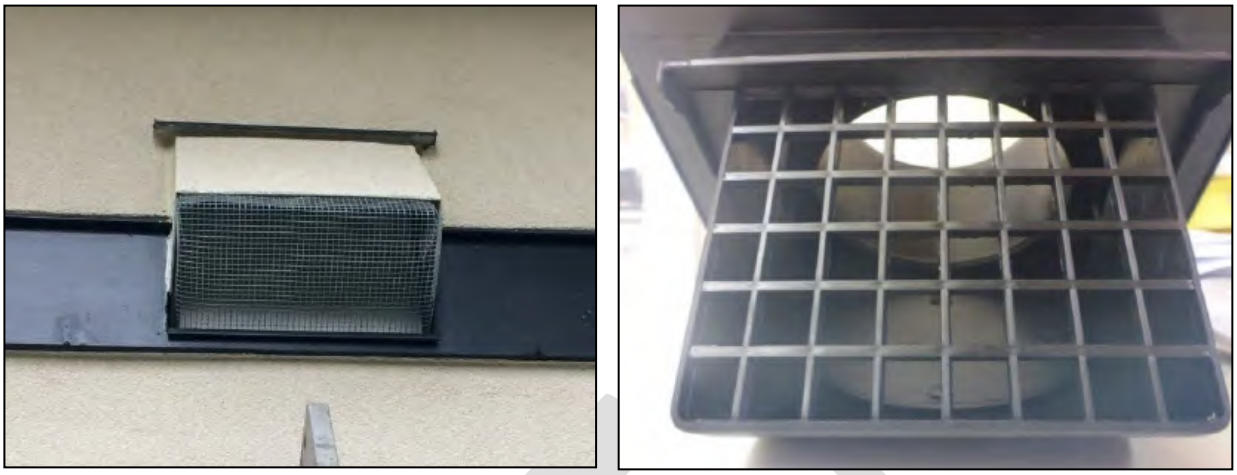

Figure 3. Standard exterior vent models. Left: Covered with 3mm wire mesh. Right: Vent with open flap (>3mm mesh)

Building design and construction should be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor, or replacement body that may exist from time to time.

Changes in building materials or design that increase susceptibility to fire are not permitted.

3.1.3 TOPOGRAPHY AND SETBACKS

Slope steepness influences a fire's trajectory and rate of spread, while slope position relates to the ability of a fire to gain momentum uphill. Other factors of topography that influence fire behaviour include aspect, elevation, and configuration of features on the landscape that can restrict (*i.e.,* water bodies, rock outcrops) or drive (*i.e.,* valleys, exposed ridges) the movement of a wildfire. Steep slopes can significantly accelerate the rate of fire spreading *uphill*, posing increased fire behavior challenges in those areas. Values located in the middle and upper slopes are also threatened by faster rates of fire spread due to the pre-heating of fuels from fire below and longer flame lengths reaching uphill.

As the entire development is located on steep ground with slopes often over 30%, setbacks should be implemented. Ideally, a single-story building should have a setback of at least 10 metres from the crest of the slope, while taller buildings should have a proportionately greater setback distance.[10] However, since there is a continuous slope and no slope crest within the AOI, all structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge.

Recommendation 2: All structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge. Where 10 metre setbacks are not possible due to site constraints, the maximum achievable setback as well as a requirement to install exterior roof-top

[10] https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/prevention-home-community/bcws_homeowner_firesmart_manual.pdf

sprinkler systems for these buildings should both be implemented (roof-top sprinkler systems discussed further in Section 3.6).

3.1.4 VEGETATION

Multiple studies have shown that the principal factors regarding home and structure loss to wildfire are the structure's characteristics and immediate surroundings. The area that determines the ignition potential of a structure to wildfire is referred to as (for residences) the Home Ignition Zone (HIZ).[11,12] The HIZ includes the structure itself and three concentric, progressively wider areas (the Immediate, Intermediate, and Extended Zones) that **extend 30 metres outwards from the structure** (Figure 4 below). Since ignitability of the HIZ is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community have not been found to necessarily correspond to loss potential. For example, FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower-intensity surface fire events.[12] Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.[13] *It is for this reason that the key to reducing WUI fire structure loss is to reduce structure ignitability.*

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[11] Reinhardt, E., R. Keane, D. Calkin, J. Cohen. 2008. *Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States*. Forest Ecology and Management 256:1997 - 2006. Retrieved from: Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States | Treesearch (usda.gov)

[12] Cohen, J. *Preventing Disaster Home Ignitability in the Wildland-urban Interface.* Journal of Forestry. p 15 - 21. Retrieved from: Preventing Disaster: Home Ignitability in the Wildland-Urban Interface | Journal of Forestry | Oxford Academic (oup.com)

[13] Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. Proc Natl Acad Sci U.S.A. Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/

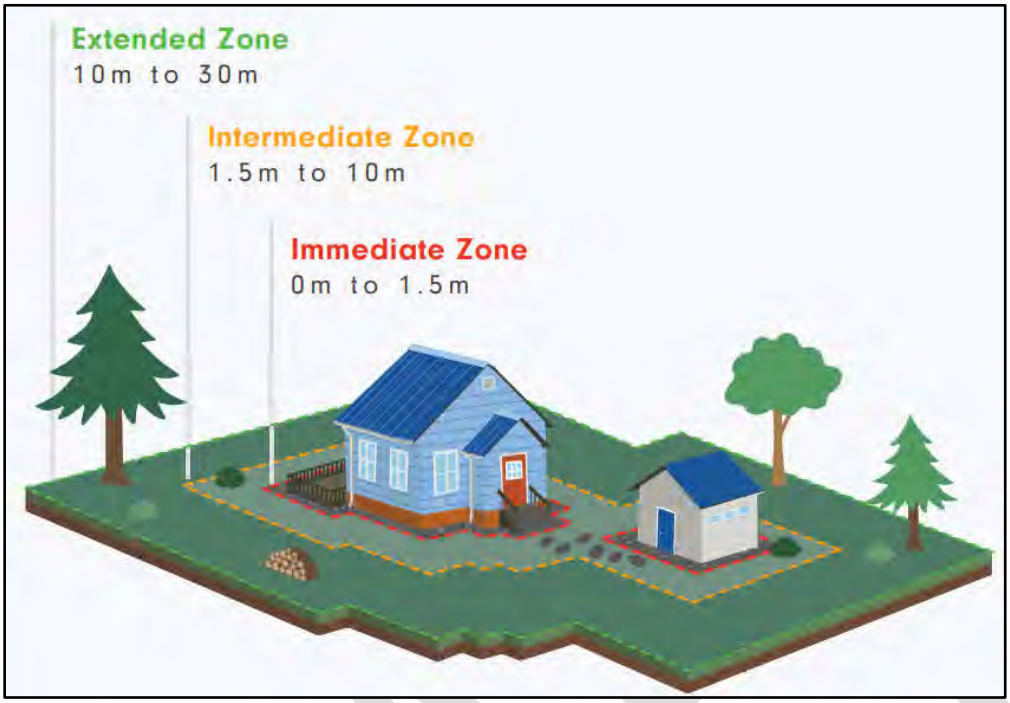


Figure 4. FireSmart Home Ignition Zone

The *Immediate Zone* is a 1.5 metre combustible-free zone around the structure. This zone should be free of any vegetation and flammable materials such as bark mulch. This zone should only include non-flammable landscaping materials such as gravel, brick, or concrete, and should be cleaned regularly to prevent accumulation of leaf litter or other combustible materials. Items such as construction materials, propane tanks, firewood, and combustible furniture should not be stored here.

Recommendation 3: Establish and maintain an Immediate Zone around each structure (including any outbuildings).

The *Intermediate Zone* extends from 1.5 to 10 metres from the structure and should be free of combustible debris and coniferous vegetation. This ensures that direct flame contact with the building is unlikely to occur and reduces the potential for radiative heat to ignite the building.[14] Combustible materials such as firewood, lumber, construction materials, wood patio furniture, and decorative pieces should not be stored in this zone. Trailers, recreational vehicles, storage sheds, and other combustible structures should be moved outside the Intermediate Zone and into the Extended Zone. Any combustible materials should be moved into the Extended Zone and stored within a non-combustible structure. Coniferous vegetation is highly flammable and should not be planted in this zone. Conifer ladder fuels (*i.e.,* understory trees that provide a pathway for a surface fire to move into the crown of the tree) should be removed. Mature coniferous trees can be retained if they are sufficiently spaced (3 metres between crowns) and also have a crown base height of at least 3 metres (ground to branch tip) to prevent a surface fire transitioning into the crown (can be achieved by pruning). Mature conifer crowns should also be at least 5 metres away from any structures. Any accumulations of fine woody debris (*i.e.,* less than 7

[14] https://www.firesmartcanada.ca/wp-content/uploads/2022/01/FireSmart-Protecting-Your-Community.pdf

centimetres in diameter) should be removed from this zone. Lawns should be maintained to 10 centimetres height or less to minimize fire intensity and rate of spread.

Recommendation 4:

- Remove all conifer ladder fuels within the Intermediate Zone.
- Within the Intermediate Zone, prune any retained mature conifers to a height of at least 3 metres (ground to branch tip) and at least 5 metres away from any structures. Ensure they are sufficiently spaced (3 metres or more between crowns of adjacent conifers).
- Maintain grass to a height of 10 centimetres or less within the Intermediate Zone.
- Combustible materials should be moved out of the Intermediate Zone and into the Extended Zone and stored in non-combustible structures.
- Combustible structures should be moved out of the Intermediate Zone and into the Extended Zone.
- Accumulations of fine woody debris should be removed from the Intermediate Zone.

The *Extended Zone* extends from 10 metres to 30 metres from the structure. In this zone, deciduous species should be favoured over coniferous vegetation as deciduous trees have much lower flammability. Retained conifer trees should have a minimum of 3 metres of spacing between mature crowns and be pruned to at least 3 metres from ground to branch tip. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future. Any accumulations of fine woody debris (*i.e.,* less than 7 centimetres in diameter) should be removed from this zone. Conifer ladder fuels should be removed.

Recommendation 5:

- Remove all conifer ladder fuels (except if open grown; *i.e.,* not under dripline of retained conifer) within the Extended Zone.
- Accumulations of fine woody debris should be removed from the Extended Zone.
- Within the Extended Zone, prune retained conifers to a height of at least 3 metres (ground to branch tip). Ensure there is 3 metres of spacing between crowns of adjacent conifers. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future.

Up until 2023, the HIZ included an additional area that extended out to 100 metres from the structure, but this zone was removed as radiant heat is unlikely to ignite a structure at 30 metres and beyond. More details on FireSmart zones can be found in the FireSmart Manual.[15]

It is recognized that in urban settings, homeowners have little or no influence or control over fuels and/or landscaping beyond their property boundaries, though it may influence the fire hazard of their property. The HIZ of one property often extends into neighbouring properties. Recommendations in this report are limited to actions that can be implemented on the subject properties.

[15] Available for download here: FireSmartBC_HomeownersManual_Printable.pdf

FireSmart Landscaping

Landscaping choices within the Intermediate and Extended Zones (1.5 – 30 metres from structures) should be limited to plant species with low flammability (deciduous vegetation). Coniferous vegetation such as juniper, cypress, yew, and cedar should not be planted within these zones, as these species are considered highly flammable under extreme fire hazard conditions.

Figure 5. Examples of common coniferous vegetation planted within the urban landscape

In addition to choosing species with low flammability, other factors such as sun exposure, hardiness zone, available space, water usage, and ease of maintenance should also be considered in the landscaping design and plans.

It is best to discuss options with a professional landscaper for aesthetics of the landscape design, suitability for the climate and site, and fire resistance. Plants that are fire resistant generally have the following characteristics:

- Foliage with high moisture content (moist and supple),
- Little dead wood and do not tend to accumulate dry and dead foliage or woody materials, and
- Sap that is water-like and without a strong odor.

Recommendation 6: Avoid planting coniferous vegetation within the Home Ignition Zone (*i.e.,* within 30 metres of structures).

Maintenance of Property

To ensure that a low fire hazard rating is maintained throughout the development, landscaping should be properly maintained in low hazard conditions for each property. This may require periodic maintenance including crown raising and/or reduction of trees (thinning). Crowns of coniferous trees should be kept at a minimum of 3 metres from the ground and 5 metres from structures, and also have a minimum spacing of at least 3 metres from adjacent conifer trees. All pruning should be completed by

an ISA Certified Arborist to meet industry standards. The roof and gutters should be kept clean of combustible debris to reduce the potential for spotting embers igniting these materials during a wildfire event. Dead woody material should be removed periodically, ideally before the fire season.

FireSmart guidelines[16] and recommendations for each zone mentioned in Section 3.1.4 should be followed.

Grass, shrubs, and herbs should be maintained in a state that reduces fire hazard by maintaining foliar moisture content. This can be accomplished by:

- Choosing plant species that are well-adapted to the site (microclimate and soil conditions of the parcel),
- Incorporating a landscape design where shrubs, herbs, and grasses are planted in discrete units manageable by hand watering, and/or
- Installing irrigation.

It should be recognized that relying on irrigation to maintain landscaping in a healthy state is limiting and may actually increase the fire hazard on the parcel, particularly in times of drought and watering restrictions. Lack of irrigation in times of watering restrictions may create a landscape that is unhealthy and unsightly, as well as dead, dry, and highly flammable.

Recommendation 7: The HIZ of each property should be regularly maintained following FireSmart guidelines and recommendations noted in Section 3.1.4.

3.2 FUEL TYPES

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines sixteen fuel types based on fire behaviour characteristic under defined conditions.[17] In general, fuel types are defined based on overall vegetation structure (*e.g.,* conifer vs. deciduous forest), dominant species, and understory, ladder fuel, and forest floor characteristics. Each respective fuel type varies in the type of wildfire behaviour demonstrated under high wildfire danger levels (see Appendix A – Fuel Type Descriptions). The AOI primarily consists of C-5 and M-1/2 fuel types, with lesser parts D-1/2 fuel types (Map 1).

C-5 fuel types within the AOI are characterized by mature Douglas fir stands, with lesser parts western hemlock and western redcedar. Surface fuel loading is fairly low, but areas with higher surface fuel accumulations are present due to deadfall in the understory/codominant layers. Horizontal continuity of conifer ladder fuels is generally discontinuous, but there are some more dense areas present especially where higher amounts of light is coming through the canopy (roadside, deadfall areas). Crown base

[16] https://firesmartbc.ca/wp-content/uploads/2021/04/FireSmartBC_LandscapingGuide_Web_v2.pdf
[17] Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

heights on mature conifer trees are generally quite high. This fuel type is typically associated with low hazard but has a moderate potential for active crown fire when wind-driven.

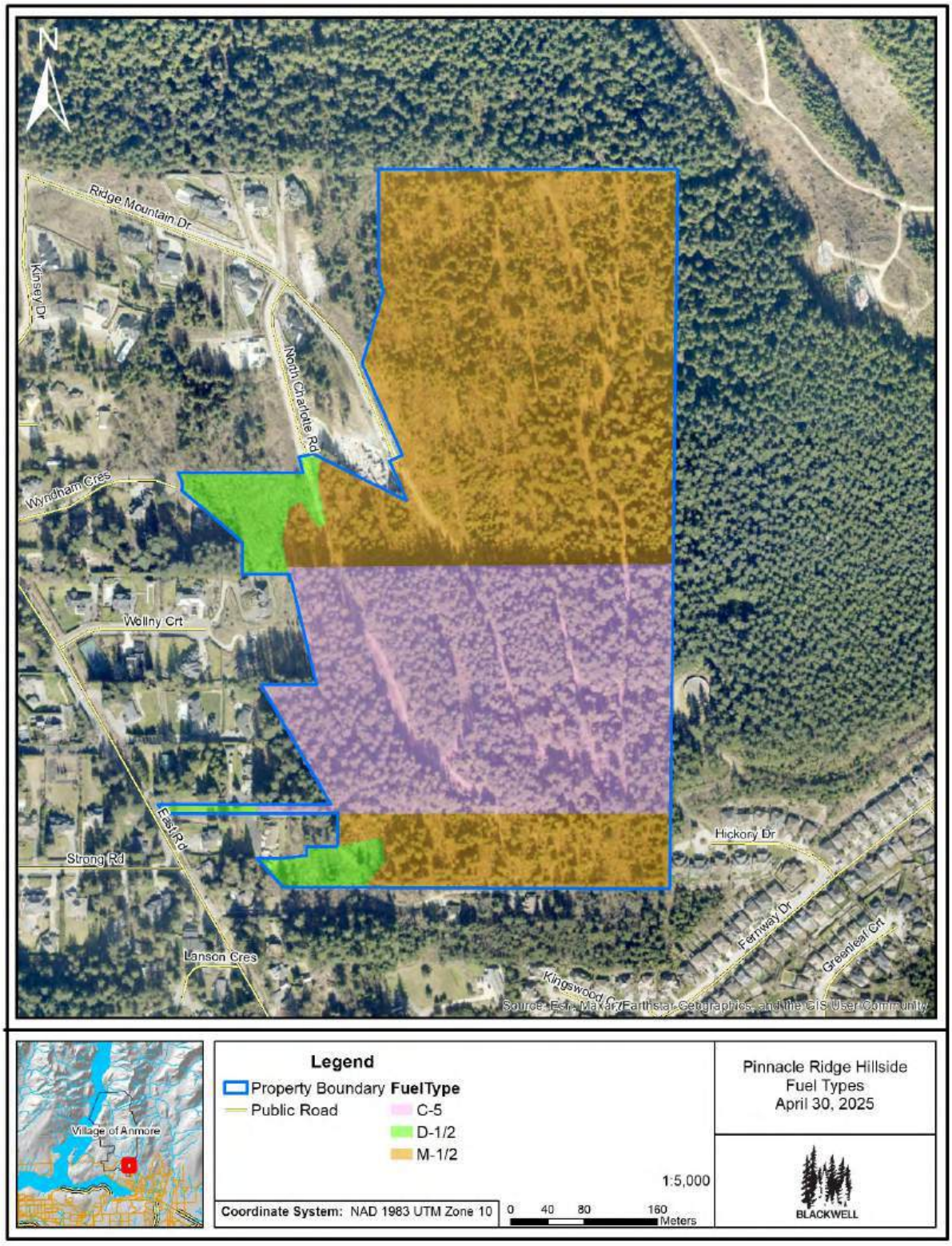
Figure 6. General C-5 characteristics in the AOI (left); higher amounts of surface fuel loading (right)

M-1/2 fuel types within the AOI are characterized by a mix of coniferous and deciduous species, to varying degrees. Surface fuel loading is typically low, but like some of the C-5 areas, higher surface fuel accumulations are present in spots due to deadfall in the understory/codominant layers. Although the crown base heights on some mature conifers are low, the horizontal continuity of conifer ladder fuels is generally discontinuous. An M-1/2 fuel type can sometimes be considered hazardous, depending on the proportion of conifers within the forest stand; conifer fuels include those in the overstory, as well as those in the understory.

Figure 7. General M-1/2 stand characteristics in the AOI

D-1/2 fuel types within the AOI are characterized by deciduous dominated stands. Surface fuel loading is low, conifer ladder fuel horizontal continuity is low, and the presence of overstory conifers is minimal. This fuel type is generally considered as the least hazardous forest type as a result of deciduous trees' higher moisture content and general lack of flammable ladder fuels. However, the hazard of a D-1/2 stand can greatly increase if there is an accumulation of surface fuels or flammable ladder fuels/shrubs.

Figure 8. General D-1/2 stand characteristics in the AOI



Map 1. Current fuel types within the Area of Interest (AOI)

Wildfire Threat Assessment Plots

A total of 6 Wildfire Threat Assessment (WTA) plots/worksheets were completed throughout the AOI. The WTA plots were recorded in interface areas where natural forest is expected to remain (based on the *initial* preliminary concept plan) in order to determine the current wildfire threat (see Map 2).[18] At least 1 WTA plot was completed in each respective fuel type. The results of the WTA worksheets can be seen in Appendix B – WTA Plot Forms.

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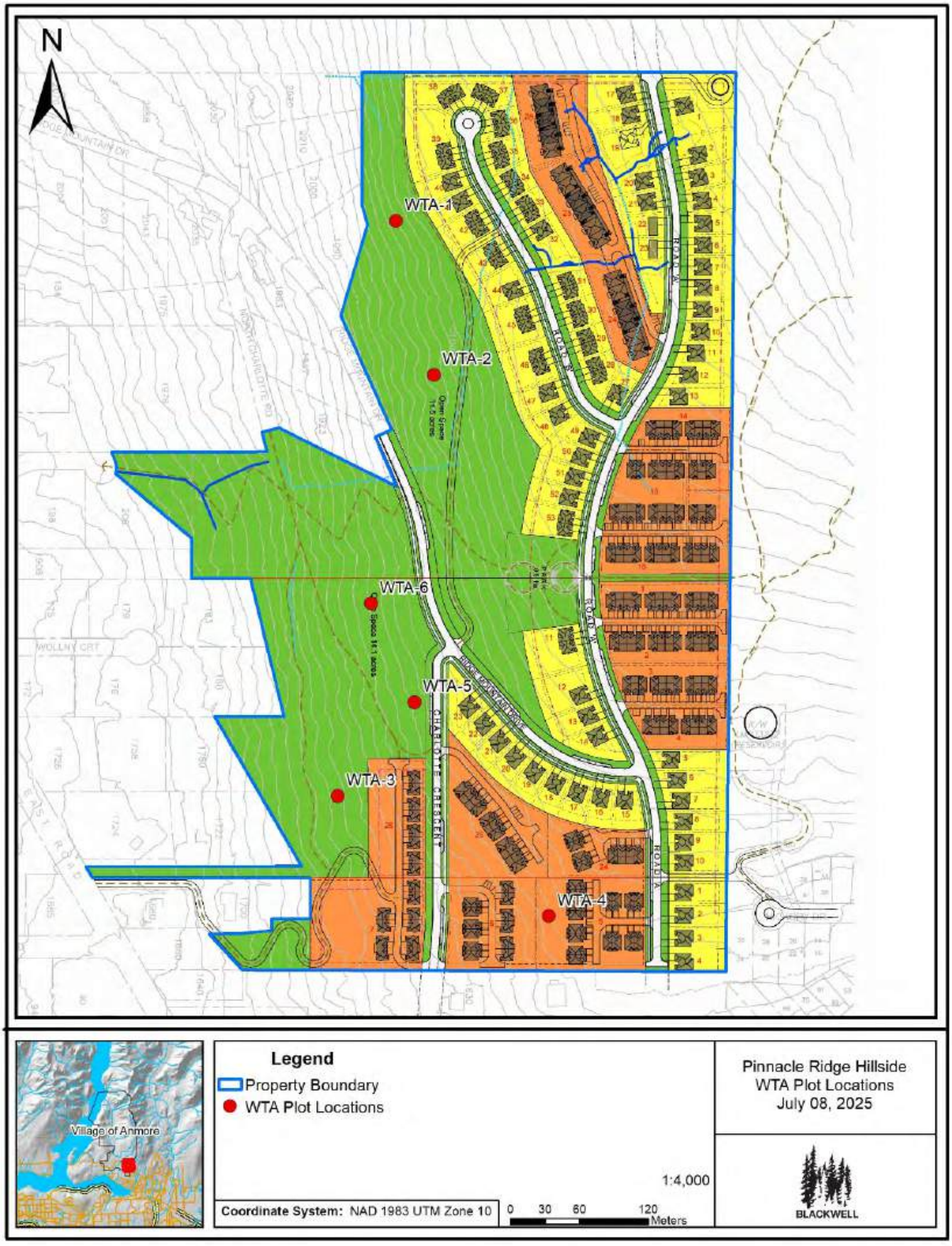
[18] Plot WTA-4 was completed in a location where natural forest was expected to remain; however, the preliminary concept plan was revised post field work.



Map 2. WTA plot locations

3.3 ACCESS AND EGRESS

Access and egress during a wildfire emergency often happen simultaneously and road networks should have the capacity to handle both. Having multiple access/egress routes is the number one subdivision FireSmart consideration for decreasing loss of life in a wildfire emergency. In general, road networks serve three functions during a wildfire:[19] [20]

- As access routes for emergency responders and their vehicles and equipment. Access routes should be wide enough to deal with large, heavy equipment and vehicles (*e.g.,* 20 tonne firetrucks),
- As evacuation (or egress) routes for residents, and
- As firebreaks to interrupt or slow the progress of the fire and assist firefighting efforts.

Currently, the only access/egress route available to vehicles is Ridge Mountain Drive, which can lead to severe congestion issues. If any point on this route becomes completely impassible, then air is the only other means of evacuation. Evacuation via air can be challenging due to the amount of time and resources required. Having a second viable access/egress route is extremely important as it can lead to increased evacuation efficiencies and emergency response in the event of a wildfire.

The following location is the ideal option for adding a secondary access/egress route to the development, based on discussions with Mohammad Basefat of Anmore Gate Ltd. Partnership and Steven Beyer of Ekistics Town Planning:

1) The spur off of Ridge Mountain Drive should be extended to the south, outside of the development, and intersect Charlotte Crescent.

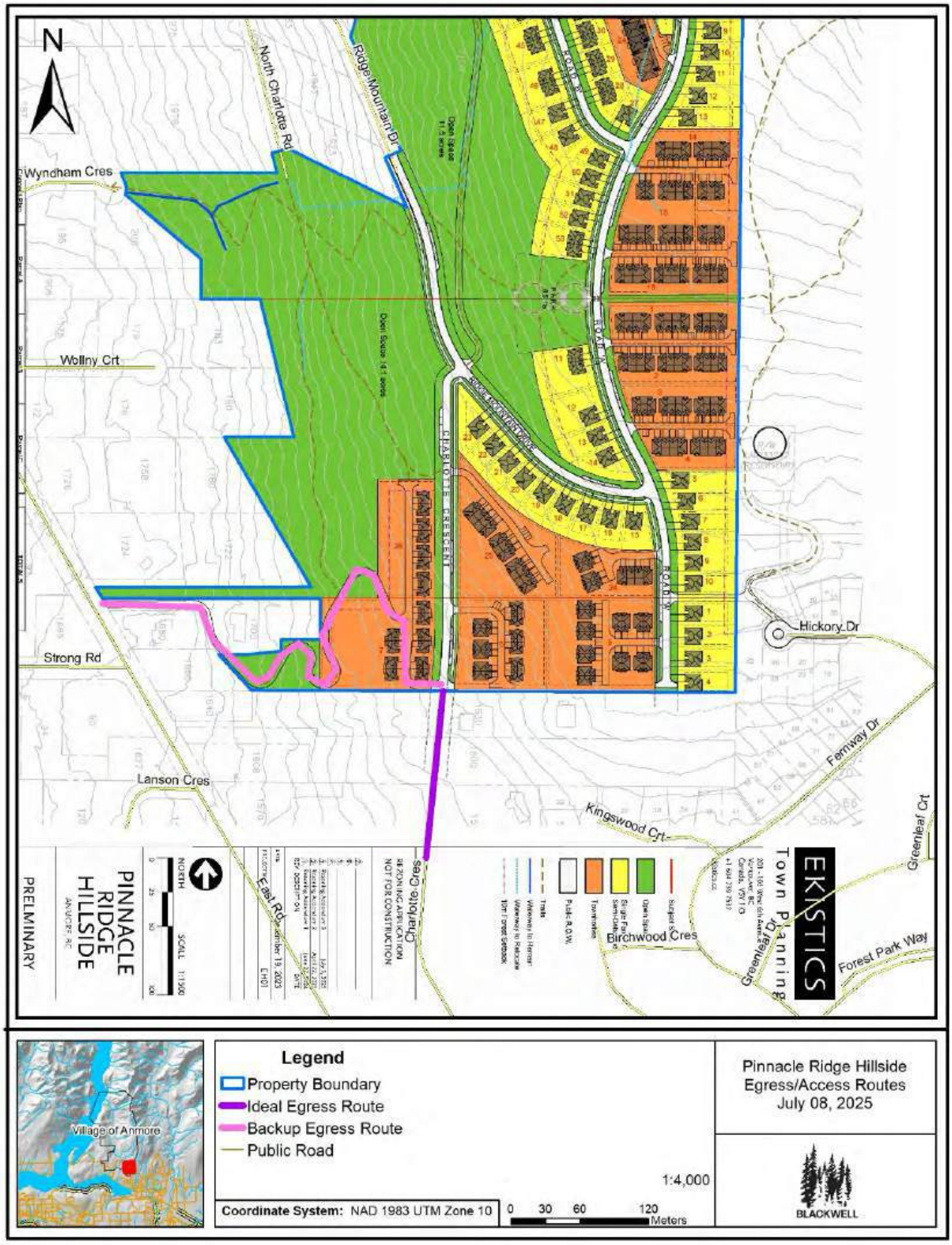
This secondary access/egress route is highly recommended in order to increase evacuation efficiencies and emergency response in the event of a wildfire. If this route is not approved, then an emergency access route that zigzags down the southwest portion of the property and eventually meets up with East Road should be implemented. Also, as per communications with Aaron Baerg of Ekistics Town Planning, another emergency access route at the north side of the property is being considered.

All of these options require consultation with respective property/landowners in areas where the roads extend outside of the Pinnacle Ridge Hillside development's property line.

Map 3 below displays the potential location of the ideal option (purple) and the alternative option (pink).

Recommendation 8: Create secondary access/egress routes for the development.

[19] https://www.crd.bc.ca/service/fire-and-emergency-programs/ssi-emergency-program
[20] https://nrc-publications.canada.ca/eng/view/ft/?id=3a0b337f-f980-418f-8ad8-6045d1abc3b3



Map 3. Potential secondary access/egress routes for the development

Maintenance of Access and Egress Routes

Easy access to all parts of the development plays an important role in increased suppression efficiencies and access of fire trucks to structures.[21] All roads should be wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround.

Recommendation 9: Ensure all roads are wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround in the event of a wildfire.

All access and egress routes in the development should be maintained year-round. Lessons learned from past wildfires have highlighted the need for orderly and efficient evacuation during a wildfire event, and the difficulties of conducting evacuations during extreme wildfire events. This requires the development of adequate planning for evacuation and egress during wildfire events. Grading of any gravel access and egress routes should be periodically inspected and maintained to keep the surface in good shape, particularly prior to the fire season. Drainage structures such as water bars, ditches, and culverts should also be regularly inspected along all access and egress routes to ensure substantial damage to roads during heavy rain events does not occur. Downed logs and debris in ditches, as well as brush along edges of roads should be cleared.

Recommendation 10: Regularly inspect and maintain all access and egress routes in the development.

Trail Management

All of the existing (and proposed) trails within the development and their use (motorized, non-motorized, or both) should be identified. It should be recognized that trails can act as effective fuel breaks for surface fires and, depending on width, clearance, and surfacing, can provide access for equipment and control lines for suppression efforts. Comprehensive mapping of the trail network should be completed, including an inventory of attributes of each trail serving for suppression planning purposes such as width, surface type, and clearance, which could be used to determine accessibility as well as utility as a surface fire fuel break. Additionally, comprehensive mapping could be useful in the event of trail closures or evacuations in a wildfire event. This information should be available to relevant agencies who may find it useful for suppression or planning purposes (*e.g.,* BCWS, Village of Anmore, and Sasamat Volunteer Fire Department).

Recommendation 11: Create a comprehensive map of the existing (and proposed) trail network. Identify the usage (motorized, non-motorized, or both), and collect attributes (width, surface type, and clearance) for all trails to determine their suitability as surface fuel breaks and equipment access routes. Share this information with relevant agencies that may find it useful for suppression or planning purposes.

[21] https://catalog.extension.oregonstate.edu/sites/catalog/files/project/supplemental/pnw618/pnw618-chapter5.pdf

To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers (~5 metres from edge of trails) should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris (<7 centimetres diameter) that are immediately adjacent (~5 metres) to the edge of trails should be removed. As mentioned above, trails should be reviewed and prioritized for their suitability to act as surface fuel breaks and points of access.

Recommendation 12: To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris that are immediately adjacent to the edge of trails should be removed.

To minimize the risk of tree failure and blockage of the access and egress roads during a wildfire, it is recommended to conduct a tree risk assessment on both sides of the roads. Depending on the tree length and slope, the area of assessment should extend up to 1.5 times the length of the tallest trees. This will result in an area that covers all trees that may hit the target (*i.e.*, access and egress roads).

Recommendation 13: Perform a tree risk assessment to reduce the risk of tree failure during wildfires.

It is important to note that trail building and maintenance should not result in residual fuels and an increase in fire hazard, especially in high use areas where the ignition potential is higher. Moderate and coarse woody debris (>7 centimetres diameter) can be scattered at a distance of more than 5 metres from the trail as long as individual pieces are not touching and nor elevated. All fine woody debris resulting from pruning, thinning, or trail maintenance operations should be removed off-site. Small amounts of biomass may be chipped and spread, but moderate to large accumulations should be removed due to the increase in fuel loading and potential ecological impacts. Fuels, if left to accumulate from trail work, can significantly increase the chance of ignition and increase the potential fire behaviour should an accidental ignition occur, such as from an errant cigarette butt or other human-caused ignition.

Recommendation 14: Remove all debris resulting from pruning, thinning, or trail maintenance from the site.

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3.4 FIRE SUPPRESSION, WATER, AND ELECTRICAL POWER

In case of a fire within the development, the Sasamat Volunteer Fire Department will provide the initial fire suppression. Reliable water supply should be available during the entire fire season. It should be accessible by firefighters and capable of sustaining water demands during interface fire events with power outages. During the site visits, fire hydrants were noted all the way up until the start of the new development. The fire hydrant network should continue into the new development with an adequate number of hydrants. Having working fire hydrants is critical in allowing for fast suppression of house fire events, and aiding fire departments/BCWS with the suppression of wildfires. If applicable, high-volume community wells or irrigation systems can be considered available if they are accessible for quick hookup by firefighters. Residential wells and seasonal creeks should not be considered to be reliable water supply.

Recommendation 15: There should be an adequate number of fire hydrants in the development, and all fire hydrants should be inspected and maintained as per their inspection schedule.

Field visits noted that electrical power to the adjacent development is supplied by BC Hydro through a network of underground cables. This is ideal as there is a lower probability of power outages during a wildfire event due to the lack of wooden poles and overhead power lines. The underground cable network should be continued into the Pinnacle Ridge Hillside development.

Recommendation 16: Continue the underground cable network to supply electrical power to the development.

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3.5 ECOLOGICAL VALUES

3.5.1 STREAMS/RIPARIAN AREAS

During the site visits, several streams were noted in the AOI (Figure 9). A qualified environmental professional (QEP) should be retained for any development that is expected to occur adjacent to streams or riparian areas.

Recommendation 17: Retain a QEP if any proposed development is expected to occur adjacent to streams or riparian areas.

If required, the removal of fuel (vegetation and woody debris) within the Streamside Protection and Enhancement Area (SPEA)[22] of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.

Recommendation 18: The removal of fuel within the SPEA of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.

Figure 9. Streams within the AOI

[22] https://www2.gov.bc.ca/assets/gov/environment/plants-animals-and-ecosystems/fish-fish-habitat/riparian-areas-regulations/rar_assessment_methods.pdf

3.5.2 INVASIVE PLANT MANAGEMENT

It was noted during site visits that several areas throughout the property, mostly in places that have been disturbed, are overrun with invasive species. The most prominent invasive plant species noted were Himalayan blackberry (*Rubus armeniacus*), English ivy (*Hedera helix*), and common holly (*Ilex aquifolium*) [see Figure 10 below]. To prevent the further spread of these plants, it is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. All of the vegetation parts should be disposed of off-site at an approved green waste disposal facility; dumping onto adjacent land is not acceptable.

Figure 10. Himalayan blackberry (left) and common holly (right)

In the landscaped portion of each parcel, plant selections should be made carefully, ensuring that the plants are suitable for the available size and sun exposure at their location. **Rapidly spreading, invasive plants should be avoided in all locations.**[23] Invasive plants for sale in nurseries should be avoided and include, but are not limited to:

- English ivy (*Hedera helix*)
- English laurel (*Prunus laurocerasus*)
- Deadnettle (*Lamium sp.*)
- Common holly (*Ilex aquifolium*)
- Butterfly bush (*Buddleia davidii*)
- Periwinkle (*Vinca minor*)
- Morning glory (*Calystegia sepium*)

[23] Refer to the District of North Vancouver's Invasive Plant Management Strategy March 2015: https://www.dnv.org/sites/default/files/edocs/draft-invasive-plant-strategy.pdf

Recommendation 19: It is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. Invasive plants should not be planted in any of the parcels.

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3.6 ROOF-TOP SPRINKLER SYSTEMS

In forest interface areas, exterior roof-top sprinklers can play an important role in emergency response during WUI fires.[24] Roof-top sprinkler systems should be capable of creating a humid dome around the structure for at least 2 hours. The sprinkler systems are most effective when used on structures that are already FireSmart. Sprinkler systems should include robust sprinkler components (such as Rainbird) with limited plastic materials. Three main mounting types exist: temporary mounted sprinklers (fully removable), permanently mounted sprinklers, and permanent sprinkler mounts that sprinklers can then be attached to/removed from (Figure 11). Sprinkler systems should be tested prior to the fire season. The external sprinkler system must be independent of the internal water system to allow for manual use during wildfire. Also, an operational switch that is accessible from outside would assist firefighters to operate the sprinkler from outside of the building should the homeowner or resident be seasonal or evacuated from the premises.

Recommendation 20: Consider installing exterior roof-top sprinkler systems in interface areas throughout the development. This should be a requirement for buildings that don't have 10 metre setbacks from the adjacent forest edge.

Recommendation 21: Exterior roof-top sprinkler systems should be tested prior to the fire season. They also should be independent of the internal water system.

Figure 11. Examples of rooftop mounted sprinkler systems: temporary (left) and permanent (right)

[24] https://firesmartbc.ca/resource/structure-protection-sprinklers-and-water-usage/

In the event of a wildfire, exterior roof-top sprinklers should be turned on (if safe to do so) a minimum of two hours before the fire reaches the residence to wet the roof and adjacent forested vegetation. The use of sprinklers also raises the relative humidity around the residence. This will help reduce fire behaviour adjacent to the home by making fuels less flammable and reduce the probability of spotting igniting adjacent vegetation or structures.

Power supply to the property is vulnerable to disruption during a wildfire which has implications for water supply (*i.e.,* fire hydrants may not work). Also, to ensure that water supply for fire suppression is available, a designated alternate water source for use during a fire is essential.

Recommendation 22: Exterior roof-top sprinkler systems should have alternate power (*i.e.,* generator) and water sources.

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3.7 GENERAL EVACUATION GUIDELINES

A master plan for evacuation should be prepared and be available to all residents in the Pinnacle Ridge Hillside development. All residents should be familiar with the evacuation procedure and the locations of muster areas. Routes to muster areas should be easy to navigate with signage that is visible in the dark and under heavy smoke conditions. The exact number of residents within the community should be known and periodically updated so that information can be relayed to emergency crews. There should also be a list of the names and contact numbers of residents. When a fire is detected, all residents should be warned and prepare for evacuation if necessary. A siren (loud noise-making device) should be installed to warn of wildfire. It should be installed in a central location so it can be heard from anywhere in the community.

Some important recommendations that should be implemented throughout the community are:

- All roads and trails should have a unique name that can be identified on the map and have visible signage. The signage should be visible in the dark or under heavy smoke during a wildfire.
- Each home address should be located close to the road to ensure it is visible in the dark or under heavy smoke during a wildfire.
- Install a “Fire Danger Rating” sign and update on a daily basis throughout the fire season. The rating should be provided with a chart outlining the restrictions on high-risk activities during “Moderate”, “High”, and “Extreme” fire danger classes.
- Install interpretive signage throughout trail networks to educate residents and visitors about wildfire risk within the wildland-urban interface.

Smoke, as well as elevated temperatures produced by fire, may lead to the risk of injury or even fatality. It’s important to note that smoke can be blown by wind well ahead of the fire front. Dealing with smoke is beyond the scope of this report.

Recommendation 23: The following recommendations should be implemented throughout the community:

- Ensure all roads and trails have a unique name and visible signage.
- Home addresses should be located close to the road.
- A “Fire Danger Rating” sign should be installed and updated throughout the fire season.
- Interpretive signage should be installed throughout trail networks to educate residents and visitors about wildfire risk.

4.0 LIMITATIONS

This wildfire hazard assessment is based on site observations noted on the specified dates only. The project forester(s) have endeavored to use their skill, education, and knowledge to provide accurate representation. Every effort has been made to ensure that the opinions expressed are an accurate assessment of the current condition of the Pinnacle Ridge Hillside development. It is each of the property owner's responsibility to carry out recommendations stated in this report in accordance with all applicable Bylaws and regulations, and to obtain any required permits and/or written consent. This report is based only on the preliminary concept plans that were provided.

This report was prepared by Blackwell Consulting Ltd. for the Pinnacle Ridge Hillside development, and its' contents reflect the best assessment based on information provided. Any use that a third party makes from this report, or any decisions made based upon this report, are made at the sole risk of any such third party. Blackwell Consulting Ltd. accepts no responsibility for any damages or loss suffered by any third party or by the Client as a result of decisions made or actions based upon the use or reliance of this report by any such party.

Although every effort has been made to ensure that this assessment is accurate, the wildfire threat to the community should be periodically re-evaluated due to the constantly changing forest conditions and the potential impact of human-caused changes (such as development) on forest health and forest stand structure, which in turn may affect the wildfire threat.

Blackwell Consulting Ltd. accepts no responsibility for the implementation of any of the recommended mitigation work outlined in this report. Acceptance of this report and implementation of potential development in no way implies any inspection or supervisory role on the part of Blackwell Consulting Ltd.

This report shall be considered incomplete if any pages are missing. The original report has coloured illustrations. If the reader has a black and white copy the report shall be considered incomplete, and any interpretation of the report may be incorrect in the absence of a full colour copy. Blackwell Consulting Ltd. accepts no responsibility for any such misinterpretations.

Adjustments, assumptions, and the conclusions drawn in this report are based on the professional experience of Max Catt, RPF & Local FireSmart Representative, Ali Rahi, RPF & Local FireSmart Representative, and Bruce Blackwell, MSc, RPF of Blackwell Consulting Ltd. The opinions expressed are also based on written and verbal information supplied in part by other parties.

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5.0 PROFESSIONAL REVIEW & SIGN-OFF

Project Forester	Reviewing Professional
Max Catt, RPF	Bruce Blackwell, MSc, RPF, RPBio
Blackwell Consulting Ltd.	Blackwell Consulting Ltd.
July 9, 2025	July 9, 2025

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APPENDIX A – FUEL TYPE DESCRIPTIONS

The fuel type descriptions below are examples from the AOI. Use this appendix as general guide and descriptor only.

Fuel Type	FBP / CFDDRS Description	Description in AOI	Wildfire Behaviour Under High Wildfire Danger Level	Fuel Type – Crown Fire / Spotting Potential
C-5	Red and white pine	Mature Douglas fir stands, with lesser parts western hemlock and western redcedar. Surface fuel loading is fairly low, but areas with higher surface fuel accumulations are present due to deadfall in the understory/codominant layers. Horizontal continuity of conifer ladder fuels is generally discontinuous, but there are some more dense areas present especially where higher amounts of light is coming through the canopy (roadside, deadfall areas). Crown base heights on mature conifer trees are generally quite high.	Moderate potential for active crown fire in wind-driven conditions. Under drought conditions, fuel consumption and fire intensity can be higher due to dead woody fuels.	Low*
M-1/2	Boreal mixedwood (leafless and green)	Mix of coniferous and deciduous species, to varying degrees. Surface fuel loading is typically low, but like some of the C-5 areas, higher surface fuel accumulations are present in spots due to deadfall in the understory/codominant layers. Although the crown base heights on some mature conifers are low, the horizontal continuity of conifer ladder fuels is generally discontinuous.	Surface fire spread, torching of individual trees, and intermittent crowning, (depending on slope and percent conifer).	<26% conifer (Very Low); 26-49% Conifer (Low); >50% Conifer (Moderate)
D-1/2	Aspen (leafless and green)	Deciduous stands. Surface fuel loading is low, conifer ladder fuel horizontal continuity is low, and the presence of overstory conifers is minimal.	Always a surface fire, low to moderate rate of spread and fire intensity.	Low

***C-5 fuel types can have a moderate potential for active crown fires when wind-driven.*

APPENDIX B – WTA PLOT FORMS

WTA-1

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-1

Location: Other (Specify in C… | Date: 2/20/25 | Assessor/ Professional Designation: M. Catt

Coordinates (Lat/Long – Degrees/Decimal minutes): 49° 18'44.4" N, 122°50'14.0" W | RPF

Crown Species Composition (species %): Hw60Dr25Cw5Fd5Mb5

Ladder Fuel Species Composition (species %): Cw60Hw40

	Component/ Sub Component	Levels/ Classes				
		Forest Floor and Organic Layer				
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5) ●	10–20 (3)	>20 (2)
		Surface and Ladder Fuel (0.1 – 3.0 meters in height)				
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4) ●	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4) ●	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8) ●	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2) ●	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2) ●	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
		Stand Structure and Composition (Dominant and Co- Dominate stems)				
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3) ●	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2) ●	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5) ●
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0) ●	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Low | WTA Total: 39

Comments:

Plot located in northwest portion of development, adjacent to proposed single family homes. Mixed stand. Fair amount of dead Hw in codominant layer. Hw have fairly low crown base heights. Surface fuels low but some patches from shedding branches and deadfall. Understory ladder fuels are present but not dense. Some dead ladder fuels. Understory dominated by deciduous herbs, primarily sword fern. Some invasives present on slope, mostly holly.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25
Plot # WTA-1
General Location: Other (Specify in Con
Coordinates: 49°18'44.4" N, 122°50'14.0" W
FBP Fuel Type: M-1/2
Slope (%): 50
Aspect (deg.): 212
Elevation (m): 312
Canopy Closure (%): 50
Average Forest Floor Depth (cm): 7

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 2

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-2

Location: Other (Specify in C) | Date: 2/20/25 | Assessor/ Professional Designation: M. Catt

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'40.0" N, 122°50'12.4" W | RPF

Crown Species Composition (species %): Dr70Vb20Cw5Hw5(Fd)

Ladder Fuel Species Composition (species %): Dr70Cw20Fd5Hw5

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 1	2–<5 3	5–<10 5	10–20 3	>20 2
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs 4	Lichen, Conifer Shrubs 6	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) 8	Pinegrass 10	Sagebrush, Bunchgrass, Juniper Scotch broom 15
3	Dead and Down material Continuity (<7cm)	Absent 0	Scattered <10 coverage 4	10 -25% coverage 8	26-50% coverage 12	>50% Coverage 15
4	Ladder fuel composition	Deciduous 0	Mixwood 5	Other conifer 8	Elevated dead fuel 10	Spruce/ Fir/ Pine 15
5	Ladder fuel horizontal continuity	Absent 0	Sparse <10% coverage 2	Scattered 10 – 39% coverage 8	Patchy 40-60% coverage 10	Uniform >60% coverage 15
6	Stem/ha (understory)[3]	<500 2	501-800 4	801-1200 6	1201-1500 8	>1500 10
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) 0	Mixwood (% Conifer) 25% 0 50% 1 75% 3	Conifer with high CBH (>10m) 3	Conifer with moderate CBH (5-9M) 4	Conifer with low CBH (<4m) 5
8	Crown Closure	< 20% 0	20 -40% (Or Deciduous) 1	41-60% 2	61-80% 5	>80% 4
9	Fuel Strata Gap[4] (m)		>10 0	6-9 1	3-6 3	<3 5
10	Stems/ha live/ grn dom & codom (overstory)	<400 0	401-600 2	601-900 3	901-1 200 4	>1 200 5
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% 2	Standing Dead/ Partial down 21-50% 5	Standing Dead/ Partial down 51- 75% 8	Standing Dead/ Partial down >75% 10

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Low | WTA Total: 33

Comments:

Plot located in between Ridge Mountain Drive and proposed single family homes adjacent to Road 'B'. Deciduous stand with scattered conifers in overstory. Low surface fuel loading. Conifer ladder fuels present in understory, but sparse.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25

Plot # WTA-2

General Location: Other (Specify in Con

Coordinates: 49°18'40.0" N, 122°50'12.4" W

FBP Fuel Type: D-1/2

Slope (%): 40

Aspect (deg.): 212

Elevation (m): 337

Canopy Closure (%): 30

Average Forest Floor Depth (cm): 7

SURFACE FUELS:

Photo comment:

Theodolite

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 3

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-3

Location: Other (Specify in C | Date: 2/20/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49° 18.28.1" N, 122°50'16.6" W

Crown Species Composition (species %): 80Fd20Hw(Cw)

Ladder Fuel Species Composition (species %): 70Hw15Dead15Cw

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 1	2–<5 3	5–<10 5	10–20 3	>20 2
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs 4	Lichen, Conifer Shrubs 6	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) 8	Pinegrass 10	Sagebrush, Bunchgrass, Juniper Scotch broom 15
3	Dead and Down material Continuity (<7cm)	Absent 0	Scattered <10 coverage 4	10 -25% coverage 8	26-50% coverage 12	>50% Coverage 15
4	Ladder fuel composition	Deciduous 0	Mixwood 5	Other conifer 8	Elevated dead fuel 10	Spruce/ Fir/ Pine 15
5	Ladder fuel horizontal continuity	Absent 0	Sparse <10% coverage 2	Scattered 10 – 39% coverage 8	Patchy 40-60% coverage 10	Uniform >60% coverage 15
6	Stem/ha (understory)[3]	<500 2	501-800 4	801-1200 6	1201-1500 8	>1500 10
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) 0	Mixwood (% Conifer) 25% 0, 50% 2, 75% 3	Conifer with high CBH (>10m) 3	Conifer with moderate CBH (5-9M) 4	Conifer with low CBH (<4m) 5
8	Crown Closure	< 20% 0	20 -40% (Or Deciduous) 1	41-60% 2	61-80% 5	>80% 4
9	Fuel Strata Gap[4] (m)		> 10 0	6-9 1	3-6 3	<3 5
10	Stems/ha live/ grn dom & codom (overstory)	<400 0	401-600 2	601-900 3	901-1 200 4	>1 200 5
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% 2	Standing Dead/ Partial down 21-50% 5	Standing Dead/ Partial down 51- 75% 8	Standing Dead/ Partial down >75% 10

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Moderate | WTA Total: 44

Comments:

Plot located in southwest portion of development, adjacent to proposed townhomes along North Charlotte Road. C-5 stand. Surface fuels present, not super dense but jackpots exist throughout stand from deadfall. Deciduous shrub dominated understory, primarily salal. Ladder fuels present but fairly sparse. High crown base heights, but low fuel strata gap due to fairly continuous vertical continuity of ladder fuels.

Borderline Low/Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25
Plot # WTA-3
General Location: Other (Specify in Con
Coordinates: 49°18'28.1" N, 122°50'16.6" W
FBP Fuel Type: C-5
Slope (%): 40
Aspect (deg.): 268
Elevation (m): 263
Canopy Closure (%): 65
Average Forest Floor Depth (cm): 4

SURFACE FUELS:

Photo comment:

Theodolite

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 4

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-4

Location	Other (Specify in C	Date	2/26/25	Assessor/ Professional Designation	M. Catt	RPF
Coordinates (Lat/Long – Degrees/Decimal minutes):	49° 18'24.8" N, 122°50'07.9" W					
Crown Species Composition (species %)	40Mb30Dr20Hw10Fd(Cw)					
Ladder Fuel Species Composition (species %)	50Decid25Cw25Hw					

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 1	2–<5 3	5–<10 5	10–20 3	>20 2
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs 4	Lichen, Conifer Shrubs 6	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) 8	Pinegrass 10	Sagebrush, Bunchgrass, Juniper Scotch broom 15
3	Dead and Down material Continuity (<7cm)	Absent 0	Scattered <10 coverage 4	10 -25% coverage 8	26-50% coverage 12	>50% Coverage 15
4	Ladder fuel composition	Deciduous 0	Mixwood 5	Other conifer 8	Elevated dead fuel 10	Spruce/ Fir/ Pine 15
5	Ladder fuel horizontal continuity	Absent 0	Sparse <10% coverage 2	Scattered 10 – 39% coverage 8	Patchy 40-60% coverage 10	Uniform >60% coverage 15
6	Stem/ha (understory)[3]	<500 2	501-800 4	801-1200 6	1201-1500 8	>1500 10
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) 0	Mixwood (% Conifer) 25% 0 50% 2 75% 3	Conifer with high CBH (>10m) 3	Conifer with moderate CBH (5-9M) 4	Conifer with low CBH (<4m) 5
8	Crown Closure	< 20% 0	20 -40% (Or Deciduous) 1	41-60% 2	61-80% 5	>80% 4
9	Fuel Strata Gap[4] (m)		> 10 0	6-9 1	3-6 3	<3 5
10	Stems/ha live/ grn dom & codom (overstory)	<400 0	401-600 2	601-900 3	901-1 200 4	>1 200 5
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% 2	Standing Dead/ Partial down 21-50% 5	Standing Dead/ Partial down 51- 75% 8	Standing Dead/ Partial down >75% 10

Ecoprovince	Threat Assessment	WTA Total
Coast and Mountains, Georgia Depression (0/42/58/70)	Low	30

Comments:

Plot located in southern portion of development tucked in between proposed townhomes. Mixed stand, but deciduous dominated. Herb dominated understory, primarily sword fern. Minimal surface fuels. Low crowns on mature conifers, but conifer ladder fuels are sparse.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-4
General Location: Other (Specify in Con
Coordinates: 49°18'24.8" N, 122°50'07.9" W
FBP Fuel Type: M-1/2
Slope (%): 38
Aspect (deg.): 102
Elevation (m): 305
Canopy Closure (%): 30
Average Forest Floor Depth (cm): 8

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 5

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-5

Location: Other (Specify in C) | Date: 2/26/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'29.6" N, 122°50'12.4" W

Crown Species Composition (species %): 90Fd10Hw

Ladder Fuel Species Composition (species %): 40Hw30Cw30Dead

	Component/ Sub Component	Levels/ Classes				
		Forest Floor and Organic Layer				
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5)	10–20 (3)	>20 (2)
		Surface and Ladder Fuel (0.1 – 3.0 meters in height)				
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4)	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2)	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
		Stand Structure and Composition (Dominant and Co- Dominate stems)				
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5)
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0)	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70)

Threat Assessment: Moderate

WTA Total: 46

Comments:

Plot located adjacent to proposed townhomes, in between North Charlotte Road and Ridge Mountain Drive. C-5 stand. Fd dominated. Patchy surface fuel loading from Hw deadfall. Fairly dense in areas. Still some standing dead Hw in codom layer. Will contribute so surface fuel loading in future. High crown base heights, but multi-layered stand so low fuel strata gap. Ladder fuels present but fairly sparse.

Surface fuel removal (of fines, less than 7cm dbh) would be priority. Along with removing ladder fuels except those that are open grown (not under dripline of mature conifers).

Borderline Low/Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-5
General Location: Other (Specify in Con
Coordinates: 49°18'29.6" N, 122°50'12.4" W
FBP Fuel Type: C-5
Slope (%): 32
Aspect (deg.): 258
Elevation (m): 297
Canopy Closure (%): 70
Average Forest Floor Depth (cm): 9

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 6

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-6

Location: Other (Specify in C | Date: 2/26/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'32.2" N, 122°50'13.7" W

Crown Species Composition (species %): Fd90Hw10

Ladder Fuel Species Composition (species %): Hw50Cw40Dead10

	Component/ Sub Component	Levels/ Classes				
		Forest Floor and Organic Layer				
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5)	10–20 (3)	>20 (2)
		Surface and Ladder Fuel (0.1 – 3.0 meters in height)				
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4)	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2)	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
		Stand Structure and Composition (Dominant and Co- Dominate stems)				
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5)
10	Stems/ha (overstory) live/ grn dom & codom <400 (0)		401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70)

Threat Assessment: Moderate

WTA Total: 50

Comments:

Plot located north of WTA-5, in between proposed townhomes. C-5 stand. Less surface fuel loading, but higher ladder fuel horizontal continuity than WTA-5. High crown base heights, but low fuel strata gaps. Displays the varying stand structures throughout C-5 areas of development.

Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-6
General Location: Other (Specify in Con
Coordinates: 49°18'32.2" N, 122°50'13.7" W
FBP Fuel Type: C-5
Slope (%): 35
Aspect (deg.): 255
Elevation (m): 300
Canopy Closure (%): 65
Average Forest Floor Depth (cm): 8

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

GEOPACIFIC CONSULTANTS
P (604) 439 0922
geopacific.ca
1779 West 75th Avenue
Vancouver, B.C. V6P 6P2

MNP Ltd.
Suite 430 - 505 Burrard Street
Vancouver, BC
V7X 1M3

July 9, 2025
File: 23403-A/B/C
R2

Attention: Mario Minella

Re: Geotechnical Comments: Steep Slopes Construction Feasibility – Proposed Subdivision Development Pinnacle Ridge, Anmore, BC

As part of the submission of the Rezoning Addendum for the Pinnacle Ridge Hillside Development Application, we understand the Village of Anmore has requested comment on the feasibility of developments constructed on slopes greater than 30% from a geotechnical slope stability and constructability perspective. Specific to the proposed Anmore Gate subdivision, lots 15-23 and 25, 26 propose to have residential structures which are intended to be constructed on slopes greater than 30%. We note that our geotechnical investigation reports provide detailed slope stability assessments and recommendations and confirm geotechnical feasibility of construction on steep slopes. The below is intended to provide a brief summary for the Village of Anmore.

Development Overview:

The Pinnacle Ridge Hillside Estate is comprised of four parcels, totalling approximately 75 acres, along the Village of Anmore's eastern boundary. These parcels are under the ownership of three entities: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. The collaborative efforts between the landowners have yielded a thoughtfully united site design that emphasizes connectivity throughout the area, a large network of green space and trails and strategically clustered housing to reduce the amount of development on steep slopes. This application seeks to rezone the site from Residential 1 (R-1) zone to Comprehensive Development (CD) zone. Rezoning the site to the CD zone will allow for specific land use controls to address the site's hillside topography and allow for clustered housing. The proposed CD zone introduces new housing types (semi-detached and townhomes) in addition to single family homes which will be regulated by specific land use controls within the CD zone.

The intention is to cluster residential homes in areas of a gentler slope, whilst preserving steeper slopes as dedicated green spaces. The large areas of green space across the site are to be complemented with an extensive trail network, enriching the outdoor recreational opportunities for future residents.

According to the preliminary subdivision concept plan and overlay slope map drawings by Ekistics Town Planning (both dated July 3, 2025), the four parcels of development would include the extension of the existing Ridge Mountain Drive, which provides access to the east portion of the sites, the extension of North Charlotte Drive, which connects to Charlotte Crescent in Port Moody, along with new internal roads and cul-de-sacs. Each subdivision includes single family, semi-detached homes and townhomes over up to a single level of below grade. Due to the sloping topography of the site, we envisage basements would typically daylight downslope and below grade foundation walls may extend up to 2 levels at the up-slope side of structures. The elevation of the basement slabs will vary across the site.

Subsurface Soil and Groundwater Conditions:

Based on the Geological Survey of Canada Map 1484A – the site is underlain by Vashon Drift (Va) deposits comprised of lodgement till (with sandy loam matrix) and minor flow till containing lenses and interbeds of glaciolacustrine laminate stony silt, and the site is underlain by Pre-Tertiary Mesozoic bedrock (PT) including granitic and associated rock types; where bedrock is not at the surface, it is overlain by glacial deposits and colluvium. Based on the Geological Survey of Canada Map 1151A – the glacial deposits are underlain by granodiorite of the Coast Plutonic Rocks.

The subsurface soil conditions were investigated in 2023 utilizing solid stem auger drill to complete 20 test holes throughout the proposed development property, and detailed soil logs and are presented in our geotechnical investigation reports. In general, the soil conditions consist of forest litter/topsoil extending 0.3 to 0.6 m below grade, underlain by post-glacial sandy silt to silty sand extending 0.5 to 0.9 m below grade or sand and gravel up to 1.1 m below grade, underlain by silty sand and gravel glacial till which extended to the end of borehole up to 6.1 m below grade or was locally underlain by per-tertiary bedrock at 3.7 to 4.7 m below grade, at test hole locations.

GeoPacific Comments on Feasibility of Construction on Steep Slopes Greater than 30%:

The site is within a bedrock controlled steep slope area with very dense glacial till overlying the bedrock. We understand the maximum slope around the aforementioned development lots is up to around 40% slope (22 degrees incline), which is considered moderate from a geotechnical perspective and is be considered to be relatively stable against slope instability considering the very dense glacially derived soils near the surface grades throughout the site and pre-tertiary bedrock below.

Structures (residential homes and retaining wall structures, such as those along roadways and yards) which are founded on steep slope areas would have the foundations constructed directly above the very dense glacial till layer. Once detailed design and grading drawings are completed, slope stability assessments in accordance with EGBC can be completed for relevant lots with grades exceeding 30%.

From a geotechnical perspective, permitted the residential structures and roadways are constructed in accordance to the recommendations in our geotechnical reports and future recommendations throughout the permitting process after detailed design drawings are available and those during construction, it is our opinion the construction the subdivision and residential homes is feasible from a geotechnical perspective for areas with slopes up to around 40%. GeoPacific has also been involved in residential developments within the Pinnacle Ridge Estate Phase 1 development which were constructed on slopes greater than 30%, including 1975 North Charlotte Road where geotechnical aspects (below grade foundation walls and retaining walls) have been constructed successfully. We note other residential developments in the Pinnacle Ridge Estate Phase 1 are also constructed on slopes over 30%.

We are pleased to assist you with this project and we trust that this information is helpful and sufficient for your purposes at this time. Should you require any further details or if you would like clarification of any of the above, please do not hesitate to call or contact us.

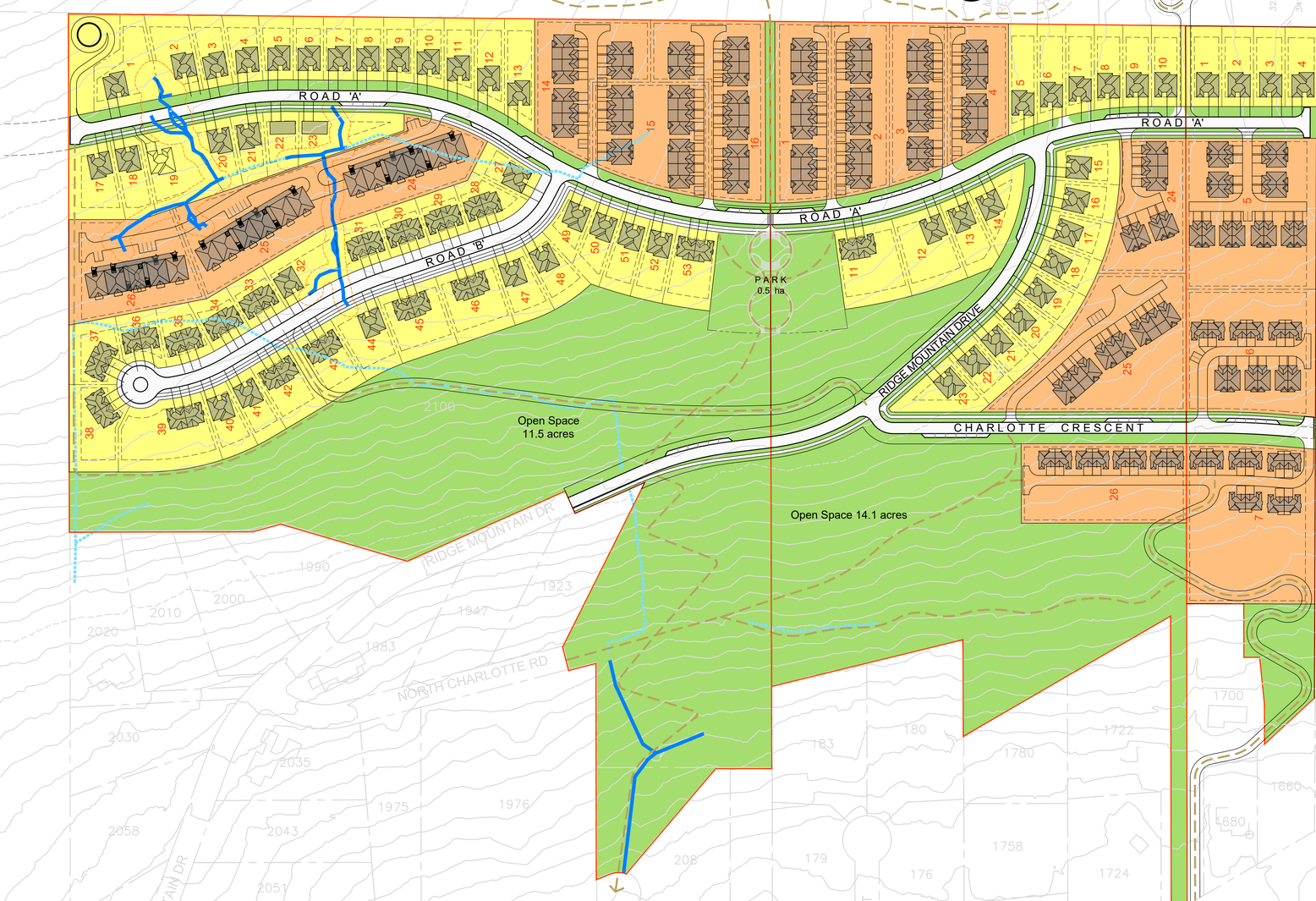
For:

GeoPacific Consultants Ltd.

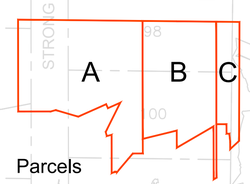
Wyatt Johnson, B.Eng., P.Eng.
Project Engineer

APPENDIX A

Ekistics Preliminary Concept Plan



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	62,553	15.5		41,802	10.3		2,808	0.7		**107,162**	**26.5**	**35.4%**	
Single Family	53,509	13.2	31	20,274	5.0	18	4,160	1.0	4	**77,944**	**19.3**	**25.7%**	**53**
Semi-Detached			32			2							**34**
Townhomes	28,247	7.0	74	31,175	7.7	70	22,243	5.5	38	**81,665**	**20.2**	**27.0%**	**182**
Public ROW	18,119	4.5		14,687	3.6		3,275	0.8		**36,081**	**8.9**	**11.9%**	
TOTALS	162,427	**40.1**	**137**	107,938	**26.7**	**90**	32,486	**8.0**	**42**	302,851	74.8	100%	**269**
Number of lots:			53			26			7			Total Lots :	86
												Lots / Acre :	1.1
												Units / Acre :	3.6



NOTE: This drawing is a preliminary conceptual layout only, subject to subdivision approval.

EKISTICS
Town Planning
201 - 103 West 6th Avenue
Vancouver, BC
Canada, V5Y 1K3
+1 604 739 7532
ekistics.ca

- Subject Sites
- Open Space
- Single Family / Semi-Detached
- Townhomes
- Public R.O.W.
- Trails
- Waterway to Remain
- Waterway to Relocate

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7.		
6.		
5.		
4.		
3.	Rezoning Addendum 3	July 3, 2025
2.	Rezoning Addendum 2	April 22, 2025
1.	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

PRELMINARY CONCEPT PLAN

RZ-2

Bryer 03 July 2025 2:49pm K:\EH01 - Village of Anmore Urbanex\3-Masterplan\CAD\25KB\0-EH01-MasterPlan.dwg Layout = RZ-2
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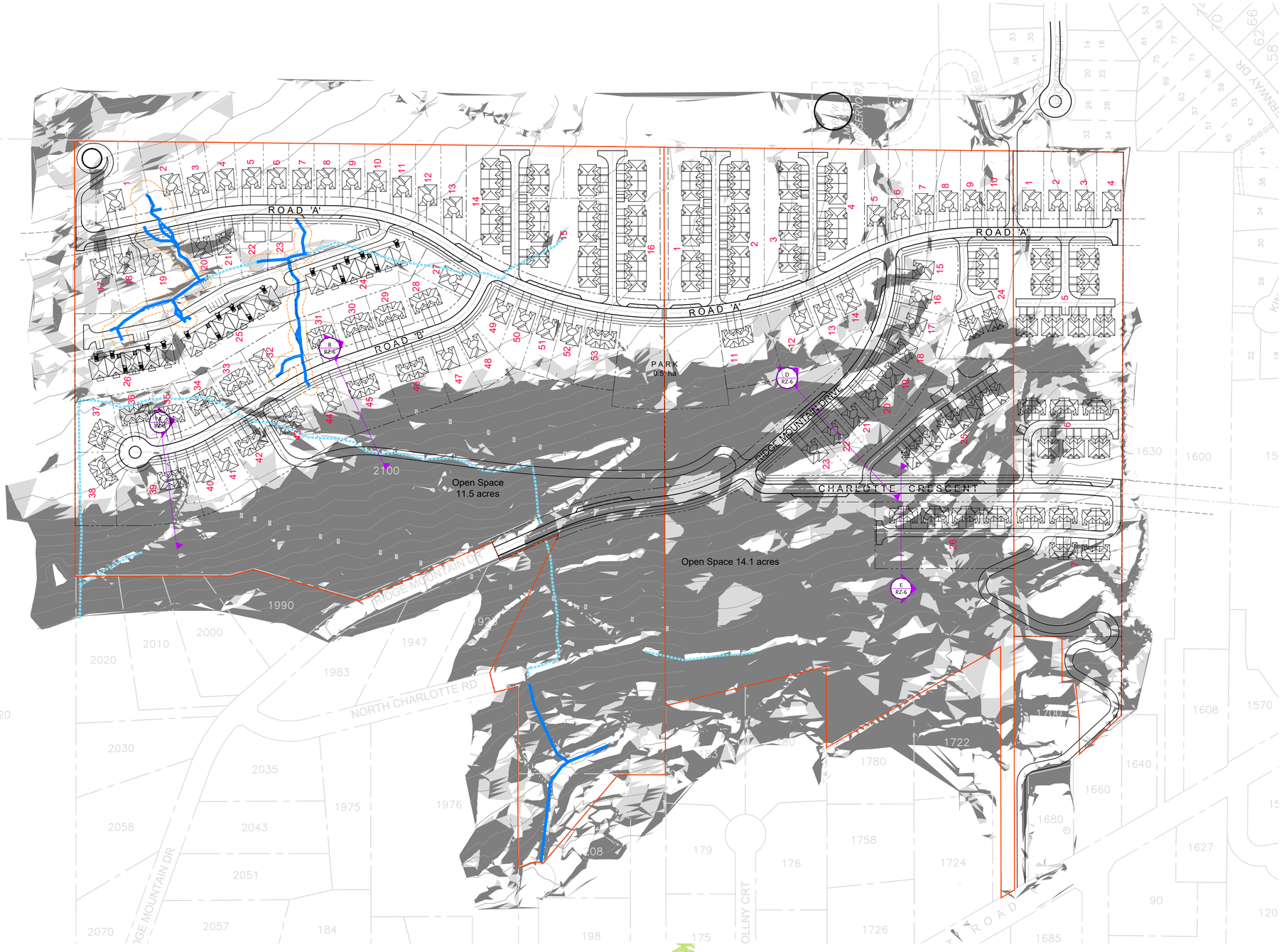
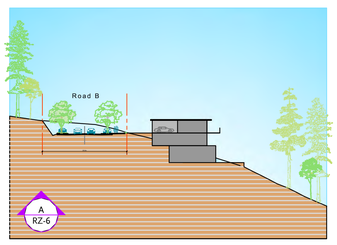
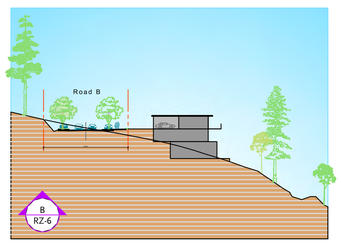
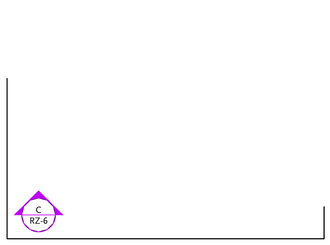
APPENDIX B

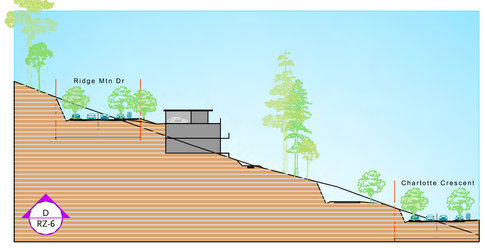
Ekistics Proposed Plan Overlay Slope Map and Sections

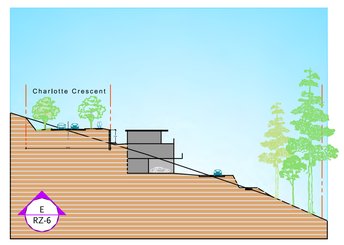












EKISTICS
Town Planning

201 - 103 West 6th Avenue
Vancouver, BC
Canada, V5Y 1K3
+1 604 739 7532
ekistics.ca

Subject Sites
0 - 30 %
30 - 35 %
35 + %

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7		
6		
5		
4		
3	Rezoning Addendum 3	July 3, 2025
2	Rezoning Addendum 2	April 22, 2025
1	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

PROPOSED PLAN OVERLAY SLOPE MAP

RZ-6

Beyer 04 July 2025 2:33pm K:\EH01 - Village of Anmore Urbanex\3-Masterplan\CAD\250630-EH01-MasterPlan.dwg Layout = RZ-6
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GEOPACIFIC CONSULTANTS
P (604) 439 0922
geopacific.ca
1779 West 75th Avenue
Vancouver, B.C. V6P 6P2

MNP Ltd.
Suite 430 - 505 Burrard Street
Vancouver, BC
V7X 1M3

July 8, 2025
File: 23403-A/B/C
R3

Attention: Mario Minella

Re: Preliminary Geotechnical Comments: Septic Infiltration – Proposed Subdivision Development
Pinnacle Ridge, Anmore, BC

As part of the submission of the Rezoning Addendum for the Pinnacle Ridge Hillside Development Application, we understand the Village of Anmore has requested comment on the feasibility of septic infiltration from a hydrogeological perspective. The relevant geotechnical item #4 submitted by the Village of Anmore via email on June 17, 2025, is shown below in italics and is followed by our corresponding review and response.

4. ***Hydrogeological Impact Assessment***

> *Hydrogeological Impact Assessment may be required to speak to cumulative impacts of all septic systems on the subject site and adjacent sites. Staff have concerns of the effects of combined effluent discharges from all the individual onsite sewerage systems in the subdivisions on the groundwater and on adjacent properties in regard to runoff.*

Development Overview:

The Pinnacle Ridge Hillside Estate is comprised of four parcels, totalling approximately 75 acres, along the Village of Anmore's eastern boundary. These parcels are under the ownership of three entities: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. The collaborative efforts between the landowners have yielded a thoughtfully united site design that emphasizes connectivity throughout the area, a large network of green space and trails and strategically clustered housing to reduce the amount of development on steep slopes.

This application seeks to rezone the site from Residential 1 (R-1) zone to Comprehensive Development (CD) zone. Rezoning the site to the CD zone will allow for specific land use controls to address the site's hillside topography and allow for clustered housing. The proposed CD zone introduces new housing types (semi-detached and townhomes) in addition to single family homes which will be regulated by specific land use controls within the CD zone.

The intention is to cluster residential homes in areas of a gentler slope, whilst preserving steeper slopes as dedicated green spaces. The large areas of green space across the site are to be complemented with an extensive trail network, enriching the outdoor recreational opportunities for future residents.

According to the preliminary design drawing by Ekistics Town Planning (dated July 3, 2025), the four parcels of development would include the extension of the existing Ridge Mountain Drive, which provides access to the east portion of the sites, the extension of North Charlotte Drive, which connects to Charlotte Crescent in Port Moody, along with new internal roads and cul-de-sacs.

Each subdivision includes single family, semi-detached homes and townhomes over up to a single level of below grade. Due to the sloping topography of the site, we envisage basements would typically daylight downslope and below grade foundation walls may extend up to 2 levels at the up-slope side of structures. The elevation of the basement slabs will vary across the site.

Septic Field Design:

The septic field conceptual design plan, dated July 4, 2025 and prepared by Landmark Engineering & Planning Ltd., is presented in Appendix A for reference. The drawings indicate Type 3 septic fields would be utilized generally at each individual lot which we understand process effluent and produce clean water flows to be infiltrated into the subgrade soils. The drawings indicate a maximum Total Daily Design Flow of 2.3 m^3/day per septic field.

Based on information provided by Landmark Engineering & Planning Ltd:

- We understand a "time dosing" system is proposed, which acts to distribute the effluent throughout the day, assuming 10 timed doses per day. Thus, for example, a "single family c/w a suite" would produce 2.3 m^3/day, and "time dosing" would be utilized to pump every 2.4 hours (24 hours/10 times) to pump only 230 L at a time.

- We understand it is proposed to utilize "mound sand" at septic fields which allows for 120 L/day/m^2, which may or may not be placed atop pervious soils.

Subsurface Soil and Groundwater Conditions:

Based on the Geological Survey of Canada Map 1484A – the site is underlain by Vashon Drift (Va) deposits comprised of lodgement till (with sandy loam matrix) and minor flow till containing lenses and interbeds of glaciolacustrine laminate stony silt, and the site is underlain by Pre-Tertiary Mesozoic bedrock (PT) including granitic and associated rock types; where bedrock is not at the surface, it is overlain by glacial deposits and colluvium. Based on the Geological Survey of Canada Map 1151A – the glacial deposits are underlain by granodiorite of the Coast Plutonic Rocks.

The subsurface soil conditions were investigated in 2023 utilizing solid stem auger drill to complete 20 test holes throughout the proposed development property, and detailed soil logs and are presented in our geotechnical investigation reports. In general, the soil conditions consist of forest litter/topsoil extending 0.3 to 0.6 m below grade, underlain by post-glacial sandy silt to silty sand extending 0.5 to 0.9 m below grade or sand and gravel up to 1.1 m below grade, underlain by silty sand and gravel glacial till which extended to the end of borehole up to 6.1 m below grade or was locally underlain by per-tertiary bedrock at 3.7 to 4.7 m below grade, at test hole locations.

Eight groundwater monitoring wells were installed throughout the site as part of the 2023 site investigation, and detailed monitoring well logs are presented in our hydrogeological report. The purpose of these wells was to confirm the elevation of the assumed perched groundwater across the site and to facilitate hydraulic property testing.

Manual groundwater level measurements were obtained on multiple occasions using a Heron Instruments water level meter. These water levels are summarised on Table 1 presented on the following page.

Table 1 – Manual Groundwater Monitoring Measurements (in meters below grade)

Well No.	7th Nov, 2023	13th Nov, 2023	30th Jan, 2024	16th Oct, 2024	13th June, 2025	Range (m)
TH23-01A (MW23-01A)	2.80	2.70	2.55	2.80	n/a	2.55 – 2.80
TH23-04A (MW23-02A)	1.85	1.75	0.75	1.65	n/a	0.75 – 1.85
TH23-06A (MW23-03A)	0.72	0.80	1.15	0.65	n/a	0.65 – 1.15
TH23-02B (MW23-01B)	3.00	2.30	0.60	0.80	1.07	0.60 – 3.00
TH23-07B (MW23-02B)	0.60	0.30	0.35	0.55	0.79	0.30 – 0.79
TH23-09B (MW23-03B)	2.60	2.20	1.12	2.90	1.61	1.12 – 2.90
TH23-02C (MW23-01C)	2.10	1.33	0.58	1.75	1.00	0.58 – 2.10
TH23-03C (MW23-02C)	4.27	4.25	3.07	3.50	2.85	2.85 – 4.27

***n/a indicates well is inaccessible**

The following graph (Figure 1) shows the groundwater levels recorded using automated pressure transducers at the site for the period between November 2023 and June 2025.

Figure 1 – Groundwater Levels recorded using Automated Pressure Transducers

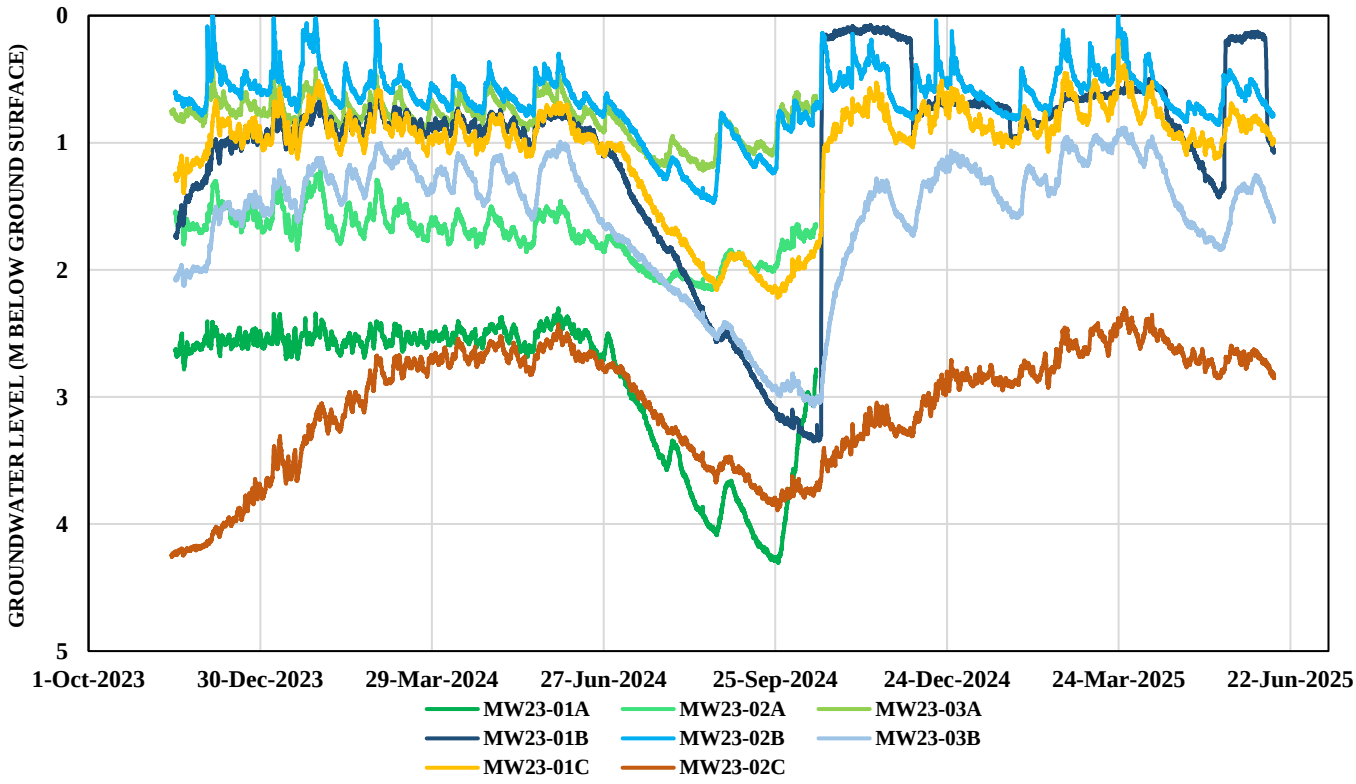


Figure 1, shown previously, presents the groundwater monitoring results relative to ground surface at each of the monitoring wells. The water levels have been presented in m below ground surface for simplification, due to the considerable variation in elevations across the site.

Based on the data presented on Figure 1, groundwater levels are at their highest between November 2023 to June 2024 and October 2024 to April 2025. The lowest groundwater levels are observed in September to October 2024 at all monitoring well locations. This is consistent with our understanding of seasonal variation in groundwater levels whereby groundwater elevations generally increase through the wetter winter months and decrease during the drier summer months.

The groundwater trends presented above are representative of typical variation in perched groundwater in shallow glacial till soils. The groundwater levels presented would suggest that, depending on the time of year of excavation, that shallow perched groundwater may be encountered during excavation at depths of between about 0.3 m and 4.2 m.

GeoPacific Preliminary Comments on Septic Infiltration Feasibility:

We understand the nearby single family residential developments in the area, including those through the adjacent Pinnacle Ridge Estates hillside, have successfully utilized septic tank and septic field infiltration systems, and therefore it is reasonable to utilize similar systems for the proposed subdivision.

Our test hole information indicates that the near surface soil overlying the glacial till would have some capacity for septic flow infiltration. Based on information provided to us, we understand the septic systems would be designed as follows:

- Designs based on Sewage System Regulations.
- Type 3 septic fields proposed which process effluent and produce clean flows for infiltration.
- Mound sand likely to be utilized at septic fields.
- Maximum septic flow per septic field 2.3 m^3/day.
- Septic field placement to be confirmed and finalized during DP or BP stage. Septic Fields should be extended along the contour as best as possible and to avoid stacking.
- Septic System to be on “time dosing” which evens out the flow throughout the day and not “demand” (which has heavier dosing during morning and evenings). Assume maximum 230 L every 2.4 hours per septic field.

In general, the proposed septic field conceptual design is considered feasible, from a geotechnical and hydrogeological perspective, for the proposed development. The subsurface soils generally consist of silty sand and gravel glacial till which has some limited ability to infiltrate septic flows provided that the septic fields are sized suitably for the soils infiltration capacity. GeoPacific will complete supplementary in-situ testing utilizing industry standard Double Ring Infiltration Test (DRIT) methods at the native subsurface soils at septic field locations, results from which to be utilized by others in the future detailed design of the proposed septic fields.

Some increase in grading through and below septic fields may be required to provide adequate cover and infiltration, and we anticipate that such increase in grading would be completed as part of the detailed grading design for lots, effectively increasing the area of infiltration into the native soils. Although detailed grading plans are not completed at this time, we anticipate that septic fields would be placed on relatively level graded areas. We suggest infiltration fields are placed setback from native sloped areas to permit infiltration and minimize seepage from daylighting onto native slopes. We understand that for the majority of the lots, downslope of infiltration areas, retaining walls (as part of site grading) and ditches (as part of proposed internal roadways) would be in place which would act to intercept nominal septic flows if encountered prior to infiltration.

We anticipate the native soil below and surrounding the septic fields may also be over-excavated and filled with mound sand to create an infiltration containment area to better contain septic flows during timed flow releases and to minimize septic flows from draining downslope along the glacial till interface, prior to full infiltration.

Furthermore, the measured perched groundwater elevation is generally 0.3 m to 4.2 m below existing grades which provides some capacity for mounding of septic flow infiltration into the native soils and mitigation of daylighting or runoff of the processed septic flows onto the existing natural slope, hydrological features, or adjacent properties. Once grading plans and septic designs are finalized, a detailed hydrologic assessment may be required to evaluate and confirm there is no significant impact of the septic field infiltration.

From a geotechnical and hydrogeological perspective, permitted the septic fields are designed accordingly to the native soil infiltration capacity, it is our opinion the combined clean septic flows discharged from all the individual Type 3 onsite septic field systems in the subdivisions would not adversely affect adjacent properties in regard to runoff or groundwater.

We are pleased to assist you with this project and we trust that this information is helpful and sufficient for your purposes at this time. Should you require any further details or if you would like clarification of any of the above, please do not hesitate to call or contact us.

For:

GeoPacific Consultants Ltd.

Reviewed by:

Wyatt Johnson, B.Eng., P.Eng.
Project Engineer

Matt Kokan, M.A.Sc., P.Eng.
Principal

APPENDIX A

Conceptual Septic Field Design (By Others)

DEVELOPMENT BOUNDARY

PROP. SEPTIC LOCATION (TYP.)

TREZ – SINGLE FAMILY LOTS 1–13 & 17–23 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

TREZ – TOWNHOME LOTS 14–16 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

A.G. – TOWNHOME LOTS 1–4 & 24–26 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

PROP. BASAL AREA PROVIDED (TYP.)

B.T. – SINGLE FAMILY LOTS 1–4 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

TREZ – TOWNHOME LOTS 24–26 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

ROAD "A"

ROAD "B"

TREZ

TREZ – SINGLE FAMILY LOTS 27, 32, 40, 41, 44 & 47–52 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

A.G. – SEMI–DETACHED LOT 11 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (2 UNITS PER FIELD)

TREZ – SEMI–DETACHED LOTS 28–31, 33–39, 42, 43, 45, 46 & 53 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (2 UNITS PER FIELD)

RIDGE MOUNTAIN DR

ANMORE GATE

CHARLOTTE CRESCENT

BELLA TERRA

B.T. – TOWNHOME LOTS 5, 6 & 7 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

A.G. – SINGLE FAMILY LOTS 5–10 & 12–25 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

DEVELOPMENT BOUNDARY

PROP. SEPTIC LOCATION (TYP.)

PROP. BASAL AREA PROVIDED (TYP.)

DEVELOPMENT BOUNDARY

Overall Septic Calculations - Preliminary Layout Review

DATE July 4 2025

Trez Developments

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F. (L/d/bdrm)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F. (L/d/bdrm)	D.D.F./Unit (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.B.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)	Recommended Septic Field Configuration
Single Family																		
Extra small lot	780	5382	465	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Average lot size	1012	5382	465	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Large lot	1283	5382	465	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Semi-Detached																		
Extra small lot	390	3982	370	3	1350	N	-	-	5400	3	21600	Type 2 - P.D.	*20	270	2304.00	19.5	14	
Average lot size	1122	3982	370	3	1350	N	-	-	5400	2	21600	Type 3 - P.D.	*20	270	2304.00	19.5	14	
Large lot	1482	3982	370	3	1350	N	-	-	5400	2	21600	Type 3 - P.D.	*20	270	2304.00	19.5	14	
Townhomes																		
Lot 14 Townhomes-17 units	4432	2482	229	3	1350	N	-	-	5400	17	91800	Type 2 - P.D.	*20	1692	2304.00	187.9	14	
Lot 15 Townhomes-14 units	4789	2482	229	3	1350	N	-	-	5400	14	75600	Type 3 - P.D.	*20	1868	2304.00	207.4	14	
Lot 16 Townhomes-13 units	5488	2482	229	3	1350	N	-	-	5400	13	70200	Type 3 - P.D.	*20	2055	2304.00	228.2	14	
Lot 22 Townhomes-12 units	4259	2382	185	3	1350	N	-	-	5400	12	64800	Type 2 - P.D.	*20	1852	2304.00	197.8	14	
Lot 23 Townhomes-12 units	5272	2382	185	3	1350	N	-	-	5400	12	64800	Type 3 - P.D.	*20	1852	2304.00	197.8	14	
Lot 24 Townhomes-12 units	4228	2382	185	3	1350	N	-	-	5400	12	64800	Type 3 - P.D.	*20	1852	2304.00	197.8	14	

Anmore Gate

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F. (L/d/bdrm)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F. (L/d/bdrm)	TOTAL D.D.F. (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.B.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)	Recommended Septic Field Configuration
Single Family																		
Extra small lot	914	3987	283	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Average lot size	1033	4282	362	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Large lot	1283	5382	477	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Townhomes																		
Lot 1 Townhomes-12 units	9653	2482	229	3	1350	N	-	-	5400	12	64800	Type 3 - P.D.	*20	1852	2304.00	197.8	14	
Lot 2 Townhomes-12 units	8583	2482	229	3	1350	N	-	-	5400	12	64800	Type 2 - P.D.	*20	1852	2304.00	197.8	14	
Lot 3 Townhomes-11 units	8333	2482	229	3	1350	N	-	-	5400	11	64800	Type 2 - P.D.	*20	1698.2	2304.00	181.3	14	
Lot 4 Townhomes-9 Units	8578	2482	229	3	1350	N	-	-	5400	9	48600	Type 3 - P.D.	*20	1698.2	2304.00	181.3	14	
Lot 24 Townhomes-8 units	11389	2482	229	3	1350	N	-	-	5400	8	43200	Type 2 - P.D.	*20	1698.2	2304.00	181.3	14	
Lot 25 Townhomes-17 units	9133	2482	229	3	1350	N	-	-	5400	17	91800	Type 2 - P.D.	*20	1698.2	2304.00	181.3	14	
Lot 26 Townhomes-6 units	9133	2482	229	3	1350	N	-	-	5400	8	43200	Type 3 - P.D.	*20	1698.2	2304.00	181.3	14	

Bella Terra

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F. (L/d/bdrm)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F. (L/d/bdrm)	TOTAL D.D.F. (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.B.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)	Recommended Septic Field Configuration
Single Family																		
Average lot size	1042	5382	465	4	1800	Y	-	-	7200	3	21600	Type 3 - P.D.	*20	240	2304.00	17.4	14	
Townhomes																		
Lot 5 Townhomes-16 units	8342	2482	229	3	1350	N	-	-	5400	16	86400	Type 3 - P.D.	*20	2317	2304.00	187.3	14	
Lot 6 Townhomes-12 units	6987	2482	229	3	1350	N	-	-	5400	12	64800	Type 2 - P.D.	*20	1852	2304.00	197.8	14	
Lot 7 Townhomes-10 units	8228	2482	229	3	1350	N	-	-	5400	10	54000	Type 3 - P.D.	*20	1698.2	2304.00	181.3	14	

* Based on a Type 3 "Sand Mound" septic field (using "mound sand") c/w Pressure Distribution, Timed Dosing and Treatment System.

H.L.R. could be lower with other design parameters which include different infiltration media and treatment type. This would lead to a larger septic field area

Assessment of prepared basil area under the septic field still needs to be assessed

The Village of Anmore

ENGINEER:

LANDMARK ENGINEERING & PLANNING LTD.
#226-3030 LINCOLN AVE., COQUITLAM, BC, V3B 6B4
TELEPHONE 604-357-3541 FAX 604-357-3799
WEB:landmarkengineering.ca

NOTES

- THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY, AND SUBJECT TO FURTHER REVIEW AND MUNICIPAL APPROVAL.
- LOT CONFIGURATION, LAYOUT AND CIVIL INFRASTRUCTURE SHOWN IS UNDER ASSESSMENT, THUS SUBJECT TO CHANGE/UPDATE
- THIS DRAWING IS NOT TO BE USED FOR LEGAL TRANSACTIONS

LEGEND:

EXISTING CONTOURS ---270---
DEVELOPMENT BOUNDARY
LOT ADDRESSES 2345
ROAD NAMES EAST RD
HYDRANT
WATERMAIN
STORM MAIN
SEPTIC FIELD 85m2

FOR INFORMATION FOR REZONING ONLY

No.	DESCRIPTION	DATE	SIGN
4	REVISIONS TO SOME LOTS & UNITS	7/04/25	G.S.W
3	REVISIONS TO SOME LOTS & UNITS	5/28/25	G.S.W
2	RE–ISSUED FOR REZONING APPLICATION	5/08/25	G.S.W
1	REVISIONS TO SEPTIC FIELD LOCATIONS	11/22/24	G.S.W
0	ISSUED FOR REZONING APPLICATION	6/27/24	G.S.W

DESIGN: G.S.W.
DRAWN: J.R.G.
CHECKED: J.R.G.
DATE: JUNE 27, 2024
B.M.:
ELEV.:
SCALE: Horz. 1:1000 Vert. N/A

PROJECT: Pinnacle Ridge - Phase 2

TITLE: SEPTIC LOCATION & SIZING PLAN (PRELIMINARY LAYOUT REVIEW)

CONSULTANTS No. 2023_013
SHEET No. 1 OF 1
GRID No. REV. No. 4
SKETCH No. SAN–04

Plotted: July 04, 2025 - 10:27:49

VILLAGE OF ANMORE

BYLAW NO. 699-2024

A bylaw to amend the Anmore Zoning Bylaw No. 568-2017

WHEREAS the *Local Government Act* authorizes a municipality to amend its zoning bylaw from time to time;

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

1. That this bylaw may be cited for all purposes as "Anmore Zoning Bylaw Amendment Bylaw No. 699-2024".

2. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 2 – Definitions as follows:

    a. Add the following definition for **Attached** in alphabetical sequence: means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached**;**
    b. Add the following definition for **Stacked Townhouses** in alphabetical sequence: means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade;
    c. Add the following definition for **Strata Parcel** in alphabetical sequence: means a strata parcel as defined by the Strata Property Act;
    d. Add the following definition for **Townhouse** in alphabetical sequence: means a building containing two or more attached principal dwelling units characterised by individual ownership, each having separate ground-oriented access.

3. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 9 – Zoning Districts as follows:

    a. That the CD-8 Zone described in Schedule A of this bylaw be added as section 9.21 and that the replaced section and subsequent sections be renumbered accordingly.

4. That the Village of Anmore Zoning Bylaw No. 568-2017 Schedule 'A' Zoning Map be amended to change the zoning for the following parcels as identified in Schedule B to this bylaw from Residential 1 – RS1 to Comprehensive Development 8 – CD8:

PID:
028-861-256
028-856-589
027-687-309
002-811-626

5. The following schedules are included and form part of this bylaw:
   Schedule A – CD-8 Zone
   Schedule B – Map of amended zoning

6. If any Part, Section, Subsection, Sentence, Clause or Phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Bylaw.

READ a first time the 10th day of September, 2024

READ a second time (as amended) the day of

READ a third time the day of

ADOPTED the day of

_____
MAYOR

_____
MANAGER OF CORPORATE SERVICES

Bylaw 699-2024 Schedule A

9.21 COMPREHENSIVE DEVELOPMENT 8 (PINNACLE RIDGE) – CD-8

9.21.1 Purpose

The intent of this zone is to accommodate a residential hillside **subdivision** that clusters **one-family dwelling**, **two-family dwelling** and **townhouses** on a variety of parcel sizes to preserve green space in accordance with the Village of Anmore Official Community Plan.

9.21.2 Permitted Uses and Minimum Parcel Dimensions

The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section 9.21.14 of this Bylaw.

Permitted Primary Use	Permitted Secondary Uses	Minimum Parcel Size	Minimum Parcel Width
One Family Dwelling	Secondary Suite Accessory Buildings and Structures Home Occupation	750 m^2	18 m
Two-Family Dwelling	n/a	900 m^2	25 m
Townhouse	n/a	n/a	n/a
Stacked Townhouse	n/a	n/a	n/a

9.21.3 Maximum Number of Buildings, Size and Height

Permitted Use	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-Family Dwelling	1	0.45 FAR	11 **m**
Two-Family Dwelling	1	0.55 FAR	11 **m**
Townhouses	n/a	0.60 FAR	11 **m**
Stacked Townhouse	n/a	0.60 FAR	11 **m**
Accessory Buildings and Structures	1	90 **m^2**	8 **m**

(a) Notwithstanding the definition of floor area in Part 2, for the purposes of this zone, **floor area** or **gross floor area** shall exclude **basement** and underground parking.

9.21.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
One Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Two-Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Townhouse	2.0 **m**	2.0 **m**	2.0 **m**	2.0 **m**
Stacked Townhouse	2.0 **m**	2.0 **m**	2.0 **m**	2.0 **m**
Accessory Buildings and Structures	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**

a) Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3 **m**.

b) Notwithstanding the setbacks listed in the table above, garages for townhouses and stacked townhouses must be set back a minimum of 6.0 m from the front parcel line to accommodate vehicle parking without encroachment onto the parcel line.

9.21.5 Off-Street Parking and Maneuvering Aisles

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

(a) 2 spaces per principal dwelling unit;

(b) 1 space per employee for **home occupation**;

(c) 1 space per **secondary suite**;

(d) Visitor parking for **Townhouse** developments 0.2 spaces per dwelling unit (accessible to the public and designated as "visitor parking");

(e) Each parking space shall be not less than 2.7 metres wide, 5.7 metres long, and 2.2 metres high;

(f) Parking spaces shall be free of mud, be graded for proper drainage, and be hard surfaced; and

(g) Off-street parking spaces for townhouse units shall not be accessed directly from a highway but shall be accessed by a driveway(s) and maneuvering aisle as required.

The minimum width of manoeuvring aisles shall be as follows:

Parking Angle 30° - 45°	Aisle Width 4.6m
Parking Angle 45°- 60°	Aisle Width 5.5m
Parking Angle 60° - 75°	Aisle Width 6.0m
Parking Angle 75° - 90°	Aisle Width 6.7m

Disabled Persons Parking

All buildings which are required to be accessible by disabled persons must provide at least 1 off-street parking space or 1%, whichever is greater, of the required parking spaces in any parking area to be reserved and designated for disabled persons. Disabled parking spaces to be identified by the international symbol for accessibility for persons with disabilities painted on the ground surface, a sign located at the front of the space and shall be located as close as possible to the entrance of the use or structure.

In the case of head-in or angled off-street parking, such spaces shall have:

(a) a minimum width of 3.7m;
(b) at least 1 such space shall have a pedestrian pathway with a minimum width of 1.2m immediately adjacent to the designated off-street parking space; and
(c) such area shall be painted with diagonal lines or indicated by different surface treatment to differentiate it from the off-street parking space.

Where access to and from the parking areas is by raised sidewalk, hard surface and drop-curb sections with a minimum surface width of 1.2m shall be provided directly adjacent to off-street parking spaces designated for disabled persons and from the parking lot or to other sidewalks or points of entry to a building.

In the case of parallel off-street parking, such spaces shall have a minimum length of 8m, of which the rear 2m shall be painted with diagonal lines.

Where access to and from the off-street parking areas is by raised sidewalk, hard surface and drop curb sections with a minimum surface width of 1.2m shall be provided adjacent to said off-street parking space.

9.21.7 Maximum Parcel Coverage

The Maximum **parcel coverage** shall be:

(a) 45% of the **parcel** for one-family residential and two-family residential
(b) 60% of the parcel for **townhouses.**

9.21.8 Maximum Number of parcels

Not more than 86 **parcels** may be created as a result of **subdivision**.

9.21.9 Open Space Amenity

An **open space amenity** shall be provided generally in accordance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.21.10 Private and Shared Amenity Area Standards

These standards are for the development and maintenance of amenity areas required in connection with all townhouse developments:

Shared Amenity Areas

(a) Shared amenity areas are required for townhouse developments of more than 12 townhouse units on the same lot.

(b) Amenity areas shall be unenclosed areas, free, common and readily accessible to all tenants and may include any combination of lawn, landscaping, flagstone, concrete, asphalt or other serviceable dust free surfacing, recreational facilities such as outdoor swimming pools, tennis courts, horseshoe pitches, etc.

(c) No area so used shall be located within 5m of any window serving a dwelling unit.

(d) Off-street parking or off-street loading areas, driveways and service areas shall not be counted as amenity areas.

(e) All landscaping and recreational facilities shall be maintained in perpetuity.

(f) The slope of an amenity area shall not exceed 3% but multi-level areas may be interconnected by means of stairs and ramps (v) guard railings or other protective devices shall be erected for above-ground locations.

(g) The minimum required area shall be $5m^2$ per dwelling unit.

Private Amenity Areas

(a) Shall be provided adjacent to the individual dwelling unit served.

(b) Where located on ground level, a private amenity area not less than 15m2 in area shall be provided for and contiguous to each ground-oriented dwelling unit.

(c) Where located above ground a private amenity area of not less than 5m2 in area and having minimum dimensions of not less than 1.5m shall be provided for and contiguous to each dwelling unit.

9.21.11 Landscaping for Townhouse Developments

These standards are subject to the requirements of section 5.14 and are for the development and maintenance of landscaped areas required in connection with all townhouse developments:

Minimum landscaping requirements for front setback area shall be:

(a) 40% of the front setback area shall have no impervious surfaces or vehicular use.

(b) A portion of the required pervious surface area, equivalent to 20% of the front setback area, shall be reserved for landscape areas and extensively planted with trees and shrubs.

Minimum overall site landscaping requirements shall be:

(a) Despite section 5.14.2, 20% of the overall lot area shall have no impervious surfaces or vehicular usage.

(b) a portion of the required pervious surface area, equivalent to 15% of the overall lot area, shall be landscaped.

(c) a portion of the required landscaped area, equivalent to 7% of the overall lot area, shall be planted extensively with trees and shrubs.

All landscaping shall be designed and installed in accordance with the current edition of the BC landscaping standard.

9.21.12 Waste Collection

These standards are for the development of waste collection routes required in connection with all townhouse developments:

(a) A Collection Access Route shall provide a turnaround area for the collection service vehicle for a “dead end” strata access road longer than 15 m in length from the curb face of the nearest intersecting Village road or strata access road. Collection vehicles shall be able to enter the site, collect the garbage and recyclables, turn around in a circular turnaround or hammerhead turnaround, and exit the site in a forward motion.

(b) A hammerhead turnaround for solid waste collection shall have a minimum width of 6 m.

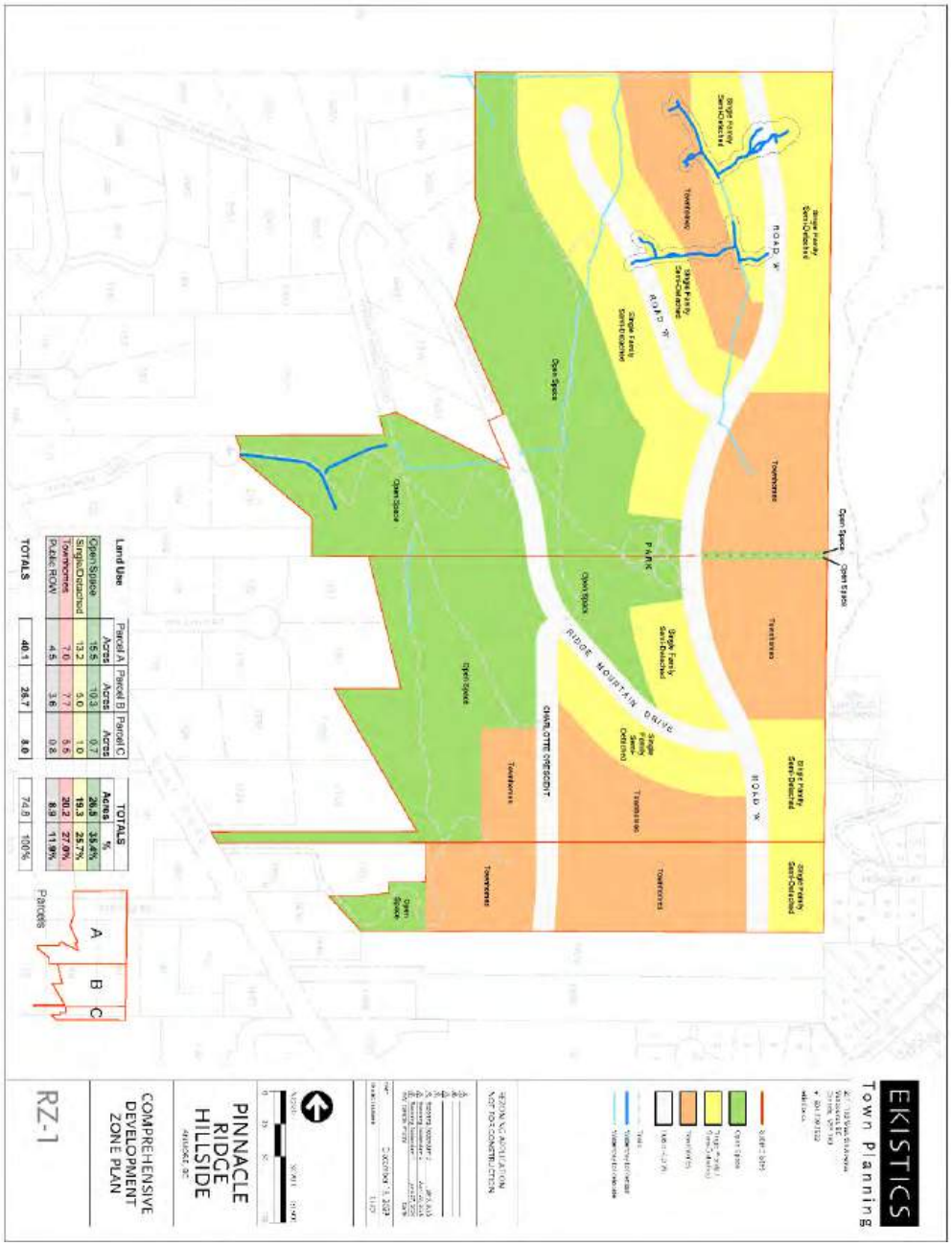
(c) A circular turnaround for solid waste collection shall have minimum inside turning radius of 10 m and a minimum outside turning radius of 12.8 m.

9.21.13 Other Regulations

(a) **Home occupation** shall be subject to the requirements of section 6.5.
(b) **Secondary Suite** shall be subject to the requirements of section 6.3.

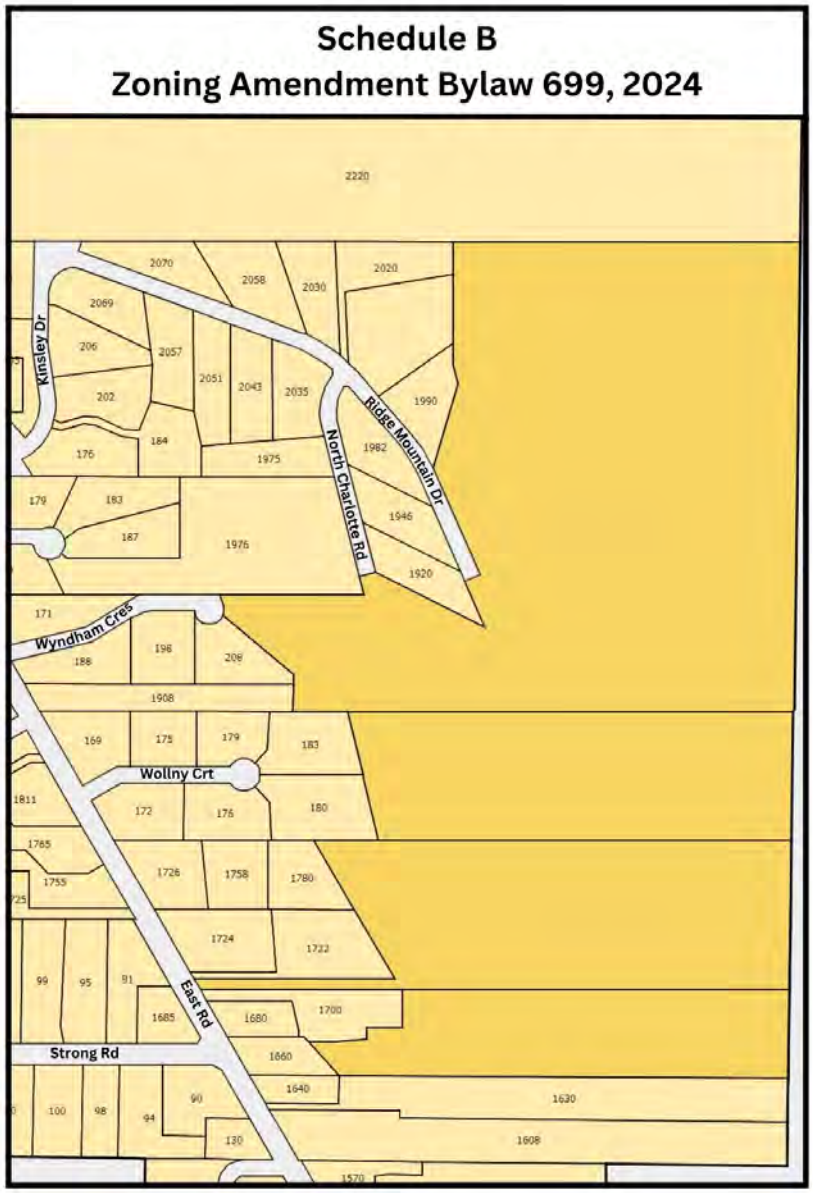
9.21.14 Comprehensive Development Plan

The following Comprehensive Development Plan contained within this Bylaw forms an integral component of this **zone:**



Comprehensive Development Plan – (Pinnacle Ridge) - CD-8

Bylaw 699-2024 Schedule B



Zoning Map

CD-8

RS-1

Pinnacle Ridge

VILLAGE OF ANMORE

VILLAGE OF ANMORE

BYLAW NO. 699-2024

A bylaw to amend the Anmore Zoning Bylaw No. 568-2017

WHEREAS the *Local Government Act* authorizes a municipality to amend its zoning bylaw from time to time;

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

1. That this bylaw may be cited for all purposes as "Anmore Zoning Bylaw Amendment Bylaw No. 699-2024".

2. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 2 – Definitions as follows:

    a. Add the following definition for **Attached** in alphabetical sequence: means a building or structure physically connected by a common wall at least 3m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached**;**
    b. Add the following definition for **Stacked Townhouses** in alphabetical sequence: means townhouses, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade~~,; provided that no more than two units share a corridor, steps, or path;~~
    c. Add the following definition for **Strata Parcel** in alphabetical sequence: means a strata parcel as defined by the Strata Property Act;
    d. Add the following definition for **Townhouse** in alphabetical sequence: means a building containing two or more attached principal dwelling units characterised by individual ownership, each having separate ground-oriented access.

3. That Anmore Zoning Bylaw No. 568- 2017 be amended under Part 9 – Zoning Districts as follows:

    a. That the CD-8 Zone described in Schedule A of this bylaw be added as section 9.21 and that the replaced section and subsequent sections be renumbered accordingly.
4. That the Village of Anmore Zoning Bylaw No. 568-2017 Schedule 'A' Zoning Map be amended to change the zoning for the following parcels as identified in Schedule B to this bylaw from Residential 1 – RS1 to Comprehensive Development 8 – CD8:

PID:
028-861-256
028-856-589
027-687-309
002-811-626

5. The following schedules are included and form part of this bylaw:
   Schedule A – CD-8 Zone
   Schedule B – Map of amended zoning

6. If any Part, Section, Subsection, Sentence, Clause or Phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Bylaw.

READ a first time the 10th day of September, 2024

READ a second time (as amended) the day of

READ a third time the day of

ADOPTED the day of

_____
MAYOR

_____
MANAGER OF CORPORATE SERVICES

Bylaw 699-2024 Schedule A

9.21 COMPREHENSIVE DEVELOPMENT 8 (PINNACLE RIDGE) – CD-8

9.21.1 Purpose

The intent of this zone is to accommodate a residential hillside **subdivision** that clusters **one-family dwelling**, **two-family dwelling** and **townhouses** on a variety of parcel sizes to preserve green space in accordance with the Village of Anmore Official Community Plan.

~~**9.20.2** Permitted Uses~~

~~The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section 9.20.14 of this Bylaw.~~

~~Permitted Primary Use~~	~~Permitted Secondary Uses~~
~~One Family Dwelling~~	~~Secondary Suite~~
~~Two-Family Dwelling~~	~~Accessory Buildings and Structures~~
~~Townhouse~~	~~Home Occupation~~
~~Stacked Townhouse~~	

~~**9.20.3** Minimum Parcel Dimension~~

~~Permitted Use~~	~~Minimum Parcel Size~~	~~Minimum Parcel Width~~
~~One-Family Dwelling~~	~~700 **m²**~~	~~18 **m**~~
~~Two-Family Dwelling~~	~~890 **m²**~~	~~24 **m**~~

9.21.2 Permitted Uses and Minimum Parcel Dimensions

The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section 9.21.14 of this Bylaw.

Permitted Primary Use	Permitted Secondary Uses	Minimum Parcel Size	Minimum Parcel Width
One Family Dwelling	Secondary Suite Accessory Buildings and Structures Home Occupation	750 m^2	18 m

Two-Family Dwelling	n/a	900 m^2	25 m
Townhouse	n/a	n/a	n/a
Stacked Townhouse	n/a	n/a	n/a

~~**9.20.4** Maximum Number of Buildings, Size and Height~~

~~Permitted Use~~	~~Maximum Number per Parcel~~	~~Maximum Size~~	~~Maximum Building Height~~
~~One-Family Dwelling~~	~~1~~	~~0.60 FAR~~	~~11 **m**~~
~~Two-Family Dwelling~~	~~1~~	~~0.60 FAR~~	~~11 **m**~~
~~Townhouses~~	~~n/a~~	~~0.60 FAR~~	~~11 **m**~~
~~Stacked Townhouse~~	~~n/a~~	~~0.60 FAR~~	~~11 **m**~~
~~Accessory Buildings and Structures~~	~~1~~	~~90 **m²**~~	~~8 **m**~~

~~(a) Notwithstanding the definition of floor area in Part 2, for the purposes of this zone, **floor area** or **gross floor area** shall exclude **basement** and underground parking.~~

9.21.3 Maximum Number of Buildings, Size and Height

Permitted Use	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-Family Dwelling	1	0.45 FAR	11 **m**
Two-Family Dwelling	1	0.55 FAR	11 **m**
Townhouses	n/a	0.60 FAR	11 **m**
Stacked Townhouse	n/a	0.60 FAR	11 **m**
Accessory Buildings and Structures	1	90 **m²**	8 **m**

(b) Notwithstanding the definition of floor area in Part 2, for the purposes of this zone, **floor area** or **gross floor area** shall exclude **basement** and underground parking.

~~**9.20.5** Minimum Building Setbacks~~

~~Permitted Use~~	~~Front Parcel Line Setback~~	~~Rear Parcel Line Setback~~	~~Exterior Side Parcel Line Setback~~	~~Interior Side Parcel Line Setback~~
~~Principal Buildings~~	~~6.0 **m**~~	~~7.6 **m**~~	~~2.0 **m**~~	~~2.0 **m**~~
~~Accessory Buildings and Structures~~	~~6.0 **m**~~	~~7.6 **m**~~	~~2.0 **m**~~	~~2.0 **m**~~

~~Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3 **m**.~~

9.21.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
One Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Two-Family Dwelling	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**
Townhouse	2.0 **m**	2.0 **m**	2.0 **m**	2.0 **m**
Stacked Townhouse	2.0 **m**	2.0 **m**	2.0 **m**	2.0 **m**
Accessory Buildings and Structures	6.0 **m**	7.6 **m**	2.0 **m**	2.0 **m**

a) Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3 **m**.

b) Notwithstanding the setbacks listed in the table above, garages for townhouses and stacked townhouses must be set back a minimum of 6.0 m from the front parcel line to accommodate vehicle parking without encroachment onto the parcel line.

9.21.5 Off-Street Parking and Maneuvering Aisles

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

(a) 2 spaces per principal dwelling unit;

(b) 1 space per employee for **home occupation**;

(c) 1 space per **secondary suite**;

(d) Visitor parking for **Townhouse** developments 0.2 spaces per dwelling unit (accessible to the public and designated as "visitor parking");

(e) Each parking space shall be not less than 2.7 metres wide, 5.7 metres long, and 2.2 metres high;

(f) Parking spaces shall be free of mud, be graded for proper drainage, and be hard surfaced; and

(g) Off-street parking spaces for townhouse units shall not be accessed directly from a highway but shall be accessed by a driveway(s) and maneuvering aisle as required.

The minimum width of manoeuvring aisles shall be as follows:

Parking Angle 30° - 45°	Aisle Width 4.6m
Parking Angle 45°- 60°	Aisle Width 5.5m
Parking Angle 60° - 75°	Aisle Width 6.0m
Parking Angle 75° - 90°	Aisle Width 6.7m

Disabled Persons Parking

All buildings which are required to be accessible by disabled persons must provide at least 1 off-street parking space or 1%, whichever is greater, of the required parking spaces in any parking area to be reserved and designated for disabled persons. Disabled parking spaces to be identified by the international symbol for accessibility for persons with disabilities painted on the ground surface, a sign located at the front of the space and shall be located as close as possible to the entrance of the use or structure.

In the case of head-in or angled off-street parking, such spaces shall have:

(a) a minimum width of 3.7m;
(b) at least 1 such space shall have a pedestrian pathway with a minimum width of 1.2m immediately adjacent to the designated off-street parking space; and
(c) such area shall be painted with diagonal lines or indicated by different surface treatment to differentiate it from the off-street parking space.

Where access to and from the parking areas is by raised sidewalk, hard surface and drop-curb sections with a minimum surface width of 1.2m shall be provided directly adjacent to off-street parking spaces designated for disabled persons and from the parking lot or to other sidewalks or points of entry to a building.

In the case of parallel off-street parking, such spaces shall have a minimum length of 8m, of which the rear 2m shall be painted with diagonal lines.

Where access to and from the off-street parking areas is by raised sidewalk, hard surface and drop curb sections with a minimum surface width of 1.2m shall be provided adjacent to said off-street parking space.

9.21.6 Maximum Parcel Coverage

The Maximum **parcel coverage** shall be:

(a) 45% of the **parcel** for one-family residential and two-family residential
(b) 60% of the parcel for **townhouses.**

9.21.7 Maximum Number of parcels

Not more than ~~134~~ 86 **parcels** may be created as a result of **subdivision**.

9.21.8 Open Space Amenity

An **open space amenity** shall be provided generally in accordance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.21.9 Private and Shared Amenity Area Standards

These standards are for the development and maintenance of amenity areas required in connection with all townhouse developments:

Shared Amenity Areas

(a) Shared amenity areas are required for townhouse developments of more than 12 townhouse units on the same lot.
(b) Amenity areas shall be unenclosed areas, free, common and readily accessible to all tenants and may include any combination of lawn, landscaping, flagstone, concrete, asphalt or other serviceable dust free surfacing, recreational facilities such as outdoor swimming pools, tennis courts, horseshoe pitches, etc.
(c) No area so used shall be located within 5m of any window serving a dwelling unit.
(d) Off-street parking or off-street loading areas, driveways and service areas shall not be counted as amenity areas.
(e) All landscaping and recreational facilities shall be maintained in perpetuity.
(f) The slope of an amenity area shall not exceed 3% but multi-level areas may be interconnected by means of stairs and ramps (v) guard railings or other protective devices shall be erected for above-ground locations.

(g) The minimum required area shall be 5m^2 per dwelling unit.

Private Amenity Areas

(a) Shall be provided adjacent to the individual dwelling unit served.

(b) Where located on ground level, a private amenity area not less than 15m2 in area shall be provided for and contiguous to each ground-oriented dwelling unit.

(c) Where located above ground a private amenity area of not less than 5m2 in area and having minimum dimensions of not less than 1.5m shall be provided for and contiguous to each dwelling unit.

9.21.10 Landscaping for Townhouse Developments

These standards are subject to the requirements of section 5.14 and are for the development and maintenance of landscaped areas required in connection with all townhouse developments:

Minimum landscaping requirements for front setback area shall be:

(a) 40% of the front setback area shall have no impervious surfaces or vehicular use.

(b) A portion of the required pervious surface area, equivalent to 20% of the front setback area, shall be reserved for landscape areas and extensively planted with trees and shrubs.

Minimum overall site landscaping requirements shall be:

(a) Despite section 5.14.2, 20% of the overall lot area shall have no impervious surfaces or vehicular usage.

(b) a portion of the required pervious surface area, equivalent to 15% of the overall lot area, shall be landscaped.

(c) a portion of the required landscaped area, equivalent to 7% of the overall lot area, shall be planted extensively with trees and shrubs.

All landscaping shall be designed and installed in accordance with the current edition of the BC landscaping standard.

9.21.11 Waste Collection

These standards are for the development of waste collection routes required in connection with all townhouse developments:

(a) A Collection Access Route shall provide a turnaround area for the collection service vehicle for a “dead end” strata access road longer than 15 m in length from the curb face of the nearest intersecting Village road or strata access road. Collection vehicles shall be able to enter the site, collect the garbage and recyclables, turn around in a circular turnaround or hammerhead turnaround, and exit the site in a forward motion.

(b) A hammerhead turnaround for solid waste collection shall have a minimum width of 6 m.

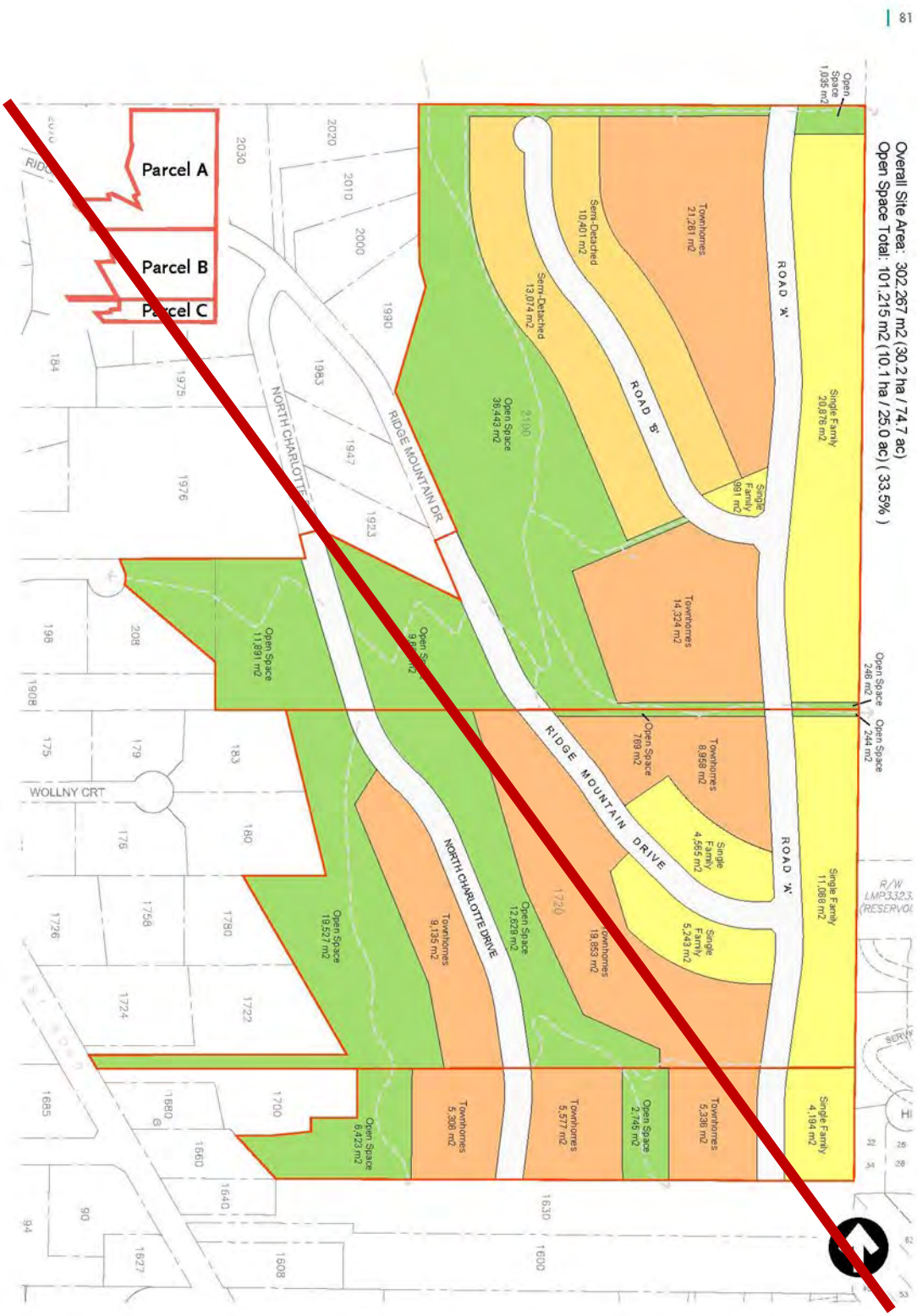
(c) A circular turnaround for solid waste collection shall have minimum inside turning radius of 10 m and a minimum outside turning radius of 12.8 m.

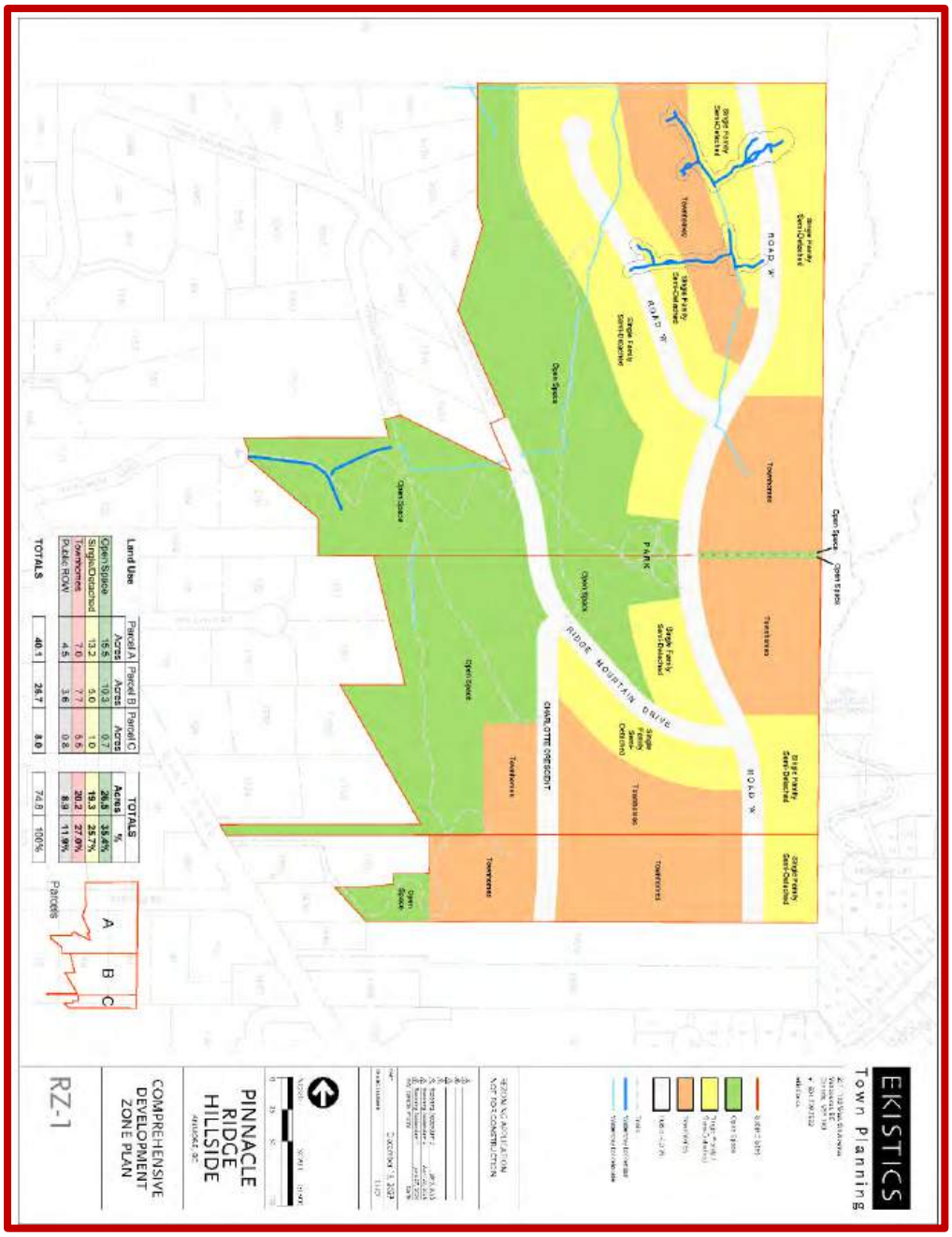
9.21.12 Other Regulations

(a) **Home occupation** shall be subject to the requirements of section 6.5.
(b) **Secondary Suite** shall be subject to the requirements of section 6.3.

9.21.13 Comprehensive Development Plan

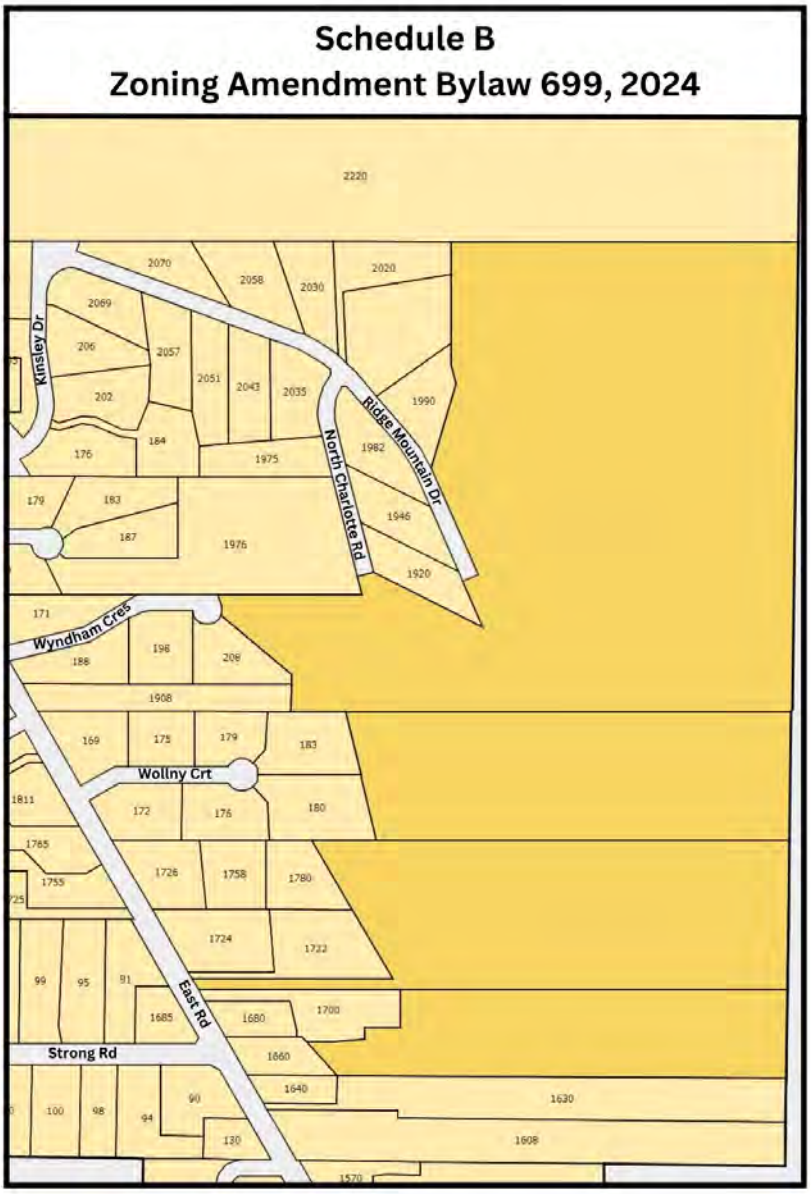
The following Comprehensive Development Plan contained within this Bylaw forms an integral component of this **zone:**


81
Overall Site Area: 302,267 m2 (30.2 ha / 74.7 ac)
Open Space Total: 101,215 m2 (10.1 ha / 25.0 ac) (33.5%)
Parcel A
Parcel B
Parcel C
ROAD 'A'
ROAD 'B'
RIDGE MOUNTAIN DR
NORTH CHARLOTTE DRIVE
RIDGE MOUNTAIN DRIVE
WOLLNY CRT
Open Space 1,035 m2
Semi-Detached 10,401 m2
Semi-Detached 13,074 m2
Townhomes 21,281 m2
Single Family 981 m2
Single Family 10,976 m2
Open Space 36,443 m2
Townhomes 14,324 m2
Open Space 11,891 m2
Open Space 246 m2
Open Space 244 m2
Open Space 769 m2
Townhomes 8,998 m2
Single Family 4,565 m2
Single Family 5,243 m2
Single Family 11,088 m2
Open Space 19,527 m2
Townhomes 9,135 m2
Open Space 12,829 m2
Townhomes 19,859 m2
Open Space 6,423 m2
Townhomes 5,306 m2
Townhomes 5,577 m2
Open Space 2,745 m2
Townhomes 5,336 m2
Single Family 4,194 m2



Comprehensive Development Plan – (Pinnacle Ridge) - CD-8

Bylaw 699-2024 Schedule B



Zoning Map

CD-8

RS-1

Pinnacle Ridge

VILLAGE OF ANMORE

PUBLIC SAFETY COMMITTEE MEETING – MINUTES

Minutes for the Public Safety Committee Meeting scheduled for Wednesday, September 17, 2025, at 6:00 p.m. in the Council Chambers of the Anmore Community Hub, 2697 Sunnyside Road, Anmore, BC

MEMBERS PRESENT
Councillor Doug Richardson, Chair
Gordon McRae
Kathy Sweetable
Steve Herejk

MEMBERS ABSENT

OTHERS PRESENT
Esin Gozukara, Manager of Corporate Services
Josh Joseph, Planner
Jas Rattan, Corporate Administration Clerk

DRAFT

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

THAT the Agenda be approved as circulated.

Carried Unanimously

3. MINUTES

(a) Minutes of the Public Safety Committee Meeting

It was MOVED and SECONDED:

THAT the Minutes of the Public Safety Committee Meeting held on April 11, 2024, be adopted as circulated.

Carried Unanimously

4. BUSINESS ARISING FROM THE MINUTES

None.

5. UNFINISHED BUSINESS

None.

6. NEW BUSINESS

(a) Committee Orientation

The Manager of Corporate Services provided an overview of Public Safety Committee roles and responsibilities.

(b) Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

The Planner provided an overview of the report dated September 2, 2025.

Discussion points included:

- Emergency access roads and alternative access;
- Parcel coverage and rain events;
- Setbacks and wildfire concerns;
- Septic fields (leakage, drainage);
- Partially complete infrastructure scenario; and
- Pedestrian and cycling access right of ways, sidewalks.

It was MOVED and SECONDED:

THAT the Public Safety Committee recommends Council to consider the following regarding the Pinnacle Ridge Rezoning Application:

- Emergency access roads beyond the existing connections, specifically pursuing Hickory Drive Connection;
- Parcel coverage and rain events;
- Wildfire setbacks;
- Feedback from the SVFD Fire Chief;
- Septic fields/leakage;
- Financial concerns regarding completion; and
- Pedestrian /cycling access and sidewalks connecting the property to the Village and infrastructure continuation into the Village.

AND THAT the Committee recommends Council to refer the application back to the Committee if Council deems necessary.

Carried Unanimously

DRAFT

The Planner left the meeting at 7:22 p.m and did not return.

(c) Areas of Focus

Committee members discussed areas of focus for the term.

Discussion points included:

- Light activated crosswalks and safety of crosswalks;
- Relationship with the RCMP; and
- Wildfire awareness.

It was MOVED and SECONDED:

THAT the Public Safety Committee recommend to Council that the following items be referred to the committee:

- Traffic enforcement specifically regarding speeding and stop signs;
- Pedestrian safety, specifically regarding the crosswalks, sidewalks, and routes; and
- Resident education regarding wildfire safety and awareness, specific to FireSmart.

7. ADJOURNMENT

It was MOVED and SECONDED:

THAT the meeting be adjourned at 7:49 p.m.

Carried Unanimously

Certified Correct:

Approved:

_____
Esin Gozukara
Corporate Officer

_____
Councillor Doug Richardson
Chair, Public Safety Committee

DRAFT

PARKS AND RECREATION COMMITTEE MEETING – MINUTES

Minutes for the Parks and Recreation Committee Meeting scheduled for Monday, September 8, 2025, at 6:00 p.m. in the Council Chambers of the Anmore Community Hub, 2697 Sunnyside Road, Anmore, BC

MEMBERS PRESENT

Councillor Kim Trowbridge, Chair
Jordan Birch
Swarup Dash (arrived at 6:02 p.m.)
Juan Gaviria
James McConville
Susan Mueckel
Kathy Sweetable

MEMBERS ABSENT

OTHERS PRESENT

Esin Gozukara, Manager of Corporate Services
Josh Joseph, Planner
Jas Rattan, Corporate Administration Clerk

1. CALL TO ORDER

Chair Trowbridge called the meeting to order at 6:00 p.m.

2. APPROVAL OF THE AGENDA

IT WAS MOVED AND SECONDED:

THAT the agenda be approved as circulated.

Carried Unanimously

3. MINUTES

(a) Minutes of the Minutes of the Environment Committee / Parks and Recreation Committee Meeting

It was MOVED and SECONDED:

DRAFT

That the Minutes of Environment Committee / Parks and Recreation Committee Meeting held on February 27, 2025, be adopted as circulated..

Carried Unanimously

4. BUSINESS ARISING FROM THE MINUTES

5. UNFINISHED BUSINESS

None.

6. NEW BUSINESS

(a) Committee Orientation

The Manager of Corporate Services provided an overview of Parks and Recreation Committee roles and responsibilities.

Discussion points included:

- Committee member introductions; and
- Clarification on what constitutes quorum for the committee meetings.

(b) Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

The Planner provided an overview of the report dated September 2, 2025.

Discussion points included:

- Availability of visitor and resident parking;
- Proximity to Eagle Mountain trails and connectivity to the regional trail system;
- Ensuring the park space and trails have a suitable gradient;
- Potential for public walkways throughout the development;
- Ensuring ease of access for residents and public;
- Potential for a bus route. It was noted that this is in TransLink's purview;
- Ownership of dedicated parkland;
- Responsibility for maintenance costs of proposed amenities;
- Timeline for building the amenities;
- Clarification regarding the procedure for committee members to provide input;
- Potential for the applicant to consult with community groups such as

DRAFT

TORCA regarding connectivity;
- Clarification regarding the ownership of the land surrounding the development;
- Definition of parkland vs. greenspace; and
- Availability of public washrooms.

It was MOVED and SECONDED:

THAT Parks and Recreation Committee recommends Council to consider the following regarding the Pinnacle Ridge Rezoning Application:
- Fewer restricted parking spots;
- Connectivity of trails through and around the proposed development site;
- Connecting with the community organizations that expressed interest in the proposed development, including TORCA;
- Opportunities for beginner friendly bike trails; and
- Public washrooms on site.

Carried Unanimously

(c) 2024 Areas of Focus

Committee members discussed areas of focus for 2025.

Discussion points included:
- Updating the current parks and trail maps;
- Trail maintenance;
- Potential for trail connections;
- Status of the Dr. Hal Weinberg Spirit Park Expansion Plan;
- Improving trail connectivity;
- Exploring opportunities for use of parkland;
- Opportunities to improve access to spaces for recreational use; and
- Update on the Mossom Creek connection.

It was MOVED and SECONDED:

THAT the Parks and Recreation Committee recommend to Council that the following items be referred to the committee:
- Green space use of proposed developments in the Village;
- Dr. Hal Weinberg Spirit Park Expansion Project;
- Trail connectivity for accessibility and ease of use;
- Exploring the use of P2 Zoned Land in the Village;

DRAFT

- Opportunities to increase spaces with recreational use to reflect the diverse resident composition of the Village;
- Inclusive and accessible parks and recreational spaces design; and
- Assisting staff with trail information collection.

Carried Unanimously

7. ADJOURNMENT

It was MOVED and SECONDED:

THAT the meeting be adjourned at 7:57 p.m.

Carried Unanimously

_____	_____
Esin Gozukara	Councillor Kim Trowbridge
Corporate Officer	Chair, Parks and Recreation Committee

DRAFT

ADVISORY PLANNING COMMISSION – MINUTES

Minutes for the Advisory Planning Commission Meeting scheduled for Tuesday, September 9, 2025, at 6:00 p.m. in **Council Chambers** at the **Anmore Community Hub**, 2697 Sunnyside Road, Anmore. BC

MEMBERS PRESENT

Denny Arsene
Fiona Cherry
Peter Ludeman
Darren Smurthwaite
Samira Harris

MEMBERS ABSENT

Tony Barone

OTHERS PRESENT

Mayor John McEwen, Council Liaison
Josh Joseph, Planner
Chris Boit, Manager of Development Services
Councillor Doug Richardson
Councillor Kim Trowbridge

1. Call to Order

The meeting was called to order at 6:01 p.m.

2. Approval of the Agenda

It was MOVED and SECONDED:

THAT the Agenda be approved as circulated.

Carried Unanimously

3. Minutes

(a) Minutes of the Advisory Planning Commission meeting held on January 28, 2025

It was MOVED and SECONDED:

THAT the Minutes of the Advisory Planning Commission meeting held on January 28, 2025, be adopted, as circulated.

Carried Unanimously

4. Business Arising from the Minutes

5. Unfinished Business

6. New Business

(a) Advisory Planning Commission – Chairperson Selection

It was MOVED and SECONDED:

THAT Peter Ludeman be selected as the Chairperson of the APC.

Carried Unanimously

(b) Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

The Planner provided and overview of the report dated September 2, 2025.

Discussion points included:

- Concerns regarding the difference between Countryside Village and the proposal in question, specifically the identification of multiple units as one lot;
- Concerns regarding the proposed setbacks. It was noted that the setbacks will vary by dwelling type;
- Rationale for increasing site coverage;
- Clarification regarding Floor Area Ratio calculations;
- Clarification regarding exemptions for basements;
- Maximum house size that can be built;
- Range of dwelling sizes;
- Concerns regarding density. The applicant emphasized that density is market-driven;
- Clarification that there is no prescribed slope limitation in the OCP;
- Stormwater management plan, including infrastructure space, municipal criteria and responsibility for maintenance;
- Road alignment policy and emergency access;
- Clarification regarding usability of the land and proposed amenities;
- Village liability of park land;
- Suggestion for an Environmental Impact Assessment;
- Trail networks including connections and integration with green space;
- Riparian areas;
- Support for housing diversification but concerns regarding septic capacity and fire safety;
- Importance of maintaining a semi-rural character; and

- Suggestion to increase the size of park space.

It was MOVED and SECONDED:

THAT the setbacks be increased to 6 m front and 7.6 m rear (same as single-family) for townhomes consistency with Anmore's rural look.

Carried Unanimously

It was MOVED and SECONDED:

THAT the FAR to be adjusted as follows: 0.35 FAR (single-family), 0.45 FAR (attached), 0.50-0.55 FAR (townhouses) and the lot coverage be adjusted as follows: 35-40% for detached homes and 50% townhouses.

Carried Unanimously

It was MOVED and SECONDED:

THAT the applicant be required to do a full Environmental Impact Assessment and Riparian Area Assessment before construction approvals.

Carried Unanimously

7. Adjournment

It was MOVED and SECONDED:

THAT the meeting be adjourned at 7:43 p.m.

Carried Unanimously

"Esin Gozukara"

_____

Esin Gozukara
Corporate Officer

"Peter Ludeman"

_____

Peter Ludeman
Chair

COMMUNITY ENGAGEMENT, CULTURE AND INCLUSION COMMITTEE MEETING – MINUTES

Minutes for the Community Engagement, Culture and Inclusion Committee Meeting scheduled for Monday, September 15, 2025, at 4:00 p.m. in the Council Chambers of the Anmore Community Hub, 2697 Sunnyside Road, Anmore, BC

MEMBERS PRESENT
Councillor Polly Krier (Chair)
Kerri Palmer Isaak
Beth Payne
Susan Mueckel
Robin Xu

MEMBERS ABSENT
Sonja Friedland

OTHERS PRESENT
Esin Gozukara, Manager of Corporate Services
Josh Joseph, Planner

DRAFT

1. CALL TO ORDER

The meeting was called to order at 4:02p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

THAT the agenda be approved as circulated.

Carried Unanimously

3. DELEGATION

None.

4. MINUTES

(a) Minutes of the Meeting held on February 13, 2025

It was MOVED and SECONDED:

THAT the Minutes of the Community Engagement, Culture and Inclusion Committee meeting held on February 13, 2025 be adopted, as circulated.

Carried Unanimously

5. BUSINESS ARISING FROM THE MINUTES

6. UNFINISHED BUSINESS

7. NEW BUSINESS

(a) Committee Orientation

The Manager of Corporate Services provided an overview of the Community Engagement, Culture and Inclusion Committee roles and responsibilities.

(b) Pinnacle Ridge Rezoning Application - Bylaw No. 699-2024

The Planner provided an overview of the report dated September 2, 2025.

Discussion points included:

- Green space placement on the slope;
- Ageing in place for Anmore residents; and
- Housing types for diverse needs of current and future residents.

It was MOVED and SECONDED:

THAT the Community Engagement, Culture and Inclusion Committee recommends to Council to consider the following regarding the Pinnacle Ridge Rezoning Application:

- Accessibility of green spaces;
- Accessibility of pathways, walkways, and trails for those with mobility and other physical challenges;
- Barrier-free housing types geared towards young families, seniors, and people with disabilities;
- Accessible parking spots; and
- Style of housing that is consistent with the semi-rural character of Anmore.

Carried Unanimously

The Planner left the meeting at 4:42pm and did not return.

(c) Draft Accessibility Plan

Provided for Committee's review and suggestions. Committee direction is requested.

Discussion points included:

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- Accessibility in new construction and building code as applies to residential buildings.

It was MOVED and SECONDED:

THAT the Committee recommends Council to direct staff to update the Draft Accessibility Plan as follows as per the discussions at the September 15, 2025 meeting:

- Message from the Committee;
- Goals and objectives; and
- Conclusion.

AND THAT the Committee recommends Council to direct staff to look at neighboring municipalities' building codes for new construction and substantial renovation with regards to accessibility and accessibility guidelines.

Carried Unanimously

8. ADJOURNMENT

It was MOVED and SECONDED:

THAT the meeting be adjourned at 5:36 p.m.

Certified Correct:

_____
Esin Gozukara
Corporate Officer

Approved:

_____
Councillor Polly Krier
Chair, Community Engagement, Culture and Inclusion Committee

DRAFT

ENVIRONMENT COMMITTEE MEETING – MINUTES

Minutes for the Environment Committee Meeting scheduled for Thursday, September 18, 2025, at 6:00 p.m. in the Council Chambers of the Anmore Community Hub, 2697 Sunnyside Road, Anmore, BC

VILLAGE OF ANMORE

MEMBERS PRESENT

Councillor Paul Weverink, Chair
Cathy Morton
Trudy Schneider

MEMBERS ABSENT

OTHERS PRESENT

Esin Gozukara, Manager of Corporate Services
Josh Joseph, Planner

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

THAT the Agenda be approved as circulated.

Carried Unanimously

3. DELEGATION

(a) Burrard Inlet Marine Enhancement Society (BIMES)

4. MINUTES

(a) Minutes of the Environment Committee / Parks and Recreation Committee Meeting

It was MOVED and SECONDED:

THAT the Minutes of the Environment Committee / Parks and Recreation Committee Meeting held on February 27, 2025, be adopted as circulated.

Carried Unanimously

5. BUSINESS ARISING FROM THE MINUTES

6. UNFINISHED BUSINESS

DRAFT

7. NEW BUSINESS

(a) Committee Orientation

The Manager of Corporate Services provided an overview of Environment Committee roles and responsibilities.

(b) Pinnacle Ridge Rezoning Application – Bylaw No. 699-2024

The Planner provided an overview of the report dated September 2, 2025

Discussion points included:

- Realignment of watercourses and drainage planning;
- Timing of the topographic survey;
- Connections to existing roads;
- Building on steep terrain and concerns regarding slope stability;
- Concerns regarding density;
- Consultation with neighbouring communities;
- Best practices during the construction phase;
- Maintaining the semi-rural character of the community;
- Wildlife corridors and habitat considerations;
- Riparian area protection;
- Septic system design;
- Enforcement of septic maintenance; and
- Financial sustainability of large lots;

It was MOVED and SECONDED:

THAT the Environment Committee recommends to Council to consider the following regarding the Pinnacle Ridge Rezoning Application:

- Introduction of more natural waterways to the plan;
- Proactively regulating the maintenance of the septic system with a bylaw;
- Enhanced wildlife corridors;
- Robust erosion control site plan;
- Increased green space between units;
- Enhanced stream site protection with a wider buffer in place; and
- Financial viability of a steep slope cut off at 20% or 30%.

Carried Unanimously

(c) Areas of Focus

DRAFT

Committee members to discuss areas of focus for the term.

It was MOVED and SECONDED:

THAT the Environment Committee recommend to Council that the following items be referred to the committee:

- Bear awareness and education;
- Stream site protection; and
- Tree preservation and FireSmart principles in new development projects.

AND THAT the Environment Committee recommend Council to direct staff that planting guidelines be created for the Village, with a focus on pollinators and drought resistant plants.

Carried Unanimously

8. ADJOURNMENT

It was MOVED and SECONDED:

THAT the meeting be adjourned at 7:43 p.m.

Carried Unanimously

Certified Correct:

Approved:

_____

Esin Gozukara
Corporate Officer

_____

Councillor Paul Weverink
Chair, Environment Committee

DRAFT

educating and enhancing since 1976

Mayor and Council, Village of Anmore
2697 Sunnyside Road
Anmore BC V3H 5G9

September 25, 2025

Subject: Pinnacle Ridge Rezoning Application, Pinnacle Ridge Hillside Development, Bylaw Amendment 699-2024

Burrard Inlet Marine Enhancement Society members appeared as an invited delegation to the Anmore Environment Committee on September 18th. We appreciated that opportunity to air our concerns for the future of the Mossom Creek Hatchery and for the health of the Mossom Creek watershed below East Road should the large steep slope development proceed as it is proposed.

- As mentioned in our presentation, we fear the repeat of a catastrophic overland mudslide that would imperil the Mossom Creek Hatchery salmon and all creatures that depend on the waters of the creek. Young salmon are especially sensitive to particulate matter which can cause fatal damage to delicate gill capillaries.
- Secondly, we are concerned about the quality of the water in seepage that will enter the water table from the septic fields servicing the hundreds of proposed hillside residential units. Pharmaceuticals and toxic substances present in household cleaning agents are often persistent and unable to be treated by even the most sophisticated of septic systems. Contamination of the aquifer is of great concern. Mossom Creek receives a large percentage of its water via underground seeps between East Road and the hatchery.
- We are also concerned about the quantity of water. In addition to rainfall, the watershed would receive a huge additional volume of water from the Metro Vancouver water system, originating from each unit's sinks and toilets. We wonder about the soil's capacity to accept the amount of fluid originating from so many septic systems, especially at times of the year when soil is already saturated by heavy rainfall. Septic system maintenance over time is problematic and, we understand, essentially unregulated.
- The emptying of highly chlorinated or brominated hot tubs and swimming pools into ditches also raises concern as these materials are highly toxic to fish. Chlorinated water, pesticides, herbicides and fertilizers flowing into ditches above Mossom also raise red flags.
- Is the Village of Anmore able to closely monitor development and enforce pertinent by-laws? We recommend site discharge monitoring in real-time during development such as provided by Flowlink Environmental. This is now mandated for multi-home developments in Port Moody, Coquitlam and Burnaby.

Sincerely,

Kevin Ryan, President Ruth Foster, Vice-President

cc: City of Port Moody, Anmore Environment Committee

Sasamat Volunteer Fire Department
2690 East Road, Anmore, BC, V3H 3C8
Ph. 604-469-0349; Fax 604-469-0349
Fire Chief, Jay S. Sharpe, 604-765-2944
jay.sharpe@anmore.com

November 9, 2025

Village of Anmore
2697 Sunnyside Road
Anmore, BC V3Y 2P1

Re: Pinnacle Ridge Hillside

Attention: Josh Joseph, Village Planner

Dear Josh

After reviewing the documents for the Pinnacle Ridge Hillside Rezoning, I have the following comments:

Adequacy of Hydrant Flow and Water Supply – adequate water supply and flow is essential to any fire suppression effort.

1. One of the primary concerns of this development is in regard to the potential of inadequate fire flows to the area. There is a technical memo from ISL Engineering that identifies a proposed additional reservoir as being "critical infrastructure that would enhance fire protection". I was unable to find any reports on the capacity for the existing pump station at the base of Ridge Mountain Drive to be able to service this development. An additional reservoir would be key in ensuring adequate fire flows.
2. Interior fire sprinklers should be a requirement for this development due to possibly water supply issues, steep road grades and potential Fire Equipment access issues.

Fire Equipment Access

1. Road grades should not exceed 12%. Our current aerial device fire engine (ladder truck) has deployment limitations on roads that are beyond 12% grade.
2. Road widths should be wide enough to permit full deployment of the ladder truck and still be able to allow vehicle traffic to pass by. The ladder truck will require approximately 18' of road width to fully set up.
3. It is highly unlikely the Road 'A' will ever be extended either to the north or south based on the available land adjacent to either end. To the north there is only one steep, narrow parcel of developable land. Beyond that is watershed property To the south there is a similar issue where there are two very narrow parcels of land and then a housing development in Port Moody.
4. The north end of Road 'A' should be a full cul-de-sac providing adequate turnarounds for emergency vehicles. The south end of Road 'A' should be at least a hammerhead configuration to allow emergency vehicle turnarounds.

5. All of Road ‘A’ and Road ’B’ would be funneled down Ridge Mountain Drive. The section of Ridge Mountain Dr from Road ‘A’ to the intersection at the proposed Charlotte Crescent will be very steep. During any type of emergency evacuation this single point of egress could easily become clogged. Winter road conditions could exacerbate evacuation issues.
6. Secondary emergency access/egress routes should be mandatory for this development. The emergency access routes from Road ‘A’ to Hickory Drive in Port Moddy and from Road ‘B’ to Ridge Mountain Drive should be a requirement for this area based on the length of Road ‘A’ and because Ridge Mountain Dr is the only access/egress road. There is also no immediate plan for the proposed Charlotte Cresent to go through and connect with existing Charlotte Cresent. If this route went through it would take pressure off of Ridge Mountain Drive. The existing Ridge Mountain Drive from the top down to East Road is very steep with sharp corners.
7. Failing to extend the proposed Charlotte Crescent to the existing Charlotte Crescent means that the proposed Charlotte Crescent should end in an adequate turnaround for emergency vehicles. If a full cul-de-sac is not feasible then a hammerhead configuration should be required.
8. The Wyndham Cresent extension is desirable but not as a Strata Road.

Interface Fire Danger

1. All of the recommendations in the Blackwell Wildfire Assessment should be required.
2. Roads act as natural fire breaks in the event of an interface fire. Wider roads make better fire breaks and allow for orderly egress.
3. The eastern flank of this development will remain as a heavily forested area. Fire sprinklers should be a requirement for this development, including external roof top mounted sprinklers. In the event of an interface fire roof top sprinklers have been proven to be an excellent structure protection tool that save property and lives and prevent rapid fire spread.
4. Non-combustible exterior construction materials should be used for roofs and siding. This would help delay fire spread in an interface fire situation.

Yours truly.

Jay Sharpe, Fire Chief, LAFC
Sasamat Volunteer Fire Department

PORT MOODY
CITY OF THE ARTS

100 Newport Drive, Port Moody, B.C., V3H 5C3, Canada
Tel 604.469.4500 Fax 604.469.4550
www.portmoody.ca

October 15, 2025

Sent via email: josh.joseph@anmore.com

Josh Joseph,
Village of Anmore
2697 Sunnyside Road
Anmore, BC, V3H 5G9

Dear Josh Joseph,

Re: Response to Referral - Anmore Zoning Amendment Referral - Pinnacle Ridge Hillside Development - Zoning Amendment Bylaw No. 699-2024

Thank you for contacting the City of Port Moody regarding the rezoning application for Pinnacle Ridge Hillside Development in the Village of Anmore. Staff have reviewed the information included in the email sent to the City of Port Moody, as well as the plans provided through the shared link. At this time, staff offer the following comments for your consideration:

1. Engineering and Environment Comments

Port Moody Engineering and Environment staff have prepared the following comments in response to the direction from Anmore Council to initiate consultation with the City of Port Moody regarding the proposed emergency access onto Hickory Drive and to assess any anticipated servicing impacts to ensure alignment with the 2018 Anmore Port Moody Water Supply Agreement, in the report available at the following link 2025-07-22-Report-to-Council-Bylaw-No.-699-2024-–-Zoning-Amendment-Bylaw-compressed.pdf

2018 Anmore Port Moody Water Supply Agreement

1.1. The City is in the process of analyzing the existing City water distribution system based on the updated demands required to address the new Provincial TOA and SSMUH requirements. The City has included the existing Anmore demands only and are unable to confirm if there is available system capacity for the proposed Pinnacle Ridge development. Upon completion of the City review, Anmore can request to conduct and fund additional modelling using the City Master Water Model and approved consultant to determine if additional capacity is available to support growth in Anmore.

Proposed Emergency Access

1.2. The proposed emergency access connects to the existing Hickory Reservoir service road at the end of Hickory Drive. While it may offer some convenience, it provides limited operational improvements for the City of Port Moody and is not considered essential infrastructure. Its primary function is to support Anmore evacuation capabilities.

1.3. Despite its short length, the construction of the access road will impact environmentally sensitive park land and result in a reduction of the forest canopy in Port Moody. An environmental impact assessment of the emergency access is required.

Environment

1.4. These changes raise concerns about habitat disruption and long-term ecological effects. Environmental assessments submitted to date are limited to the boundaries of the subject properties and do not evaluate potential impacts on adjacent City lands. It's noted that LiDAR mapping from the geotechnical reports identifies numerous watercourses on City Park property which may be impacted by either the adjacent development or the emergency access road. An environmental overview and impact assessment is necessary to determine the presence of unmapped streams, species at risk, or other sensitive ecosystem components that may be affected by the development.

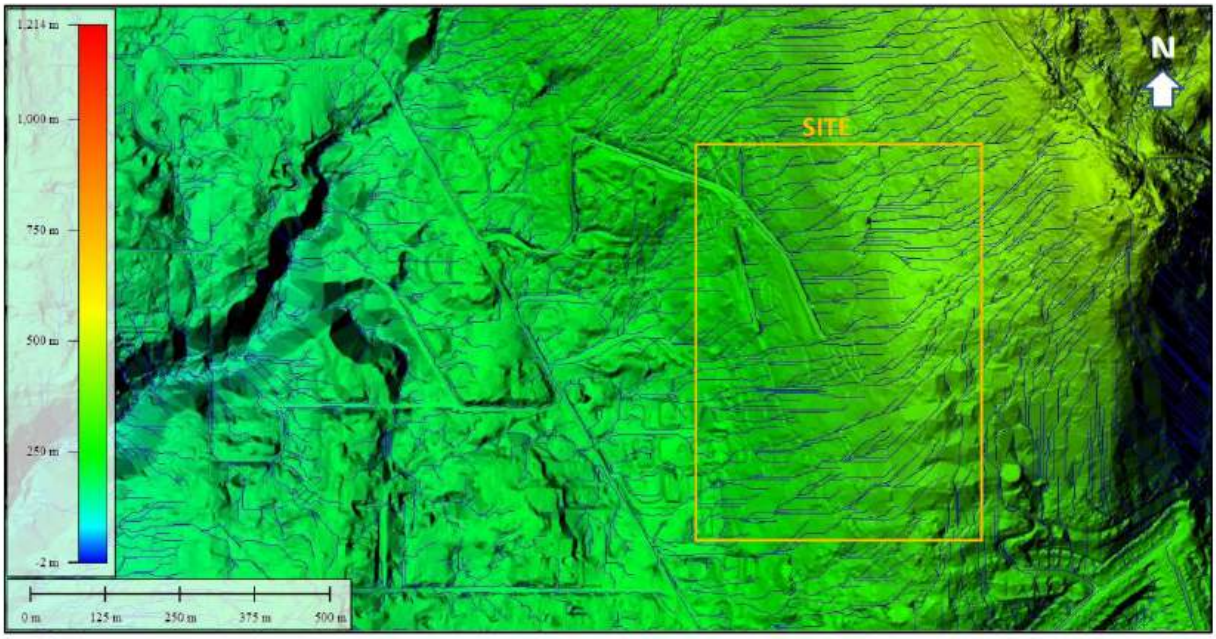

***Figure 2**: Lidar watershed and stream analysis, combined site approximate area marked-up.*

Geotechnical

1.5. The development presents potential geotechnical hazards to City land due to significant re-grading proposed adjacent to City lands, including the emergency access route on City property. Without a geotechnical assessment, there is concern that the proposed work could compromise the stability of City land.

Urban Foresty

1.6. The proposal did not include an Arborist Report, Tree Management Plan or Windthrow Assessment identifying impacts to trees. This is of particular concern given the proposal is immediately adjacent to a designated Park parcel within the City of Port Moody and the proposed emergency access onto City Park. The proposed tree removal associated with the project will result in negative impacts to the City Park due to the following edge effects:

- Increased likelihood of invasive species being introduced from the development sites into the City
- Increased risk of windthrow to trees within the City
- Changes in environmental conditions of the forest (e.g. light availability, temperature, humidity, drainage patterns, etc.)
- Increased levels of littering, pollution, and other forms of encroachment

Anmore Website:

The following are additional comments regarding concerns with different plans that are available on the Anmore Website.

Comprehensive Development Plan - RZ-2

1.7. Staff are concerned about future impacts to watercourse water quality and hydrology, and associated increased erosion risk through:

- Increased flooding due to the stormwater plan being designed to limit the 2 year post-development flow to the 2 year pre-development flow, but not being sized to detain any of the larger storm events.
- Reduced groundwater recharging
- Water quality impacts, as there is no stormwater treatment plan

Comprehensive Zone Plan - RZ-1

1.8. Based on the plan in the rezoning package, the site is surrounded by natural parklands in Anmore and Port Moody, however, there does not appear to be an active park nearby within the same proximity. Given the amount of the open space on the site, and acknowledging the grading challenges, there is an opportunity to expand the active park area with amenities or features.

Conceptual Park and Trail Plan - Conceptual-Park-Trail-Plan.pdf

1.9. The applicant proposes a trail connection to the City Park, which leads directly onto an unsanctioned trail in Port Moody. Staff are not supportive of establishing a trail that leads people to a trail that is not maintained by City operations staff.

1.10. Based on the context plan in the rezoning package, the site is surrounded by natural parklands in Anmore and Port Moody, however, there doesn't appear to be any active parks nearby within the same proximity. Given the amount of open space on the site, and acknowledging the grading challenges, there's an opportunity to expand the active park area with additional amenities or features.

1.11. The Plan should clearly differentiate existing and proposed trails.

Conceptual Septic Plan - Septic Plan

1.12. Sanitary sewer is included in the servicing plans, what is the anticipated future sanitary plan and timing

1.13. How is the provincial Small Scale Multi Unit Housing regulations applied to these properties, can additional units (up to 4 per lot) be requested resulting in sewage loading beyond the anticipated septic plan.

1.14. Confirm how will the construction of the septic fields adjacent to Port Moody impact the forest interface.

1.15. Given that the properties are not serviced by Metro Vancouver's sewerage system, the proposal requires numerous septic systems. The applicant should confirm that the septic systems will adhere to the provincial Sewerage System Regulation. It's recommended that the systems be designed as Type 3 systems to ensure the highest level of water quality treatment in order to reduce the potential for groundwater and/or surface water contamination, particularly given that the site was noted as having limited infiltration capacity.

Conceptual Servicing Plan - Conceptual Site Plan

1.16. Proposed Sanitary Sewer (Not shown) is being constructed in same trench as the storm sewer. This shows a future intention to connect to GVS&DD system. Clarification on where the sewer is connecting and anticipated timing. Confirm the GVS&DD are aware of future servicing and implications for DCC's for each unit.

1.17. No new water connections are being proposed. The city is in the process of updating our water distribution plan to address the provincial changes. The City cannot confirm at this time if the City system has the additional 730 qm identified in the study.

1.18. The drawing proposes a 1.50m gravel trail on City of Port Moody lands, which would require acceptance from the City. The plan should also differentiate existing trails from proposed trails.

1.19. The watermain sizes and orientation shown do not match the Potable Water System Design Brief from 2023. They should align accordingly.

Conceptual Storm Water Management Plan - Pinnacle Ridge - Village of Anmore

1.20. Drains into the Hett Creek Catchment, detention tanks are shown but no sizing or calculations are identified.

1.21. The proposed stormwater strategy should be compared with the Anmore Storm Water Master Plan , 2018 5225-01-2018-09-19-Stormwater-Master-Plan.pdf. Plan indicates catchments draining to east road with 14 upgrades, the conceptual servicing directs development flows through the Wyndham Cres system. This system drains into Hett Creek through Bert Flynn Park, Port Moody requires confirmation of downstream impacts to Hett Creek.

1.22. Overland flow path should be clearly depicted at the south extent of Road A to ensure concentrated flow is not directed further south to King Court. Similar for the single-family lots and townhouses east of Road A in relation to the City of Port Moody lands to the east. Concerns about future impacts to watercourse water quality and hydrology, and associated increased erosion risk through:

- Increased flooding due to the stormwater plan being designed to limit the 2 year post-development flow to the 2 year pre-development flow, but not being sized to detain any of the larger storm events.
- Reduced groundwater recharging
- Water quality impacts, as there is no stormwater treatment plan

Design Guidelines - Pinnacle-Ridge-DesignGuidelines-compressed.pdf

1.23. Onsite drainage strategy identifies capturing rainwater as close to where it falls but indicates directing roof downspouts to street drainage, these are opposite and make significant difference to the SWMP. What is the onsite strategy for the 10 and 100 year rain events.

1.24. No discussion on drainage for Impervious areas created by “Decks/Porches/Terraces”, “Outdoor Stairs & Landings” or “Accessory Structures”.

Road Network Plan - Road-Network-Plan.pdf

1.25. No legend has been provided for the road classifications.

1.26. What is the intention of the purple access through the designated park land to the Port Moody reservoir service road.

1.27. Confirm road grades for the blue strata roads adjacent to Port Moody and identify all retaining walls, cut/fill slopes and impacts to forest edge/wind firming.

Slope Plan - RZ-6d

1.28. The proposal currently lacks a detailed grading plan that outlines the extent of cuts, fills, and potential retaining walls. Given the steep terrain and the proximity of proposed building envelopes, septic systems, and roads to City Park, substantial earthworks are anticipated. Staff request that a comprehensive grading plan overlaid with a tree survey identifying all Port Moody trees within 30 meters (or one tree height) of the shared property line and within the emergency access area to better assess the full scope of potential impacts.

2. Final Comments

While every attempt has been made to provide comprehensive comments, the City reserves the right to provide additional comments or requirements in the future upon review of new/additional information.

Should you have any questions regarding the comments, please contact me by telephone at 604-469-4740 or email me at aafsahi@portmoody.ca.

Yours truly,

Armita Afsahi

Armita Afsahi
Senior Planner

Cc: Michael Olubiyi, Manager of Development Planning, City of Port Moody

Suzanne Smith, General Manager of Community Development, City of Port Moody

PART 2 – TERMS OF INSTRUMENT

SECTION 219 COVENANT

(NO-BUILD & NO-SUBDIVISION)

MASTER DEVELOPMENT AGREEMENT

A. The Owners are the registered owner of the Lands, as hereinafter defined;

B. The Owners have applied to the Village for Pinnacle Ridge Hillside Comprehensive Development Rezoning in association with Zoning Amendment Bylaw No. 699-2024 which rezoned the property from Residential -1 to Comprehensive Development 8 (Pinnacle Ridge) (the "**Rezoning Approval**");

C. In connections with the Rezoning Application, the Owners have voluntarily offered to enter into a Master Development Agreement with the Village of Anmore (the "**Village**") to establish the framework for the phased development of the lands and will secure the provision of amenities, infrastructure, environmental protection measures, hazard risk mitigation measures, parkland dedication, and other works and services associated with the development contemplated by the Rezoning Application;

D. The intent is that no person shall use, build on, Subdivide, as hereinafter defined, alter the surface of, or remove vegetation from the Lands until the requirements of the Master Development Agreement have been completed to the satisfaction of the Village;

E. The Owners have agreed to grant to the Village a covenant under section 219 of the *Land Title Act* to secure the Owner's commitment to the foregoing (the "**Section 219 Covenant**");

F. The Village and the Owners have agreed that the Section 219 Covenant will be removed only once the Village is satisfied that all requirements outlined in this Agreement have been met; and

G. Section 219 of the *Land Title Act* allows the registration of a covenant in favour of a municipality in respect of the use of land or the use of a building on or to be erected on land and that land is or is not to be built on except in accordance with the covenant, that land is not to be subdivided except in accordance with the covenant, and that parcels of land designated in the covenant and registered under one or more indefeasible titles are not to be sold or otherwise transferred separately.

In consideration of $10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owners and the Village covenant and agree as follows:

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1. DEFINITIONS AND INTERPRETATION

1.1. Definitions

In this Agreement, the following terms have the following meaning:

(a) "**Agreement**" means this Agreement, together with the General Instrument and all schedules attached hereto;

(b) **"Architectural and Design Guidelines"** means the design guidelines attached as Schedule XXXX to this Agreement;

(c) "**Claim**" means any actual, potential or threatened claim, demand, suit, action, cause of action, cost recovery action, proceeding, investigation, charge, ticket, summons, citation, direction, inquiry, order and any other assertion of or with respect to liability or responsibility of any kind arising, asserted or threatened, formally or informally, pursuant to or based upon any enactment, any agreement or contract, or at common law or in equity (whether arising in respect of tort, contract or otherwise);

(d) **"Comprehensive Development Plan"** means the comprehensive development plan attached as Schedule XXXX to this Agreement;

(e) **"Conceptual Land Use Plan"** means the comprehensive development zone plan attached as Schedule XXXX to this Agreement;

(f) **"Develop"** means, with respect to the Lands, any one or more of the following activities:

(i) alter by changing the grading or the surface;

(ii) remove vegetation;

(iii) Subdivide; and

(iv) build on, construct, install or otherwise improve in any manner;

(g) **"Development Cap"** means the maximum number of dwelling units permitted on the Lands in accordance with section 3.5;

(h) **"Emergency Access Plan"** means the emergency connection to Hickory options shown on the plan attached as Schedule XXXX to this Agreement;

(i) "**Expenses**" means all liabilities, obligations, duties, losses, damages, costs, expenses (including legal fees and expenses on a solicitor and own client basis, and fees and disbursements of experts, consultants and contractors, and costs and expenses with respect to or related to security bonds, investigation, survey, sampling, testing, remediation, reclamation, monitoring and reporting and other services), penalties, fines and monetary sanctions and all amounts paid to settle a Claim, or to satisfy any

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judgment, order, decree, directive, award or other obligation to pay any amount of whatever nature or kind;

(j) "**General Instrument**" means the Form C under the Land Title (Transfer Forms) Regulation, as amended, and all schedules and addenda to the Form C charging the Lands;

(k) "**Green Space and Trails Plan**" means the green space and trails plan attached as Schedule XXXX to this Agreement;

(l) "***Land Title Act***" means the *Land Title Act*, RSBC 1996, c 250;

(m) "**Lands**" means the land described in Item 2 of the General Instrument and any part, including the Buildings or a portion of the Buildings, into which said land is Subdivided;

(n) "**Losses**" means all actions, causes of action, claims, compensation, costs, demands, damages, expenses, fines, judgements, legal obligations, liabilities, losses, orders, penalties, suits and builders liens of every nature or kind whatsoever (whether direct, indirect or consequential, including, without limitation, in respect of, incidental to or resulting from any consequential injuries to or death of persons or damage to property or loss of profits and loss of use and damages arising out of delays) and all legal costs on a solicitor and own client basis;

(o) "**Owners**" means the parties on page 1 and the Transferor described in Item 5 of the General Instrument, and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of the Lands from time to time;

(p) **"Park Plan"** means the conceptual site plan attached as Schedule XXXX to this Agreement;

(q) **"Phasing Plan"** means the conceptual phasing plan attached as Schedule XXXX to this Agreement;

(r) **"Plans"** means collectively the Conceptual Land Use Plan, the Comprehensive Development Plan, the Green Space and Trails Plan, the Phasing Plan, the Park Plan, the Emergency Access Plan; and the Architectural and Landscape Design Guidelines;

(s) **"*Real Estate Development Marketing Act*"** means the *Real Estate Development Marketing Act*, SBC 2004, c 41;

(t) "**Rezoning Approval**" has the meaning set out in Recital B;

(u) "**Section 219 Covenant**" has the meaning set out in Recital E;

(v) **"*Strata Property Act*"** means the *Strata Property Act*, SBC 1998, c 43;

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(w) **"Subdivide"** means to divide, apportion, consolidate, or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions, or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization, or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;

(x) **Technical Reports** means collectively the Hydrogeological Investigation Report – Proposed Subdivision Development For Pinnacle Ridge Lots 23, 8, 71 &2 – Dated April 25, 2024, the Geotechnical Investigation Reports - Proposed Subdivision Development for Pinnacle Ridge Lots 23, 8, 71 & 2 – by GeoPacific Consultants Ltd. Dated December 15, 2023, the Wildfire Hazard Assessment prepared by Blackwell Consulting Ltd. dated March 11, 2025, the Environmental Overview Assessment by PGL Consulting LTD. dated December 2023, the Environmental Overview Assessment by Phoenix Environmental Services Ltd. dated March 2024, all of which are attached as Schedule X to this Agreement; and

(y) "**Village**" has the meaning set out in Recital C.

1.2. **Interpretation**

In this Agreement:

(a) words importing the singular number include the plural and vice versa and words importing the neuter gender include the masculine and the feminine or body corporate or politic where the context of the parties so require;

(b) the division of this Agreement into articles and sections and the insertion of headings are for convenience only and will not affect the construction or the interpretation of this Agreement;

(c) references to any article, section or schedule will, unless the context otherwise requires, mean that article, section or schedule of this Agreement;

(d) every reference to each party is deemed to include the heirs, executors, administrators, personal representatives, successors, elected officials, directors, servants, employees, agents, contractors, licensees and invitees of such party, wherever the context so requires or allows;

(e) the words “include” and “including” are to be construed as meaning “include without limitation” and “including without limitation”;

(f) all payments to be made will be deemed to be payments in lawful currency of Canada;

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(g) reference to "governmental approval" means all federal, provincial, regional, municipal and health authority approvals, permits, authorizations of any nature and kind, lawfully required from time to time pursuant to any enactment;

(h) reference to "business day" means all days other than Saturday, Sunday and statutory holidays in the Province of British Columbia;

(i) reference to "party" and "parties" means the one or more parties to this Agreement, as the context demands;

(j) reference to a whole, for example, the "Lands" includes reference to a portion thereof; and

(k) unless expressly stated otherwise, all references to enactments refer to enactments of the Province of British Columbia, as amended or replaced from time to time, and all references to bylaws and policies refers to the bylaws and policies of the Village, as amended or replaced from time to time.

2. SECTION 219 OF THE *LAND TITLE ACT*

2.1. Section 219 Covenant - Grant

The Owners hereby covenant and agree with the Village, as a covenant in favour of the Village pursuant to Section 219 of the *Land Title Act*, it being the intention and agreement of the Owners that the provisions in this Agreement be annexed to and run with and be a charge upon the Lands and that the Lands will be used only in strict compliance with the terms and conditions of this Agreement.

2.2. No Subdivision and No Development Permitted

Notwithstanding that the Owners may otherwise be entitled to under a statute or bylaw, the Owners covenant and agree with the Village that the Lands will not be Developed in connection with the Rezoning Approval, including such development that would otherwise be permitted under the Village's bylaws in effect at the time, including

(a) the Owners will not apply for subdivision approval or a building permit and will not take any action, directly or indirectly, to appeal the rejection of a subdivision or compel the issuance of a building permit in connection with the Rezoning Approval; and

(b) the Village and its designated officers will have no obligation to approve a subdivision or to issue a building permit in connection with the Rezoning Approval;

unless and until all obligations applicable to a phase under this Agreement have been satisfied.

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2.3. Phased Development

The Owners shall:

(a) Develop the Lands in phases in accordance with the Phasing Plan attached as a schedule to this Agreement;

(b) construct or secure all works, services, park improvements, environmental protection measures, and other obligations required for each phase prior to final subdivision approval or issuance of building permits within that phase; and

(c) ensure that all development occurs within the parameters of each phase as identified on the Phasing Plan.

2.4. Detailed Design of Each Phase

The Owners shall design and Develop each phase in accordance with the Plans, unless amended in accordance with section 2.5.

2.5. Minor Amendments

Despite section 2.4, the Owners may apply to the Village for minor amendments to the Comprehensive Development Plan for the Lands and the Village may consent to such amendments if the proposed amendments do not increase the total number of permitted dwelling units on the Lands, as calculated by the sum of the maximum number of dwelling units permitted in each phase pursuant to section 3.2(b), or otherwise materially alter the overall development concept.

3. DEVELOPMENT FRAMEWORK AND PHASING

3.1. Compliance with Comprehensive Development Plan

(a) Development of the Lands shall occur in substantial compliance with the Comprehensive Development Plan, Phasing Plan, Park Plan and Green Space and Trails Plan.

(b) For the purposes of this Agreement, substantial compliance means that the general layout, land use distribution, housing mix, road network, infrastructure systems, and amenity areas illustrated on the Plans shall be maintained.

(c) Minor adjustments may be permitted to the satisfaction of the Village where such adjustments are required to accommodate subdivision design, detailed engineering, environmental protection measures, geotechnical recommendations, or compliance with applicable municipal bylaws and existing policies.

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3.2. **Phasing**

(a) The Owners shall Develop the Lands in accordance with the Phasing Plan.

(b) The maximum number of dwelling units constructed within each phase shall not exceed the following:

(i) Phase 1 – one hundred and fifty (150) total dwelling units

(ii) Phase 2 – fifty (50) total dwelling units

(iii) Phase 3 – sixty-nine (120) total dwelling units

(c) For the purposes of calculating the maximum number of dwelling units permitted within each phase of development under this Agreement, secondary suites permitted within single detached dwellings shall be counted as one (1) additional dwelling unit.

3.3. **Housing Distribution**

(a) The distribution of dwelling unit types and density within each phase shall occur in substantial compliance with the housing type distribution illustrated on the Comprehensive Development Plan within each phase except for minor adjustments in accordance with section 3.3(b), provided that such minor adjustments do not materially alter the intended housing mix illustrated on the Comprehensive Development Plan.

(b) Despite section 2.5 and subject to section 3.3(c), the Owners may apply to the Village for minor adjustments to the distribution of dwelling unit types and density within each phase and the Village may consent to such minor amendments if:

(i) the distribution of unit types within each phase does not vary by not more than a five percent (5%) of the number of each dwelling unit type illustrated on the Comprehensive Development Plan for that phase;

(ii) the minor amendment does not exceed the maximum gross density cap for the Lands; and

(iii) the development otherwise remains in substantial compliance with the Comprehensive Development Plan.

(c) Despite section 3.3(b), the Village will not consent to a minor adjustment if the minor adjustment proposes a minor adjustment that will permit more than:

(i) the maximum number of dwelling units within Phase 1, as set out in the Comprehensive Development Plan; or

(ii) the maximum number of dwelling units permitted for Townhouse units under the Density Covenant.

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3.4. **Roads, Infrastructure and Amenities**

(a) The Owners shall Develop the Lands such that the general location and configuration of public roads, strata roads, infrastructure works, parks, trails, and amenity areas is in substantial compliance with the Comprehensive Development Plan.

(b) Minor adjustments to the alignment, configuration, or location of roads, infrastructure, parks, trails, or amenity areas may be permitted where such adjustments are reasonably required as a result of detailed engineering design, environmental protection measures, geotechnical recommendations, or field conditions encountered during subdivision or construction.

(c) Such adjustments shall not materially alter the overall road network connectivity, servicing strategy, park system, or amenity framework illustrated on the Comprehensive Development Plan unless otherwise approved by the Village.

3.5. **Development Cap**

(a) The Owners acknowledge and agree that the maximum number of dwelling units permitted on the Lands is the maximum permitted under the Rezoning Approval; and

(b) Notwithstanding section 3.5(a), the maximum development cap is three hundred and twenty (320) dwelling units in aggregate across the Lands, consisting of not more than one hundred and eighty-six (186) townhouse dwelling units, thirty-two (32) duplex dwelling units, fifty-one (51) single detached dwelling units, and fifty-one (51) secondary suites, generally as illustrated in the Comprehensive Development Plan. Amendments to the unit type distribution outlined in the covenant may be accommodated as approved by the Village following the provisions of section 3.3 (*Housing Distribution*).

3.6. **Accessible and Secondary Suite Housing Requirements**

(a) The Owners acknowledge and agree that:

(i) a minimum of five percent (5%) of the total dwelling units constructed within each phase shall be designed and constructed as barrier-free dwelling units in accordance with the accessibility provisions of the BC Building Code, as amended from time to time; and

(ii) a minimum of ten percent (10%) of all single detached dwellings constructed within each phase be designed and constructed to include a legal secondary suite in accordance with the Village of Anmore Zoning Bylaw and applicable provisions of the BC Building Code.

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(b) The required proportions of barrier-free units and single detached dwellings containing secondary suites shall be achieved within each individual phase of development and shall not be deferred to a subsequent phase.

(c) Prior to final subdivision approval or issuance of building permits within each phase, the Owners shall demonstrate that the required number of barrier-free units and single detached dwellings containing secondary suites are secured within that phase through covenants on title or otherwise to the satisfaction of the Village.

3.7. **Parkland Dedication and Open Space**

(a) The Owners shall dedicate to the Village those lands generally identified on the Comprehensive Development Plan as Park and Open Space upon subdivision of each phase.

(b) For each phase, the Owners shall provide the Village with a detailed Park Landscape Plan prepared by a Landscape Architect and thereafter construct, install or cause to be constructed or installed the park amenities generally identified on the Park Plan to the standards satisfactory to the Village. Without limiting the discretion of the Village, the standards satisfactory to the Village shall include, at a minimum, trails constructed to the Village standard identified in the Parks Master Plan, benches, recreational amenities, play structures, bear proof waste receptacles, bike racks, accessible public washroom, and lighting as indicated on the Parks Plan and Parks Landscape Plan.

(c) Notwithstanding the Owners obligations in this section 3.7, the Village may require the Owners to secure their obligations with respect to park construction works through a Works and Services Agreement with financial security provided prior to subdivision approval.

3.8. **Trails and Public Access**

(a) The Owners shall Develop the Lands such that the trail network generally identified on the Greenspace & Trails Plan is constructed, installed or caused to be constructed or installed to standards satisfactory to the Village and consistent with the Parks Master Plan.

(b) Notwithstanding the Owners obligations in this section 3.8, the Village may require the Owners to secure their obligations with respect to trail construction through a Works and Services Agreement with financial security provided to the satisfaction of the Village.

(c) For trails proposed to be located on private land install appropriate fencing on property lines that border private property to a standard acceptable to the Village and secure public access by means of a right way prior to subdivision approval.

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3.9. **Infrastructure and Servicing**

(a) The Owners shall Develop the Lands such that the following are constructed, installed or caused to be constructed or installed:

(i) the watermain improvements in accordance with the Village of Anmore Water Master Plan and to the satisfaction of the Village;

(ii) all roads generally in accordance with the alignments shown on the Road Network Plan and to standards satisfactory to the Village;

(iii) Where the extension of Wyndham Crescent is required to function as a secondary access route, the construction of road improvements along the entirety of Wyndham Crescent in accordance with the Subdivision and Development Control Bylaw and to the satisfaction of the Village;

(iv) stormwater culverts and drainage main improvements along roads affected by development runoff to address capacity and condition deficiencies identified in the Village Stormwater Master Plan;

(v) Where emergency vehicle access is required to satisfy the Village Subdivision and Development Control Bylaw, the construction of emergency access in accordance with one of the options identified in the Emergency Access Plan which will allow emergency evacuation from Road A to Port Moody, which connection shall be constructed at the sole expense of the developer at a standard acceptable to both Port Moody and the Village of Anmore.

(b) The Owners shall provide statutory rights-of-way and easements necessary to accommodate municipal infrastructure and access to infrastructure located within or outside individual development phases on private property.

(c) Notwithstanding the Owners obligations in this section 3.8, the Village may require the Owners to secure their obligations with respect to the construction of all required infrastructure works through a Works and Services Agreement with financial security provided to the satisfaction of the Village.

3.10. **Kinsey Drive and Ridge Mountain Drive Improvements**

(a) Prior to commencement of subdivision servicing or construction activities on the Lands, the Owners shall undertake such improvements to Kinsey Drive and Ridge Mountain Drive as may be required to safely accommodate construction traffic associated with the development, to the satisfaction of the Village Engineer.

(b) Such improvements may include, but are not limited to, asphalt strengthening, localized asphalt uplift, road widening, drainage improvements, shoulder stabilization, or other

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works necessary to safely convey construction vehicles and to protect Village infrastructure and adjacent properties.

(c) All required improvements shall be designed and constructed at the Owner's cost and to the satisfaction of the Village Engineer.

(d) Prior to issuance of final subdivision approval for a phase of development, the Owners shall undertake roadway improvements to Kinsey Drive and Ridge Mountain Drive to the satisfaction of the Village Engineer.

(e) Such improvements shall include a final asphalt overlay or additional asphalt uplift of the roads, or such other roadway improvements as determined by the Village Engineer, to address deterioration associated with construction activities and to ensure the roadway meets the Village's roadway standards.

(f) All required improvements shall be completed at the Owner's cost and to the satisfaction of the Village Engineer.

3.11. **Water Reservoir and Fire Flow Provision**

(a) The Owners shall design and construct a water reservoir and associated water supply infrastructure necessary to provide fire flow and domestic water supply for the development in accordance with the Anmore Subdivision Development Control Bylaw No. 633-2020 and to the satisfaction of the Village.

(b) The water reservoir and associated infrastructure shall be designed and constructed as part of the first phase of development and shall be operational prior to final subdivision approval or issuance of building permits within Phase 1.

(c) The reservoir shall be designed and sized by a qualified professional engineer to provide adequate fire flow and water supply capacity for the ultimate build-out of the lands in accordance with the Comprehensive Development Zone and applicable municipal and fire protection standards.

(d) The reservoir shall be designed with sufficient storage capacity to service the maximum development capacity permitted for the Lands.

(e) The Village reserves the right to increase the sizing of the reservoir to meet Village needs beyond the site requirements at the cost borne to the Village.

(f) The design and operation of the reservoir and associated water supply infrastructure shall be undertaken in coordination with the City of Port Moody and shall satisfy the requirements of the water servicing arrangements between the Village of Anmore and the City of Port Moody, including the Anmore - Port Moody Water Sharing Agreement.

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(g) The design, construction, and commissioning of the reservoir and associated water supply infrastructure shall be secured through a Works and Services Agreement with financial security provided to the satisfaction of the Village of Anmore.

(h) The Owners shall submit hydraulic modelling and supporting engineering analysis prepared by a qualified professional engineer demonstrating that the reservoir and associated water infrastructure will provide adequate fire flow and water supply capacity for the ultimate build-out of the development and comply with the requirements of the Village and its consulting engineers.

3.12. **Compliance with Technical Reports**

(a) The Owners shall Develop the Lands in strict accordance with all recommendations, mitigation measures, monitoring requirements, and maintenance provisions contained in the Technical Reports to the satisfaction of the Village.

(b) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide one or more updated Technical Reports and that a replacement Section 219 Covenant is registered in order to secure the Owners' obligations with respect to all recommendations, mitigation measures, monitoring requirements, and maintenance provisions in the Technical Reports, as may be updated from time to time.

3.13. **Professional Reports and Implementation of Recommendations**

Prior to Phase 1, the Owners will submit to the Village the following to address each phase of development, as further specified, all to the satisfaction of the Village:

(a) Environmental Impact Assessment in accordance with section 3.15;

(b) Detailed Geotechnical Analysis including slope stability assessments in accordance with EGBC;

(c) Arborist Assessment and Tree Management Plan in accordance with section 3.16 and Windthrow Risk Assessment in accordance with section 3.17;

(d) Onsite Wastewater Servicing Assessment and Plan;

(e) Detailed Hydrogeological and Hydrologic analysis including Septic Cumulative Impact Assessment;

(f) Integrated Storm Water Management Plan in accordance with section 3.14;

(g) Road Network plan;

(h) Detailed Grading plan;

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(i) Site Servicing Plan;

(j) Driveway Location and Building Area Plans;

(k) Water Modeling and demand analysis;

(l) Archeological Overview Assessment; and

(m) Fire Truck Access Plan.

3.14. **Integrated Stormwater Management Plan**

(a) Prior to Phase 1, the Owners shall provide to the Village an Integrated Stormwater Management Plan prepared by a qualified professional engineer for the development to the satisfaction of the Village. The Stormwater Management Plan shall assess hydrologic and hydraulic analysis of surface runoff under both existing and proposed conditions, incorporate climate change adjusted precipitation, and identify all required stormwater infrastructure and mitigation measures including low impact development (LID) and onsite drainage.

(b) The Owners shall ensure that all stormwater detention facilities are designed such that the primary discharge accommodates post-development runoff from a ten-year storm event and the one-hundred-year storm event is appropriately pathed to mitigate impact to private property and municipal infrastructure and that discharge paths from detention facilities to receiving infrastructure and environments are to be adequately protected from erosion.

(c) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide a replacement Section 219 Covenant securing its obligations with respect to the implementation, operation, and maintenance of all stormwater infrastructure and adherence to the approved Stormwater Management Plan.

3.15. **Environmental Impact Assessment**

(a) Prior to Phase 1 and for each subsequent phase, the Owners shall prepare and submit an Environmental Impact Assessment prepared by a qualified environmental professional assessing the potential environmental impacts associated with the subdivision and development of the Lands.

(b) The Environmental Impact Assessment shall identify environmentally sensitive areas, watercourses, riparian areas, wildlife habitat, species at risk, and other ecological features present on the lands, and shall include recommendations for avoidance, mitigation, protection, and monitoring measures necessary to minimize environmental impacts associated with the development.

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(c) The Environmental Impact Assessment shall be submitted to and accepted by the Village prior to subdivision approval within each phase of development.

(d) Require that all recommendations, mitigation measures, and environmental protection measures identified in the approved Environmental Impact Assessment be implemented to the satisfaction of the Village.

(e) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide a replacement Section 219 Covenant securing its obligations with respect to:

(i) the implementation of the recommendations and mitigation measures contained in the approved Environmental Impact Assessment and requiring ongoing compliance with such measures; and

(ii) securing to the satisfaction of the Village all Streamside Protection and Enhancement Areas and other watercourse protection measures contemplated by this Agreement or otherwise identified through environmental review.

(f) The Owners shall adhere to all Provincial and Federal requirements regarding watercourse protection, watercourse crossings, habitat protection, and watercourse relocation where applicable.

(g) The Owners acknowledge and agree that, in addition to the obligations secured in this Agreement, a Watercourse Development Permit prior to subdivision or development.

(h) The Owners shall construct and maintain a cedar post and split rail fencing with wire mesh backing and educational signage along watercourse protection areas and ecological protection areas to prevent disturbance.

3.16. **Arborist Assessment and Tree Management Plan**

(a) For each subdivision phase, the Owners shall submit a Tree Management Plan prepared by a qualified arborist, in accordance with the Village of Anmore Tree Management Bylaw, to the satisfaction of the Village.

(b) The Tree Management Plan shall be informed by a detailed Arborist Report and the recommendations of the Wildfire Hazard Assessment identifying existing trees, tree condition, and recommendations for tree retention, alteration, removal, and protection within the applicable subdivision phase.

(c) The Tree Management Plan shall identify, at a minimum:

(i) tree retention areas;

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(ii) individual trees to be retained;

(iii) vegetation protection areas and tree protection zones;

(iv) trees proposed for removal including the identification of hazardous trees;

(v) tree replacement and replanting requirements; and

(vi) construction protection measures to be implemented during subdivision servicing and building construction.

(d) The Owners shall not Develop the Lands until the Tree Management Plan has been approved and tree removal authorization has been issued by the Village.

3.17. **Windthrow Risk Assessment**

(a) Where tree retention areas are proposed, the Owners shall submit a Windthrow Risk Assessment prepared by a qualified arborist or registered forest professional evaluating potential windthrow hazards associated with forest edge resulting from development.

(b) The Windthrow Risk Assessment shall identify mitigation measures necessary to maintain safe and stable tree retention areas, including but not limited to selective tree removal, forest edge management, or additional tree protection measures.

3.18. **Wildlife and Species Protection**

(a) Prior to Phase 1 and for each subsequent phase, the Owners shall complete:

(i) a BC Conservation Data Centre database search for species at risk; and

(ii) surveys for protected species and breeding or migratory birds in accordance with applicable Provincial and Federal legislation.

(b) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide a replacement Section 219 Covenant securing its obligations with respect to the implementation of mitigation measures identified through such surveys provided to the Village pursuant to section 3.18(a).

3.19. **Construction Environmental Management Plan**

(a) Prior to any site disturbance for Phase 1 and for each subsequent phase, the Owners shall prepare a Construction Environmental Management Plan.

(b) The Construction Environmental Management Plan shall address erosion and sediment control measures, spill prevention and response procedures, terrain management practices, vegetation protection and restoration, protection of riparian areas and parklands, mitigation measures for plant species at risk, construction scheduling to avoid bird nesting periods, water quality monitoring procedures, and amphibian salvage

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where required. The Construction Environmental Management Plan shall include real time site discharge monitoring during development.

3.20. **Architectural and Landscape Guidelines**

(a) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide a replacement Section 219 Covenant securing:

(i) architectural design guidelines in accordance with the Design Guidelines addressing building form, building size, building orientation and architectural character, building materials, siting, grading, and landscaping; and

(ii) detailed landscape plans for strata developments within the site.

(c) The detailed landscape plans shall address landscape design features, treatment of natural areas, hard surface treatments, tree retention and replacement, and landscape maintenance and ensure compliance with landscaping provisions set out in the Amore Zoning Bylaw.

3.21. **Fire Protection Measures**

(a) For every building on the Lands, the Owners shall install interior fire sprinkler systems in dwellings within the development to address water supply limitations, steep road grades, and emergency access considerations.

(b) The Owners acknowledge and agree that the Village encourages fire resistant building materials for exterior cladding and roofing materials.

3.22. **Other Development Approvals**

Prior to the issuance of building permits, the Owners will be responsible for applying for all necessary approvals required by the Village. For example, Development Permits for Environmental Protection, Protection of Development from Hazard Conditions and Form and Character of development.

3.23. **Road Access and Strata Road Restrictions**

(a) As a condition of the release of this Agreement from the Lands or a portion of the Lands, the Village may require an Owner to provide a replacement Section 219 Covenant prohibiting the installation of gates on any strata roads proposed to be located on the Lands and a statutory right of way permitting public access on such strata roads.

DRAFT

4. NO BUILD COST RECOVERY

(a) The Owners shall not Develop the Lands unless and until it has paid of all applicable Village fees for the phase, as applied and outlined in the Anmore Fees and Charges Bylaw No. 608-2019, as well as all costs associated with any additional approvals required to facilitate subdivision (e.g. Development Permit, Development Variance Permit) including Village legal fees and costs of third party reviews, Development Cost Charges, and community amenity contributions.

(b) The Owners shall reimburse the Village for the cost of independent third-party review of any reports submitted in support of the development, that the Village elects, in its sole and absolute discretion, to have reviewed, including but not limited to integrated stormwater management plans, water system modelling, geotechnical and hydrogeological assessments, hydrologic modelling, and detailed septic system design plans.

5. COMMUNITY AMENITY CONTRIBUTION

(a) The Owners shall not Develop the Lands unless they have entered into a voluntary community amenity contribution agreement with the Village providing a financial contribution of $XXXX toward community amenities.

(b) The restrictions on development in this Agreement do not apply if the Owners have made the payment of the voluntary community amenity contribution in accordance with the agreement with the Village.

6. INDEMNIFICATION

6.1. As an indemnity pursuant to section 219(6) of the *Land Title Act*, the Owners agrees to release, indemnify, defend and save harmless the Village and its elected officials, officers, servants, agents, and employees (the "**Protected Parties**") against all Claims and Expenses arising out of, in any way related to, or that would not or could not be sustained but for, the following:

(a) this Agreement, including but not limited to the exercise by any of the Protected Parties of any rights pursuant to this Agreement, or any restrictions imposed pursuant to this Agreement;

(b) The Owners complying with this Agreement;

(c) The Owners defaulting on its obligations under this Agreement; and

(d) the approval or rejection by any of the Protected Parties of any permit or authorization on the Lands pursuant to this Agreement.

DRAFT

6.2. The obligations of the Owners set out in sections 6.1will survive termination or discharge of this Agreement from title of the Lands.

7. DEFAULT AND REMEDIES

The Owners acknowledge and agree that the Village may:

(i) enforce the terms of this Agreement as described in section 2.2;

(ii) claim the Section 219 Covenants as a debt due to the Village, and that the amount of the Section 219 Covenants described in this Agreement constitute liquified damages; or

(iii) seek an order for specific performance, or a prohibitory or mandatory injunction in order to compel performance of the Owner's obligations in this Agreement.

(d) No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.

8. GENERAL

8.1. **Legal Fees:** Within a reasonable time upon receipt of a written request by the Village, the Owners will reimburse the Village for all reasonable legal fees, including charges and disbursements incurred by the Village in connection with the drafting, negotiating and registering of this Agreement and any subsequent amendments in the Land Title Office.

8.2. **Priority.** The Owners will take all steps necessary to ensure that this Agreement is registered in the Land Title Office in priority to all charges and encumbrances that may impair the covenants granted in this Agreement, and in any event, in priority to all financial charges save and except for those in favour of the Village or specifically approved in advance in writing by the Village.

8.3. **Village's Powers Unaffected.** This Agreement does not:

(a) affect, fetter, or limit the discretion, rights, duties, or powers of the Village or the council of the Village under any enactment or at common law, including any enactment relating to the use or development of the Lands such as subdivision, development permits, or building permits;

(b) impose on the Village any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

(c) affect or limit any enactment relating to the use or subdivision of the Lands; or

DRAFT

(d) relieve the Owners from complying with any enactment, including in relation to the use or subdivision of the Lands.

8.4. **Agreement for Benefit of Village Only.** The Owners and the Village agree that:

(a) this Agreement is entered into only for the benefit of the Village;

(b) this Agreement is not intended to protect the interests of the Owner, or any member of the public; and

(c) the Village may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

8.5. **Inspection.** The Village is not obligated to inspect the Lands or to otherwise ensure compliance with the Agreement nor does an enforcement for the purposes of verifying compliance compel the Village to remedy any default of this Agreement.

8.6. **No Public Law Duty.** Where the Village is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination, or give its consent, the Owners agree that the Village is under no public law duty of fairness or natural justice in that regard and agrees that the Village may do any of those things in the same manner as if it were a private party and not a public body.

8.7. **Severability.** If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

8.8. **Waiver.** All remedies of the Village may be exercised by the Village in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the Village exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

8.9. **Sole Agreement.** This Agreement, and any documents signed by the Owners contemplated by this Agreement, represents the whole agreement between the Village and the Owners respecting the payment of the financial obligations described herein, and there are no warranties, representations, conditions, or collateral agreements made by the Village, except as set forth in this Agreement.

8.10. **Further Assurance.** Upon request by the Village, the Owners will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the Village to give effect to this Agreement.

DRAFT

8.11. **Enuring Effect.** This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

8.12. **Covenant Runs with the Lands.** This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided. Until discharged, all of the covenants and agreements contained in this Agreement are made by the Owners for themselves, their personal administrators, successors, and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

8.13. **Limitation on Owner's Obligations.** The Owners are only liable for breaches of this Agreement that occur while the Owners are the registered owner of the Lands, provided however that notwithstanding that an Owner is no longer the registered owner of the Lands, that Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

8.14. **Applicable Law.** Unless the context otherwise requires, the laws of British Columbia will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia. Without limiting the above, in the event of any conflict between any provision of this Agreement and the Residential Tenancy Act, this Agreement is without effect to the extent of the conflict.

8.15. **Deed and Contract.** By executing and delivering this Agreement, the Owners intend to create both a contract and a deed executed and delivered under seal.

8.16. **Joint and Several.** The covenants, agreements, and obligations of the Owners shall be joint and several.

8.17. **Counterparts and Electronic Delivery.** This Agreement may be executed in any number of counterparts and delivered via e-mail, each of which will be deemed to be an original and all of which taken together will be deemed to constitute one and the same instrument, provided that any party delivering this Agreement via e-mail will deliver to the other party an originally executed copy of this Agreement forthwith upon request by the other party.

IN WITNESS OF THIS AGREEMENT the Village and the Owners have executed this Agreement by signing the Form C - General Instrument - Part 1 or the Form D - Executions Continued attached hereto.

DRAFT

PINNACLE RIDGE HILLSIDE

REZONING APPLICATION

SIXTH ADDENDUM: MARCH 31, 2026

EKISTICS

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1 APPLICATIONS

2 PROJECT CONTEXT

3 VISION

4 REZONING SUBMISSION

5 SCHEDULES

March 31, 2026

Attention: Chris Boit, Manager of Development Services
Planning | Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Mr. Boit,

Pinnacle Ridge Hillside comprises four parcels totalling approximately 75 acres along the Village of Anmore's eastern boundary. These parcels are owned by MNP Ltd., Anmore Gate Limited Partnership, and Bella Terra Investments 2 Inc. Together, the owners have collaborated on a cohesive and well-considered plan for a new hillside neighbourhood that reflects the Village's community values, natural character, and long-term planning objectives.

This application seeks to rezone the lands from Residential 1 (R-1) to a Comprehensive Development (CD) zone to enable a clustered, ground-oriented residential community that responds sensitively to the area's topography and environmental context, incorporating FireSmart design principles and best practices in hillside planning. A primary objective of the proposal is to expand housing choice and improve affordability in a way that complements Anmore's semi-rural character. The conceptual plan illustrates a total of 269 units, including 51 single-family homes that may accommodate basement suites, bringing the overall unit potential to 320. By introducing a variety of well-designed housing forms—including single-family homes, semi-detached units, and townhomes—the plan helps address a critical gap in the "missing middle" housing market that exists throughout the Lower Mainland and BC. These housing types are increasingly important to meet the needs of a changing population, providing options for younger families seeking attainable homes as well as long-time residents looking to age in place. In addition, the proposal preserves substantial natural open space, introduces new parks and trails, and delivers key infrastructure upgrades to support long-term community growth.

Since the initial submission, the site plan has been revised to respond directly to the key items outlined in the Village's most recent staff letter and accompanying committee feedback. These revisions reflect input from multiple Village committees and staff review, with updates made to the proposed housing mix and siting, road alignment and infrastructure servicing, environmental protection measures, and emergency access. Notably, townhouse setbacks have been refined to reflect Blackwell's wildfire assessment recommendations, Floor Area Ratios for single-family and duplex homes have been reduced, and lot coverage for single-family, duplex, and townhome forms has been lowered to align with staff and committee direction. Several units have also been relocated to areas of gentler slope to improve integration and long-term stability.

As a result of these refinements, the revised plan confirms that all lots fronting Roads A and B now meet minimum lot size requirements, excluding areas with slopes greater than 30%. The central park area has also been expanded to include a greater proportion of usable, active open space on gentler terrain, providing approximately 0.5 hectares of parkland and improved trail connectivity throughout the neighbourhood.

The proposal is supported by a comprehensive suite of technical studies and design work, including a traffic impact analysis, financial impact study, civil and geotechnical engineering assessments, environmental review, and wildfire hazard assessment. The updated plan reflects best practices in hillside development and is aligned with the Village's Official Community Plan, Housing Needs Assessment, and Parks Master Plan.

To facilitate the hillside design and account for unique site conditions, the proposal includes a few minor departures from the Subdivision and Zoning Bylaw. These include:

- Subdivision and Slope Considerations: While lots are generally to be configured on lands with slopes under 30%, selective development on moderate slopes (up to approximately 40%) has been incorporated where appropriate to ensure project viability and enable delivery of key public benefits, including the neighbourhood park and trail system. These areas have been carefully reviewed for access, buildable area, and slope stability. A geotechnical investigation has been completed to support the design, and all lots will be subject to further geotechnical and topographical review and approval by the Approving Officer at the time of subdivision.
- Retaining Wall Heights: In select locations, retaining walls will be required to support road grades and access. We do not anticipate any walls exceeding 4.0 metres in height, in accordance with the Subdivision and Development Control Bylaw No. 633-2020. If a higher wall is required due to site-specific conditions, a variance will be requested. All retaining walls will be sensitively designed to minimize geotechnical and visual impacts through appropriate siting, terracing, and landscaping.
- Minimum Frontage: Under Section 7.3.1 of the Zoning Bylaw, each parcel is required to have at least 10% of its perimeter fronting a highway. For one or more multi-family parcels, we will be seeking a relaxation of this requirement, as permitted by Council, to allow access via a legal easement rather than direct frontage.

A formal Development Variance Permit (DVP) application will be submitted to request consideration for these bylaw departures.

The proposed master plan strikes a balance between environmental protection, housing diversity, and fiscal sustainability. Approximately 32.5% of the site will be preserved as green space, and the community will benefit from 2.5 km of new public trails, a centrally located municipal park, scenic lookouts, and a mix of housing types that respond to the needs identified in the Village's Housing Needs Assessment.

The development team is committed to working closely with Village staff and Council to refine the application and ensure that the Hillside becomes a resilient, livable, and well-integrated addition to Anmore.

Best regards,

Paul Rosenau, Founder and President
EKISTICS Town Planning Inc.

1. APPLICATIONS

VILLAGE OF ANMORE

Rezoning Application

Office Use Only	Office Use Only for Referral	
File No: _____	☐ Building Services	☐ Fee Simple
Fees: _____	☐ Municipal Planner	☐ Bare Land Strata
Receipt No: _____	☐ Municipal Engineer	☐ Strata Conversion
Received By: _____	☐ Engineering & Public Works	☐ Phased Strata
Associated Files: _____	☐ Sasamat Volunteer Fire Dept	☐ Road Closure
	☐ School District No. 43	☐ Extension

Fees are not refundable except as outlined in the Fees and Charges Bylaw and do not guarantee approval of application in any way.

APPLICANT INFORMATION

Name: EKISTICS Town Planning Inc.

Contact Name (if applying under business name): Leah Yan

Address (of applicant): 1925 Main Street Vancouver BC V5T 3C1

Contact number: 604-618-6907 Email: Yan@ekistics.ca

PROPERTY OWNER(S) INFORMATION

Name Address w/ Postal Code Phone Email

MNP Ltd. (Receiver of the Assets Undertakings and Properties of Kings Legacy Development Inc.) c/o Suite 430-505 Burrard Street, Vancouver BC V7X 1M3, mario.mainella@mnp.ca, ppincus@castledevelopments.ca

Anmore Gate Limited Partnership, Unit #301-370 Esplanade East, North Vancouver, mmbasefat@gmail.com

Bella Terra Investments 2 Inc., 1028 Ravenwood Drive, Anmore, V3H 5M6, tony@christenluxuryhomes.com

PROPERTY DESCRIPTION

Property Address: _____

Property Identification Number(s): Lot 23, Sec 21, TP 39 New Westminster District Pl BCP507356 PID 28861256
Lot 8, Secs 16 20 & 21, TP 39 New Westminster District Pl BCP38521,PID 027687309
Lot 71, Secs 16 & 21, TP 39 New Westminster District Pl 61510,PID 002811626

Legal Description: Lot 2, Sec 16, TP 39 New Westminster District Pl BCP50903, PID 028856589

Number of Existing Lots: 4 Existing Zones: RS-1 Residential 1

Are there any easements or restrictive covenants affecting the property? ☒ Yes ☐ No

If yes, please provide copies with the current title search for all properties.

PROPOSAL

Describe the proposed rezoning (add description on supplemental sheets as necessary):

Rezoning to the Comprehensive Development Zone

PROPOSED LOTS (add supplemental sheets as necessary)

Lot number(s) *	Proposed use(s) of lot	Lot area

* The lot number should be used in identifying the lot on the preliminary plan.

OTHER APPLICATIONS BEING SUBMITTED CONCURRENTLY

Type (e.g. Dev. Permit, Dev. Variance Permit, OCP Amendment)	Application Number (completed by staff)
1.	
2.	
3.	

APPLICANT ACKNOWLEDGEMENT

By signing this application form, the applicant / owner attests that the information provided on this and supplemental application forms for land use permits from the Village of Anmore is true and correct to the best of their knowledge. Any material falsehood or any omission of a material fact made by the applicant / owner with respect to this application may result in an issued permit becoming null and void.

I, the applicant / owner, certify that this application is being made with the full knowledge and consent of all owners of the property in question.

Signature of Applicant or Authorized Representative

June 14th, 2024
Date

AUTHORIZATION OF APPLICANT

Refer to Owner authorization forms below

Note: A letter of applicant authorization with the signatures of all owners will also be accepted.

DEVELOPMENT APPLICATION REQUIREMENTS AND CHECKLIST

Note: Items listed are required at the time of submission of application. This checklist must be followed and submitted with your application form. If **any** of the required documents are not included, the Village will not accept the application. Note, all drawings need to also be electronically provided to the Village of Anmore in pdf format.

Project Address: _____

APPLICATION TYPE: REZONING (one copy is required for each item listed below)		Attached
A	**Completed Rezoning Application Form** Including signatures of authorization from all property owners.	✓
B	**State of Title Certificate or Title Search** For each parcel affected in the application, including copies of any right-of-ways, restrictive covenants, easements, etc. that are registered on title. Title Search to be not older than 30 days from application date.	✓
C	**Application Fee** Based on the current Fees and Charges Bylaw.	✓
D	**Letter of Intent** Detailing the proposal, site context, rationale for development, community benefits, impacts on community and neighbouring properties (economic, social and environmental). Please include all relevant development statistics, including: site area, existing lots, proposed lots, proposed density, proposed dedicated open space/park, total area of dedicated road, lot/unit breakdown (parcel size, proposed FAR).	✓
E	**Site Plan** Prepared by a Professional Engineer illustrating a North Arrow, PID, legal description of every existing and proposed parcel, bearings and dimensions and setback of all existing buildings and structures to be retained on site, sources of domestic water on the site and all adjacent domestic water sources within 30m of the proposed site, sewerage systems with their offset distance from the lot lines, building envelopes indicating all Zoning Bylaw setbacks, the location and dimensions of all streets, property accesses, registered easements, covenants, encroachments and right-of-way, existing and proposed street names, location of the natural boundary of any existing watercourse(s) including the elevation of the crest and toe if slope at regular intervals, approximate location of all existing and proposed utility services, approximate extent of area available for sewerage disposal surrounding the test holes, locations of any on-site water sources to be developed, locations of sewage-disposal systems on adjacent properties within 30m of any external lot line of the proposed - (24 x 36 and 11 x 17).	✓
F	**Tree and Topographic Survey** Conducted by a B.C.L.S. and identifies the overall health and quality of the trees (over 1.0m) on or adjacent to the subject site, all natural or man-made features such as ponds, bridges, traverse lines with hub numbers, etc. Also, identifies the site elevations including grades at each corner of the lot(s) and contours at one metre intervals - (24 x 36 and 11 x 17).	
G	**Preliminary Geotechnical Report *(required by Hillside Residential Area only)*** A preliminary geotechnical report shall be submitted which confirms the suitability of the lands for the intended purposes. The report shall be sealed by a Professional Engineer licensed to practice in BC.	✓
H	**Infill Development Requirement** If the rezoning application is seeking to be considered under the Infill Development OCP policy, the following documentation is required: 1. Survey showing that the parcel is between 3925 m^2 and 8094 m^2 in area	

	2. A survey verifying that the parcel has an average slope equal to or less than 20%, as determined by a registered surveyor 3. A survey identifying the proposed building sites and that these sites have a slope equal to or less than 20%, as determined by a registered surveyor. 4. A survey identifying that the parcel has 50 m frontage on a public highway and that each proposed new parcel has 25 m frontage on a public highway, as determined by a registered surveyor. 5. Provide documentation to show that that the parcel for which the rezoning is being sought has been in existence for 10 years	

I certify that the attached submission is complete and accurate, and includes all of the above items.

Applicant Signature: _____ Date: June 14th, 2024

PLANNING AND DEVELOPMENT	
Additional fees incurred by the Village will be charged to the applicant prior to a decision on an application where in the opinion of the Manager of Development Services, a qualified professional must be retained for the purpose of assessing application information, and legal fees are incurred by the Village which, in the opinion of the Manager of Development Services, are necessary in order to obtain legal advice in the processing or implementation of an application approval including drafting or review of legal documents.	
Rezoning Applications	
Pre-application review	$175.00 per hour – minimum 4 hours
Rezoning Application Fee (Application valid for 18 months)	$3,500.00 + Actual Costs of the Approving Officer and Consultants
Time Extension – 18 months	$500.00
Zoning Bylaw Text Amendment	$3,500.00
Holding an additional Public Hearing	$1,500.00
OCP Amendment	$5,000.00
Subdivision Applications	
Application Fee	$700.00 + $100.00 per lot and Actual Costs of Approving Officer and Consultants
Extension - 180 days	$500.00
Development Cost Charges	
Drainage	$1,050.00 per lot
Roads	$4,114.00 per lot
Water	$5,555.00 per lot
School Site Acquisition Charge	As per School District No. 43
Latecomer Agreement	$3,000.00
Latecomer Interest Rates	As per Municipal Finance Authority of BC (MFABC) 15-year rate at time of agreement
Other Development Applications	
Development Variance Permit	$500.00
Board of Variance	$500.00
Development Permit (RAR)	$500.00

APPLICATION FEES

Rezoning Application Fee	$3,500.00
+ Actual Costs of Approving Officer and Consultants	TBC
Total	**$3,500.00**

VILLAGE OF
ANMORE

Owner Authorization Form

Date: December 11, 2023

Building Department
Village of Anmore
2697 Sunnyside Road
Anmore, B.C. V3H 5G9

To Whom It May Concern:

Re: Lot 2 Section 16 Township 39 New Westminster District Plan BCP50903 (civic address)

This letter is to advise that I/we, Bella Terra Investments 2 Inc.,

am/are the registered owners of the above referenced property and hereby authorize EKISTICS Town Planning to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the Village of Anmore.

Yours truly,

Signature of registered owner

Name:	Address:
Telephone:	Email:

TITLE SEARCH PRINT 2023-12-11, 15:54:12

File Reference: 101812-3 CXG Requestor: Gerry Chokie

CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN

Land Title District	NEW WESTMINSTER
Land Title Office	NEW WESTMINSTER
Title Number	HB445
From Title Number	CA4842232
Application Received	2023-05-24
Application Entered	2023-06-02

Registered Owner in Fee Simple

Registered Owner/Mailing Address: BELLA TERRA INVESTMENTS 2 INC., INC.NO. BC1051242
UNIT 301-6678 152 STREET
SURREY, BC
V3S 7J2

Taxation Authority Anmore, Village of

Description of Land

Parcel Identifier: 028-856-589

Legal Description:

LOT 2 SECTION 16 TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN BCP50903

Legal Notations

HERETO IS ANNEXED EASEMENT BL361552 OVER (PART HATCHED PLAN LMP35411)
LOT 1 PLAN LMP35411 PURSUANT TO B.C. REG'S 334/79

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA4842233
FILED 2015-11-30

Charges, Liens and Interests

Nature:	COVENANT
Registration Number:	BL361555
Registration Date and Time:	1997-10-23 14:59
Registered Owner:	VILLAGE OF ANMORE
Remarks:	SECTION 219 L.T.A. PART FORMERLY LOT 3 PLAN LMP35411

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Attachment 6

Item 9.b

TITLE SEARCH PRINT 2023-12-11, 15:54:12

File Reference: 101812-3 CXG Requestor: Gerry Chokie

Pending Applications NONE

Owner Authorization Form

Date: Dec 11, 2023

Building Department
Village of Anmore
2697 Sunnyside Road
Anmore, B.C. V3H 5G9

To Whom It May Concern:

Re: 1720 East Rd, Anmore BC V3H 5E9 (Two Parcels total 26.7 Acres) (civic address)

This letter is to advise that I/we, 0763974 B.C. LTD.,

am/are the registered owners of the above referenced property and hereby authorize Ekistics Town Planning Inc. to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the Village of Anmore.

Yours truly,

Signature of registered owner

Name: Mohammad M Basefat N	Address: 301-370 E Esplanade St, NV BC V7L 1A4
Telephone: 1-(604)306-8297	Email: mmbasefat@gmail.com

Attachment 6

Item 9.b

TITLE SEARCH PRINT 2023-12-04, 14:03:02

File Reference: 1720 Requestor: Mohammad Mirkarim

CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN

Title Issued Under SECTION 98 LAND TITLE ACT

Land Title District NEW WESTMINSTER
Land Title Office NEW WESTMINSTER

Title Number BB1014916
From Title Number BA198570

Application Received 2008-10-08

Application Entered 2008-10-24

Registered Owner in Fee Simple
Registered Owner/Mailing Address: 0763974 B.C. LTD., INC.NO. 0763974
108-16 FAWCETT ROAD
COQUITLAM, BC
V3K 6X9

Taxation Authority Anmore, Village of

Description of Land
Parcel Identifier: 027-687-309
Legal Description:
LOT 8 SECTION 16, 20 AND 21 TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN BCP38521

Legal Notations
THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 26 OF THE LOCAL GOVERNMENT ACT, SEE BB100685

HERETO IS ANNEXED EASEMENT BB1014917 OVER THAT PART OF LOT 5, PLAN BCP38521 SHOWN HATCHED ON PLAN BCP38521

Charges, Liens and Interests
Nature: COVENANT
Registration Number: BB1014922
Registration Date and Time: 2008-10-08 10:35
Registered Owner: VILLAGE OF ANMORE
Remarks: PART IN PLAN BCP38522

TITLE SEARCH PRINT 2023-12-04, 14:03:02

File Reference: 1720 Requestor: Mohammad Mirkarim

Nature:	STATUTORY RIGHT OF WAY
Registration Number:	BB1014925
Registration Date and Time:	2008-10-08 10:35
Registered Owner:	VILLAGE OF ANMORE
Remarks:	PART IN PLAN BCP38523

Nature:	COVENANT
Registration Number:	BB1014933
Registration Date and Time:	2008-10-08 10:36
Registered Owner:	VILLAGE OF ANMORE

Nature:	COVENANT
Registration Number:	BB1014937
Registration Date and Time:	2008-10-08 10:36
Registered Owner:	VILLAGE OF ANMORE

Nature:	MORTGAGE
Registration Number:	CA9185725
Registration Date and Time:	2021-07-13 15:31
Registered Owner:	ROYAL INTERNATIONAL HOLDINGS LTD. INCORPORATION NO. BC 0767110 AS TO AN UNDIVIDED 3800/7800 INTEREST
Registered Owner:	NATION CAPITAL CORP. INCORPORATION NO. BC 0977315 AS TO AN UNDIVIDED 2000/7800 INTEREST
Registered Owner:	PINNACLE HOUSE VENTURES LTD. AS TO AN UNDIVIDED 2000/7800 INTEREST
Remarks:	INTER ALIA MODIFIED BY CB63987

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CA9185726
Registration Date and Time:	2021-07-13 15:31
Registered Owner:	ROYAL INTERNATIONAL HOLDINGS LTD. INCORPORATION NO. BC 0767110 AS TO AN UNDIVIDED 3800/7800 INTEREST
Registered Owner:	NATION CAPITAL CORP. INCORPORATION NO. BC 0977315 AS TO AN UNDIVIDED 2000/7800 INTEREST
Registered Owner:	PINNACLE HOUSE VENTURES LTD. INCORPORATION NO. 0605234 AS TO AN UNDIVIDED 2000/7800 INTEREST
Remarks:	INTER ALIA

TITLE SEARCH PRINT 2023-12-04, 14:03:02

File Reference: 1720 Requestor: Mohammad Mirkarim

Nature:	MODIFICATION
Registration Number:	CB63987
Registration Date and Time:	2022-07-07 12:33
Remarks:	INTER ALIA MODIFICATION OF CA9185725

Nature:	MORTGAGE
Registration Number:	CB809441
Registration Date and Time:	2023-08-04 17:07
Registered Owner:	1179149 B.C. LTD. INCORPORATION NO. BC1179149 1429492 B.C. LTD. INCORPORATION NO. BC1429492 HASI GHAFARI
Remarks:	INTER ALIA

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CB809442
Registration Date and Time:	2023-08-04 17:07
Registered Owner:	1179149 B.C. LTD. INCORPORATION NO. BC1179149 1429492 B.C. LTD. INCORPORATION NO. BC1429492 HASI GHAFARI
Remarks:	INTER ALIA

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

VILLAGE OF ANMORE

Owner Authorization Form

Date: Dec 11, 2023

Building Department
Village of Anmore
2697 Sunnyside Road
Anmore, B.C. V3H 5G9

To Whom It May Concern:

Re: 1720 East Rd, Anmore BC V3H 5E9 (Two Parcels total 26.7 Acres) (civic address)

This letter is to advise that I/we, 0763974 B.C. LTD.,

am/are the registered owners of the above referenced property and hereby authorize Ekistics Town Planning Inc. to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the Village of Anmore.

Yours truly,

Signature of registered owner

Name: Mohammad M Basefat N	Address: 301-370 E Esplanade St, NV BC V7L 1A4
Telephone: 1-(604)306-8297	Email: mmbasefat@gmail.com

TITLE SEARCH PRINT 2023-12-04, 14:05:12
File Reference: 1720 Requestor: Mohammad Mirkarim
Declared Value $5940000

CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN

Land Title District NEW WESTMINSTER
Land Title Office NEW WESTMINSTER

Title Number CA5472563
From Title Number BM257162
BN67430

Application Received 2016-08-31

Application Entered 2016-09-10

Registered Owner in Fee Simple
Registered Owner/Mailing Address: 0763974 B.C. LTD., INC.NO. BC0763974
100 2240 CHIPPENDALE ROAD
WEST VANCOUVER, BC
V7S 3J5

Taxation Authority Anmore, Village of

Description of Land
Parcel Identifier: 002-811-626
Legal Description:
LOT 71 SECTIONS 16 AND 21 TOWNSHIP 39 NEW WESTMINSTER DISTRICT
PLAN 61510

Legal Notations NONE

Charges, Liens and Interests
Nature: MORTGAGE
Registration Number: CA9185725
Registration Date and Time: 2021-07-13 15:31
Registered Owner: ROYAL INTERNATIONAL HOLDINGS LTD.
INCORPORATION NO. BC 0767110
AS TO AN UNDIVIDED 3800/7800 INTEREST
Registered Owner: NATION CAPITAL CORP.
INCORPORATION NO. BC 0977315
AS TO AN UNDIVIDED 2000/7800 INTEREST
Registered Owner: PINNACLE HOUSE VENTURES LTD.
AS TO AN UNDIVIDED 2000/7800 INTEREST
Remarks: INTER ALIA
MODIFIED BY CB63987

TITLE SEARCH PRINT 2023-12-04, 14:05:12

File Reference: 1720 Requestor: Mohammad Mirkarim

Declared Value $5940000

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CA9185726
Registration Date and Time:	2021-07-13 15:31
Registered Owner:	ROYAL INTERNATIONAL HOLDINGS LTD. INCORPORATION NO. BC 0767110 AS TO AN UNDIVIDED 3800/7800 INTEREST
Registered Owner:	NATION CAPITAL CORP. INCORPORATION NO. BC 0977315 AS TO AN UNDIVIDED 2000/7800 INTEREST
Registered Owner:	PINNACLE HOUSE VENTURES LTD. INCORPORATION NO. 0605234 AS TO AN UNDIVIDED 2000/7800 INTEREST
Remarks:	INTER ALIA

Nature:	MODIFICATION
Registration Number:	CB63987
Registration Date and Time:	2022-07-07 12:33
Remarks:	INTER ALIA MODIFICATION OF CA9185725

Nature:	MORTGAGE
Registration Number:	CB809441
Registration Date and Time:	2023-08-04 17:07
Registered Owner:	1179149 B.C. LTD. INCORPORATION NO. BC1179149 1429492 B.C. LTD. INCORPORATION NO. BC1429492 HASI GHAFARI
Remarks:	INTER ALIA

Nature:	ASSIGNMENT OF RENTS
Registration Number:	CB809442
Registration Date and Time:	2023-08-04 17:07
Registered Owner:	1179149 B.C. LTD. INCORPORATION NO. BC1179149 1429492 B.C. LTD. INCORPORATION NO. BC1429492 HASI GHAFARI
Remarks:	INTER ALIA

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

Attachment 6

Item 9.b

VILLAGE OF ANMORE

Owner Authorization Form

Date: December 12, 2023

Building Department
Village of Anmore
2697 Sunnyside Road
Anmore, B.C. V3H 5G9

To Whom It May Concern:

Re: Lot 23 Section 21 Township 39 New Westminster District Plan BCP 50736 (civic address)

This letter is to advise that I/we, MNP Ltd. Receiver-Manager of the assets, undertakings and properties of Kings Legacy Development Inc.,

am/are the registered owners of the above referenced property and hereby authorize EKISTICS Town Planning to act as an agent for the address noted above in all matters relating to the property, including applying for a building permit and completion of the project within the Village of Anmore.

Yours truly,

Signature of registered owner

Name: Mario Mainella	Address: 430 - 505 Burrard St. PO BOX 72, Vancouver BC
Telephone: 604-657-5646	Email: mario.mainella@mnp.ca

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN

Title Issued Under	SECTION 98 LAND TITLE ACT
Land Title District	NEW WESTMINSTER
Land Title Office	NEW WESTMINSTER
Title Number	BB4046196
From Title Number	BA359462 BA359463 BA67997 BB4046161
Application Received	2012-05-11
Application Entered	2012-06-29
Registered Owner in Fee Simple	
Registered Owner/Mailing Address:	KINGS LEGACY DEVELOPMENTS INC., 740564 1930 - 1095 WEST PENDER STREET VANCOUVER, BC V6E 2M6
Taxation Authority	Anmore, Village of

Description of Land

Parcel Identifier: 028-861-256

Legal Description:

LOT 23 SECTION 21 TOWNSHIP 39 NEW WESTMINSTER DISTRICT PLAN BCP50736

Legal Notations

HERETO IS ANNEXED EASEMENT BA266484 OVER (PLAN BCP22590) LOT 1 PLAN BCP22488

PARTIAL RELEASE BB1491469 2012.06.26 AS TO PART OF LOT 1 PLAN BCP22488 INCLUDED WITHIN LOT B PLAN BCP50735

PERSONAL PROPERTY SECURITY ACT NOTICE, SEE BA359466

NOTICE OF ASSIGNMENT, SEE CA3916192

NOTICE OF ASSIGNMENT, SEE CA4751836

PERSONAL PROPERTY SECURITY ACT NOTICE, SEE BX34656 EXPIRES 2006/12/19

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Charges, Liens and Interests

Nature:	COVENANT
Registration Number:	BG80626
Registration Date and Time:	1993-03-10 13:26
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA SECTION 215 L.T.A. PART FORMERLY LOT 30 PLAN 3350

Nature:	COVENANT
Registration Number:	BV164622
Registration Date and Time:	2003-05-08 13:03
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

Nature:	COVENANT
Registration Number:	BA266482
Registration Date and Time:	2006-03-02 14:59
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA PART FORMERLY LOT B PLAN BCP22488

Nature:	COVENANT
Registration Number:	BA266483
Registration Date and Time:	2006-03-02 14:59
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA PART FORMERLY LOT B PLAN BCP22488

Nature:	MORTGAGE
Registration Number:	BA359464
Registration Date and Time:	2006-03-13 14:55
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. BC0605229
Transfer Number:	CA4751834
Remarks:	INTER ALIA MODIFIED BY BB224126 MODIFIED BY BB894217 EXTENDED BY BB1491465

Nature:	ASSIGNMENT OF RENTS
Registration Number:	BA359465
Registration Date and Time:	2006-03-13 14:55
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. BC0605229
Transfer Number:	CA4751835
Remarks:	INTER ALIA EXTENDED BY BB1491466

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	MORTGAGE
Registration Number:	BB610379
Registration Date and Time:	2007-11-30 12:34
Registered Owner:	TCC MORTGAGE HOLDINGS INC.
Remarks:	MODIFIED BY BB910373 EXTENDED BY BB1491467

Nature:	ASSIGNMENT OF RENTS
Registration Number:	BB610380
Registration Date and Time:	2007-11-30 12:34
Registered Owner:	TCC MORTGAGE HOLDINGS INC.
Remarks:	EXTENDED BY BB1491468

Nature:	MODIFICATION
Registration Number:	BB224126
Registration Date and Time:	2008-04-22 10:38
Remarks:	INTER ALIA MODIFICATION OF BA359464

Nature:	PRIORITY AGREEMENT
Registration Number:	BB224127
Registration Date and Time:	2008-04-22 10:38
Remarks:	INTER ALIA GRANTING BA359464 AS MODIFIED BY BB224126 PRIORITY OVER BB610379 AND BB610380

Nature:	PRIORITY AGREEMENT
Registration Number:	BB224128
Registration Date and Time:	2008-04-22 10:38
Remarks:	GRANTING BA359465 PRIORITY OVER BB610379 AND BB610380

Nature:	MODIFICATION
Registration Number:	BB894217
Registration Date and Time:	2008-09-09 09:24
Remarks:	INTER ALIA MODIFICATION OF BA359464

Nature:	PRIORITY AGREEMENT
Registration Number:	BB894218
Registration Date and Time:	2008-09-09 09:25
Remarks:	GRANTING BA359464 MODIFIED BY BB224126 AND BB894217 PRIORITY OVER BB610379 AND BB610380

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	PRIORITY AGREEMENT
Registration Number:	BB894219
Registration Date and Time:	2008-09-09 09:25
Remarks:	GRANTING BA359465 PRIORITY OVER BB610379 AND BB610380

Nature:	MODIFICATION
Registration Number:	BB910373
Registration Date and Time:	2008-11-03 15:00
Remarks:	MODIFICATION OF BB610379

Nature:	CLAIM OF BUILDERS LIEN
Registration Number:	BB920843
Registration Date and Time:	2009-01-30 14:52
Registered Owner:	JACK CEWE LTD.
Remarks:	PARTIAL RELEASE BB1491901 2012.06.28 AS TO PART DEDICATED ROAD ON PLAN BCP50736

Nature:	CLAIM OF BUILDERS LIEN
Registration Number:	CA1031438
Registration Date and Time:	2009-02-02 10:04
Registered Owner:	WAWRYK INVESTMENTS LTD. FRUSTAGLI INVESTMENTS LTD.
Remarks:	PARTIAL RELEASE BB1491902 2012.06.28 AS TO PART DEDICATED ROAD ON PLAN BCP50736

Nature:	COVENANT
Registration Number:	BB4046164
Registration Date and Time:	2012-05-11 09:16
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046165
Registration Date and Time:	2012-05-11 09:16
Remarks:	INTER ALIA GRANTING BB4046164 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046166
Registration Date and Time:	2012-05-11 09:17
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046167
Registration Date and Time:	2012-05-11 09:17
Remarks:	INTER ALIA GRANTING BB4046166 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046168
Registration Date and Time:	2012-05-11 09:17
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046169
Registration Date and Time:	2012-05-11 09:17
Remarks:	INTER ALIA GRANTING BB4046168 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046170
Registration Date and Time:	2012-05-11 09:18
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046171
Registration Date and Time:	2012-05-11 09:18
Remarks:	INTER ALIA GRANTING BB4046170 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046172
Registration Date and Time:	2012-05-11 09:18
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046173
Registration Date and Time:	2012-05-11 09:18
Remarks:	INTER ALIA GRANTING BB4046172 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	STATUTORY RIGHT OF WAY
Registration Number:	BB4046201
Registration Date and Time:	2012-05-11 09:20
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA PLAN BCP50738

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046202
Registration Date and Time:	2012-05-11 09:20
Remarks:	GRANTING BB4046201 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	STATUTORY RIGHT OF WAY
Registration Number:	BB4046219
Registration Date and Time:	2012-05-11 09:22
Registered Owner:	VILLAGE OF ANMORE
Remarks:	PLAN BCP50740

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046220
Registration Date and Time:	2012-05-11 09:22
Remarks:	GRANTING BB4046219 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046225
Registration Date and Time:	2012-05-11 09:24
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046226
Registration Date and Time:	2012-05-11 09:24
Remarks:	INTER ALIA GRANTING BB4046225 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	COVENANT
Registration Number:	BB4046233
Registration Date and Time:	2012-05-11 09:25
Registered Owner:	VILLAGE OF ANMORE
Remarks:	PLAN BCP50745

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046234
Registration Date and Time:	2012-05-11 09:25
Remarks:	GRANTING BB4046233 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	STATUTORY RIGHT OF WAY
Registration Number:	BB4046274
Registration Date and Time:	2012-05-11 09:32
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA PLAN BCP50752

Nature:	COVENANT
Registration Number:	BB4046275
Registration Date and Time:	2012-05-11 09:32
Registered Owner:	VILLAGE OF ANMORE
Remarks:	INTER ALIA

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046276
Registration Date and Time:	2012-05-11 09:32
Remarks:	GRANTING BB4046274 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

TITLE SEARCH PRINT 2023-12-12, 12:14:45

File Reference: 23-351 Requestor: Kim Davies

Nature:	PRIORITY AGREEMENT
Registration Number:	BB4046277
Registration Date and Time:	2012-05-11 09:32
Remarks:	GRANTING BB4046275 PRIORITY OVER BA359464 SEE BB224126, BB894217 AND BB1491465 AND BA359465 SEE BB1491466 AND BB610379 SEE BB910373 AND BB1491467 AND BB610380 SEE BB1491468

Nature:	MORTGAGE
Registration Number:	BB1491465
Registration Date and Time:	2012-06-26 10:44
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. BC0605229
Transfer Number:	BB4089945
Remarks:	EXTENSION OF BA359464

Nature:	ASSIGNMENT OF RENTS
Registration Number:	BB1491466
Registration Date and Time:	2012-06-26 10:44
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. BC0605229
Transfer Number:	BB4089946
Remarks:	EXTENSION OF BA359465

Nature:	MORTGAGE
Registration Number:	BB1491467
Registration Date and Time:	2012-06-26 10:45
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. 0740564
Remarks:	EXTENSION OF BB610379

Nature:	ASSIGNMENT OF RENTS
Registration Number:	BB1491468
Registration Date and Time:	2012-06-26 10:45
Registered Owner:	TCC MORTGAGE HOLDINGS INC. INCORPORATION NO. 0740564
Remarks:	EXTENSION OF BB610380

Nature:	CERTIFICATE OF PENDING LITIGATION
Registration Number:	BB1492273
Registration Date and Time:	2012-07-03 11:06
Registered Owner:	TCC MORTGAGE HOLDINGS INC.

Nature:	CERTIFICATE OF PENDING LITIGATION
Registration Number:	BB1492276
Registration Date and Time:	2012-07-03 11:07
Registered Owner:	JACK CEWE LTD.

TITLE SEARCH PRINT 2023-12-12, 12:14:45
File Reference: 23-351 Requestor: Kim Davies

Duplicate Indefeasible Title	NONE OUTSTANDING
Transfers	NONE
Pending Applications	NONE

Site Disclosure Statement

All fields marked with an asterisk (*) are mandatory.

Has the site been used for any industrial or commercial uses described in Schedule 2 of the Contaminated Sites Regulation? *

- ( ) Yes
- (•) No

If you answered no to the question above, the form is not submitted to the ministry. As per Section 3.5 of the Contaminated Sites Regulation, a municipality or approving officer may still request a person to complete a site disclosure statement for their records.

Section I - Contact information

A: Site owners(s) or operators(s)

Last name *	Barone
First name *	Tony
Company, if applicable	Bella Terra Investments 2 Inc.
Address *	Unit 301, 6678 152 Street
City *	Surrey
Province *	BC
Country *	Canada
Postal code *	V3S 7J2
Phone number *	604-340-7468
Email *	tony@christenhomes.com

Last name *	Basefat
First name *	Mohammad M
Company, if applicable	0763974 B.C L.T.D
Address *	301 - 370 Esplanade E
City *	North Vancouver
Province *	BC
Country *	Canada
Postal code *	V7L 1A4
Phone number *	604-306-8297
Email *	mmbasefat@gmail.com

Last name *	Mainella
First name *	Mario
Company, if applicable	MNP Ltd. Receiver-Manager of the assets, undertaking and properties of Kings Legacy De
Address *	403 - 505 Burrard St, PO Box 72
City *	Vancouver
Province *	BC
Country *	Canada
Postal code *	V7X 1M3
Phone number *	604-657-5646
Email *	mario.mainela@mnp.ca

B: Person completing site disclosure statement (leave blank if same as above)

Last name	Yan
First name	Leah

Company, if applicable

EKISTICS Town Planning Inc.

C: Person to contact regarding the site disclosure statement

Last name *

Yan

First name *

Leah

Company, if applicable

EKISTICS Town Planning Inc.

Address *

1925 Main Street

City *

Vancouver

Phone number *

604-739-7526

Email *

yan@ekistics.ca

Section II - Site information

Coordinates for the centre of the site:

Latitude

Degrees *

49

Minutes *

18

Seconds *

34.02

Longitude

Degrees *

122

Minutes *

50

Seconds *

8.83

Attention:

A separate map with appropriate scale showing the location and boundaries of the site must be included.

☑ I will include a map with my submission *

Land ownership *

◉ Legally titled, registered property

○ Untitled Crown land

For legally titled, registered property

Site address *

1720 & 2100 East Road, Wollny Court

City *

Anmore

Postal code *

-

PID *

028-856-589

Land description *

Lot 2 Section 16 Township 39 New Westminster District Plan BCP50903

PID *

027-687-309

Land description *

Lot 8 Section 16, 20 and 21 Township 39 New Westminster District Plan BCP38521

PID *

002-811-626

Land description *

Lot 71 Sections 16 and 21 Township 39 New Westminster District Plan 61510

PID *

028-861-256

Land description *

Lot 23 Section 21 Township 39 New Westminster District Plan BCP50736

Section III - Specified industrial or commercial uses

Indicate all the industrial or commercial uses described in the Contaminated Sites Regulation Schedule 2 which have occurred or are occurring on this site.

Example Schedule 2 references and descriptions

E1. appliance, equipment, or engine maintenance, repair, reconditioning, cleaning or salvage

F10. solvent manufacturing, bulk storage, shipping and handling

Schedule 2 reference and description *

None

Select all that apply, choose "none" if no Schedule 2 uses apply.

Section IV - Additional information

1. Provide a brief summary of the planned activity and proposed land use at the site. *

Rezoning of the site to a Comprehensive Development Zone

If not applicable, type N/A

2. Indicate the information used to complete this site disclosure statement including a list of record searches completed. *

Confirmation with site owners.

3. List any past or present government orders, permits, approvals, certificates or notifications pertaining to the environmental condition of the site: *

N/A

If not applicable, type N/A

Section V - Declarations

Where a municipal approval is not required, you must indicate the reason for submission directly to the registrar:

- ☐ Under order
- ☐ Foreclosure
- ☐ CCAA proceedings
- ☐ BIA proceedings
- ☐ Decommissioning
- ☐ Ceasing operations

By signing below, I confirm that the information in this form is complete and accurate to the best of my knowledge:

SIGNATURE

Sign above

For agents completing this form, save to PDF then forward the form to the owner/operator to complete this section.

First and last name

Leah Yan

- ○ Owner
- ◉ Operator

Date signed

2024-06-14

Approving authority contact information

All fields in this section must be completed by the municipality (including regional districts) or approving officer prior to forwarding the form to the site registrar.

First and last name

Agency

Address

Phone number

(___) ___-____

Email

Reason for submission (Please check one or more of the following):

- ☐ Building permit for an activity that will likely disturb soil
- ☐ Subdivision
- ☐ Zoning
- ☐ Development permit for an activity that will likely disturb soil

Date received by approving authority

Date submitted to registrar

Version: 18

2. PROJECT CONTEXT

BACKGROUND

The Pinnacle Ridge Hillside is a unique, thoughtfully planned community of homes that exemplifies cutting-edge design and embodies Anmore's semi-rural character.

The extensive leisure opportunities, beautiful natural environment and diversity of housing options makes this an attractive location for new families.

Pinnacle Ridge Hillside Estate ('the Site') consists of four parcels, owned by three landowners. While individual landowners have previously submitted rezoning applications to the Village, a unified plan was requested for the development's progression. In response, the landowners have united under a shared vision to craft a community seamlessly integrated with Anmore's natural beauty and recreational amenities.

Pinnacle Ridge Hillside aims to enhance Anmore's unique essence and preserve the surrounding environment while pioneering a financially sustainable model to benefit the community.

This application seeks to rezone the Site from Residential 1 to Comprehensive Development (CD-8) Zone.

REGIONAL CONTEXT

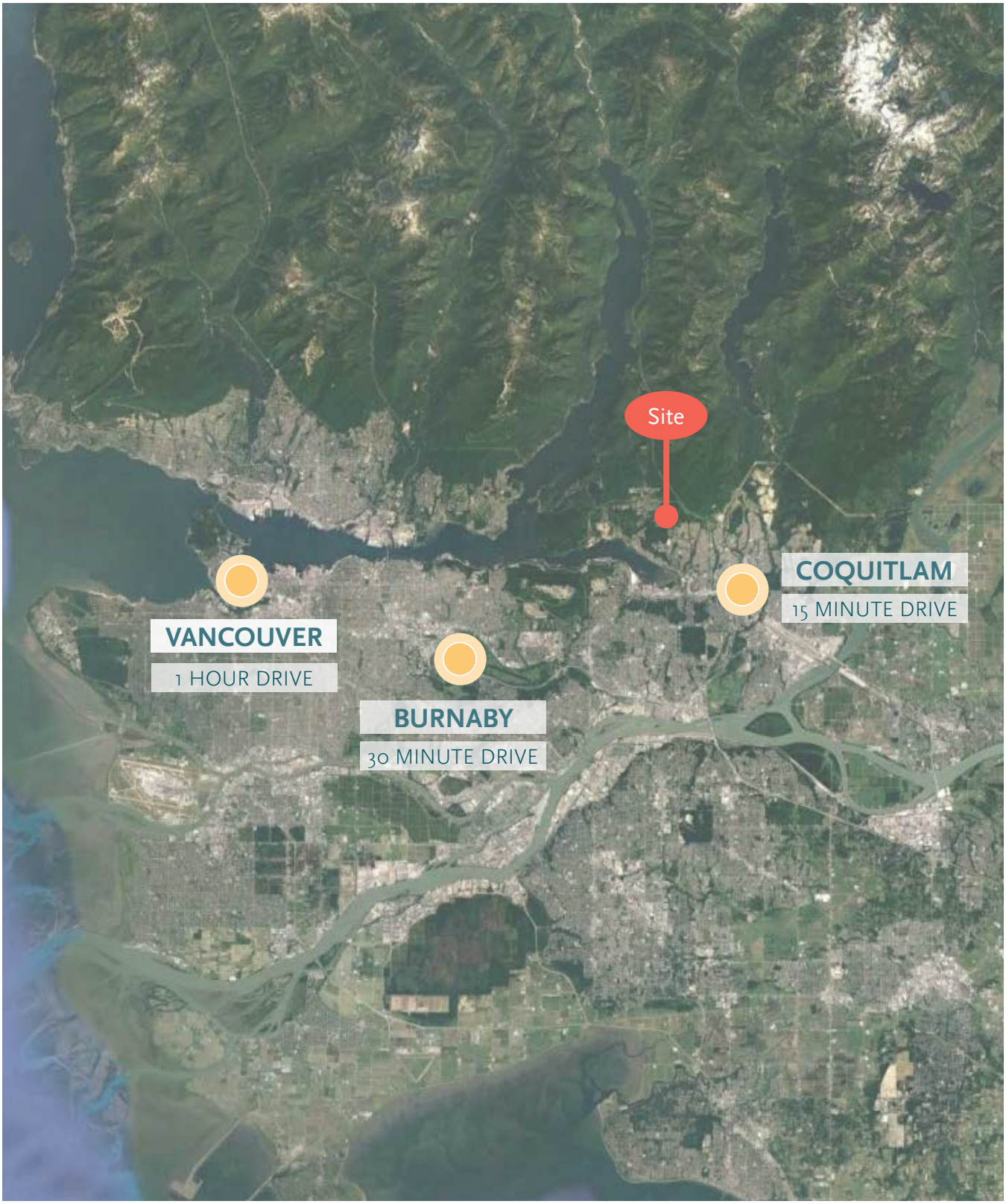
Anmore is a village within Metro Vancouver, in the Canadian province of British Columbia. It is located to the north of the City of Port Moody and is along the shores of the Indian Arm.

Currently home to approximately 2,500 residents, the population is expected to nearly double by 2041.

Anmore predominately features low-density residential development, with most residents commuting outside the area for employment and services.

Positioned a 15-minute drive from Coquitlam's town centre and in close proximity to numerous walking trails and recreational activities, the Pinnacle Ridge Hillside neighbourhood represents a significant opportunity for establishing a premier hillside community.

The Village is also situated just minutes away from the Barnet and Lougheed highways, as well as nearby SkyTrain stations. As such, the site offers residents easy access to Vancouver, Burnaby and the wider area.

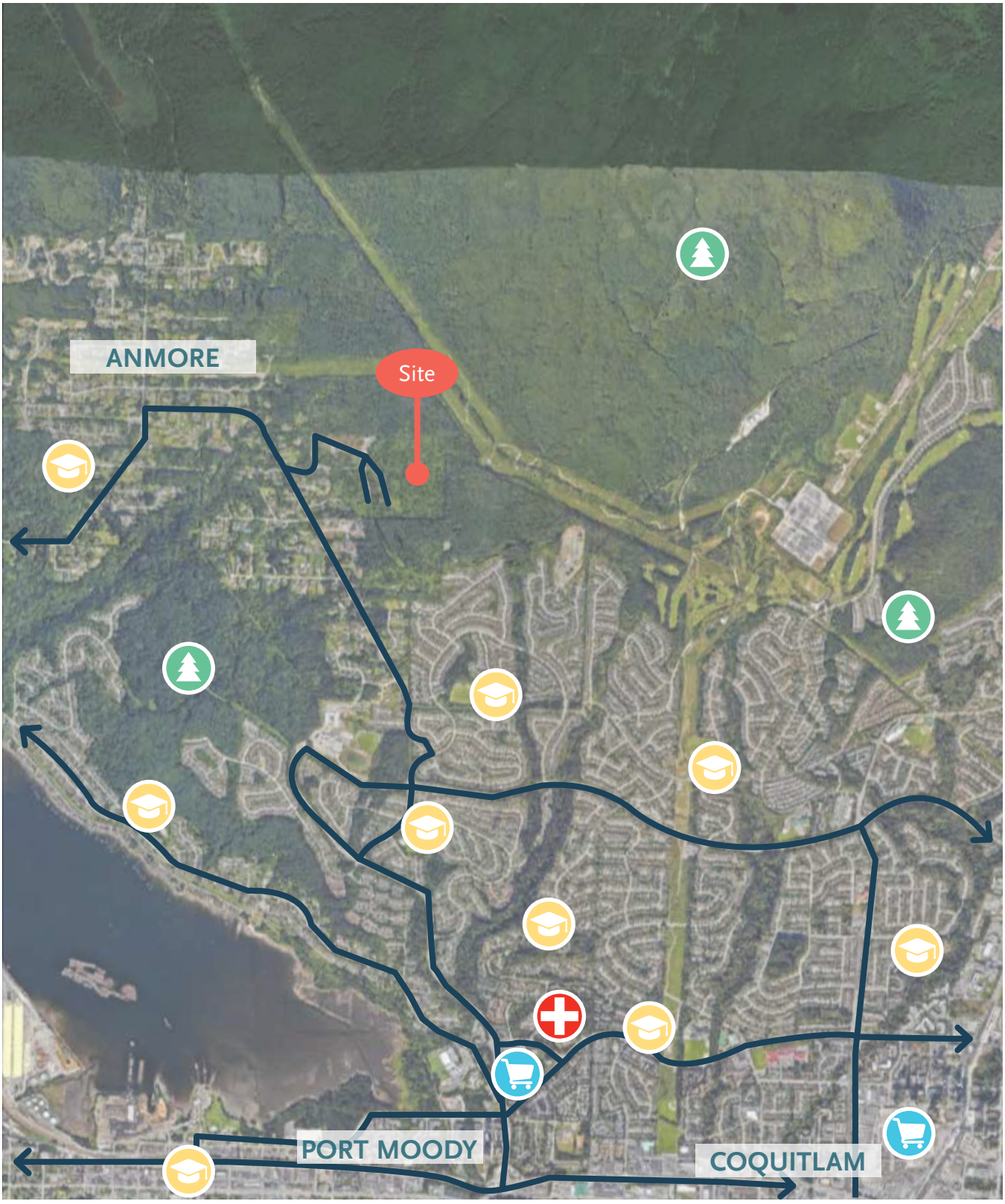

Site
COQUITLAM
15 MINUTE DRIVE
VANCOUVER
1 HOUR DRIVE
BURNABY
30 MINUTE DRIVE

LOCAL CONTEXT

The Pinnacle Ridge Hillside neighbourhood boasts an idyllic setting surrounded by an intricate network of walking trails which provide residents with access to the surrounding areas of Eagle Mountain, Buntzen Lake and Belcarra Park. This expansive open space network serves as an opportunity for residents to immerse themselves in the area's natural splendour.

The nearby town centres of Coquitlam and Port Moody stand as bustling hubs, catering to the diverse needs of residents. These centres provide the area with an array of shopping, dining and accommodation options and recreational activities.

Within the vicinity, there are a number of primary and secondary schools nearby as well as the Simon Fraser University within a half hour drive.


ANMORE
Site
PORT MOODY
COQUITLAM

LANDOWNERS

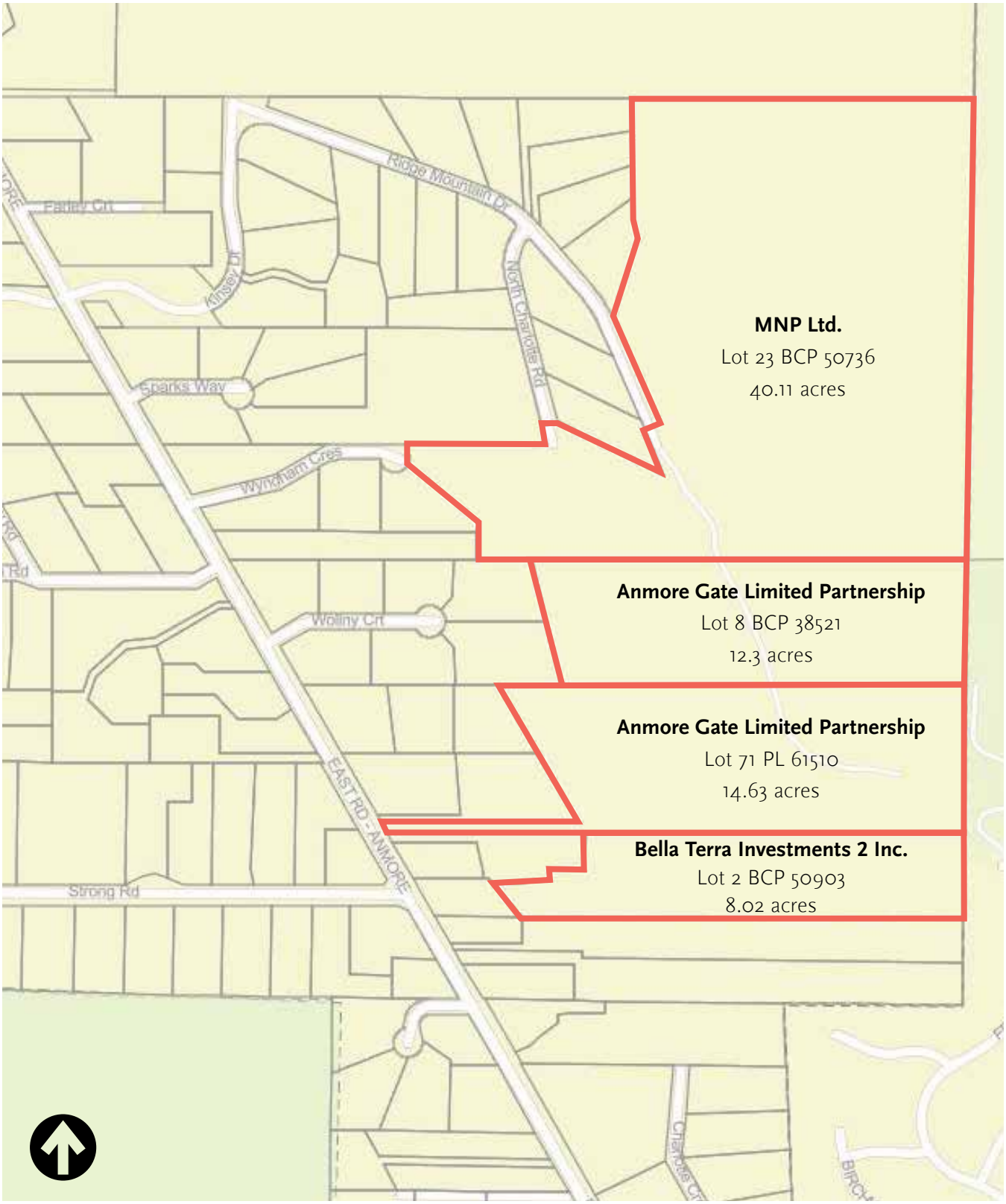
Pinnacle Ridge Hillside Estates ('the site') comprises four parcels owned by three different landowners, MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. The site spans a total area of approximately 75 acres.

OCP Policy RLU-2 encourages alternative and innovative development proposals on hillsides. Policy RLU-6 encourages clustered housing zoning.

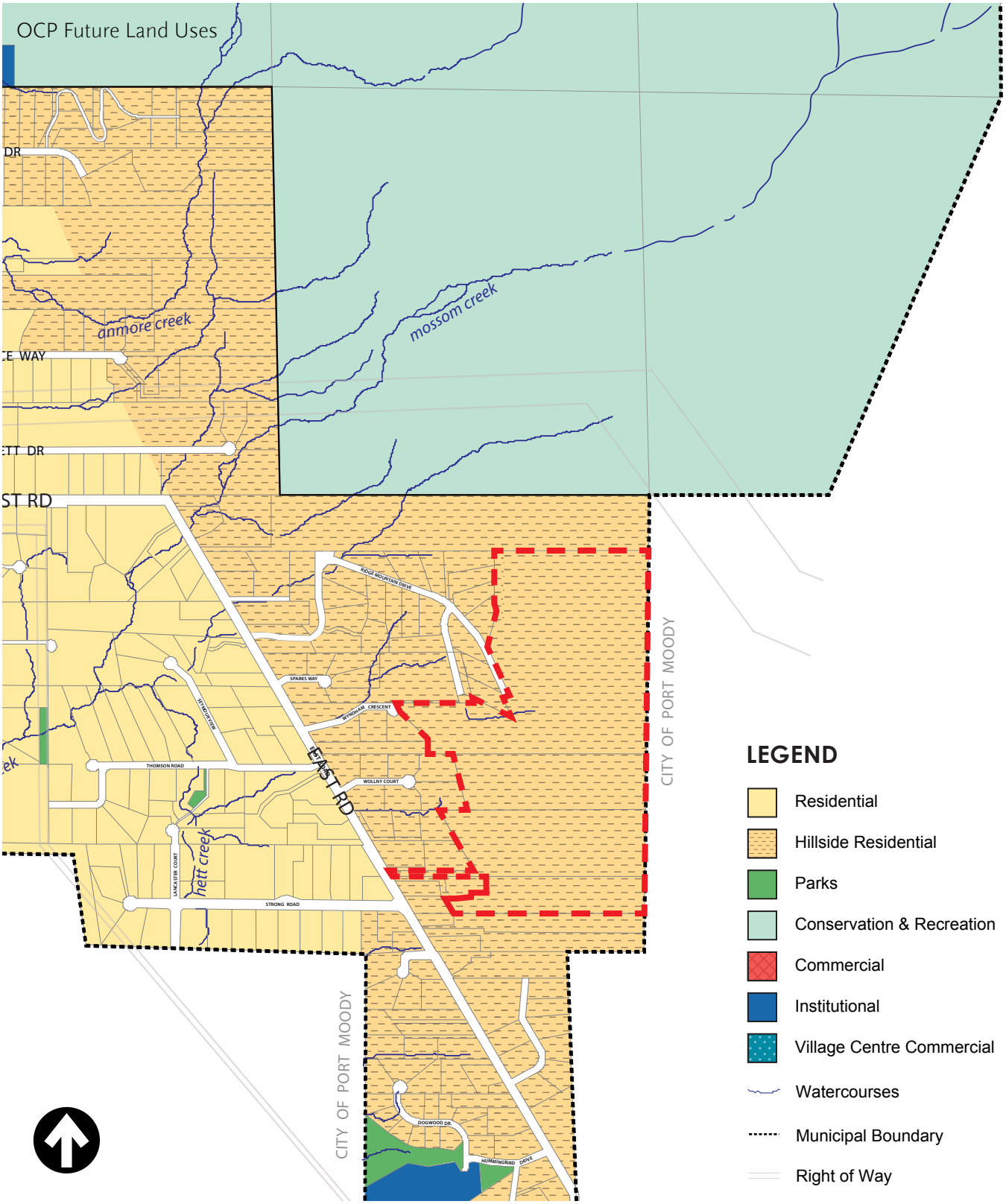
Aligned with the OCP Policy RLU-7, the landowners have collaborated to ensure a unified development strategy for the site.

Consistent with OCP Policy RLU-8 supports the consideration of CD zoning. The proposed development does not exceed a gross density of 1.8 lots per acre.

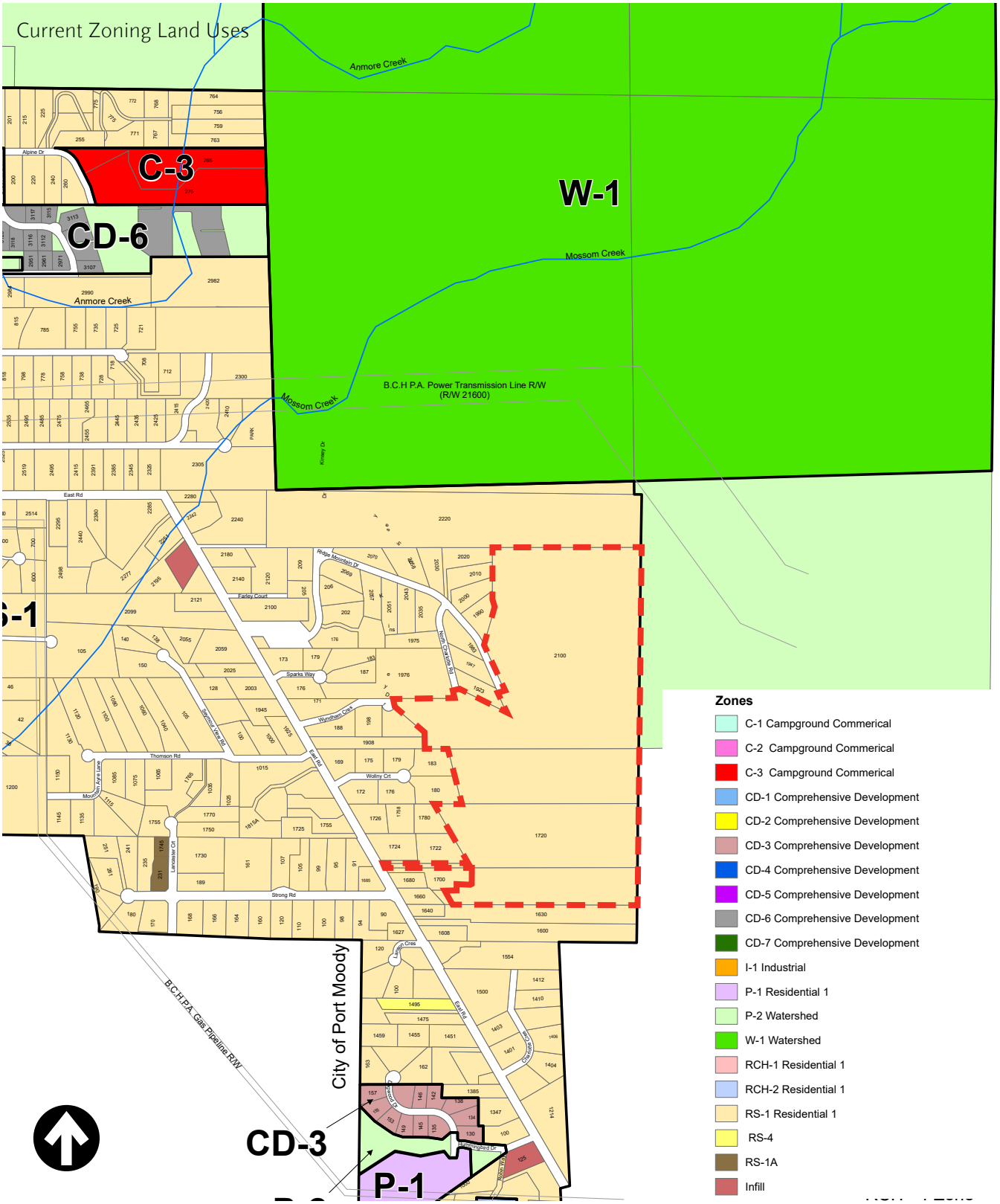
This approach will ensure the protection of environmentally sensitive areas such as the areas of steep slope, encourage the creation of contiguous green space and trails among the parcels, and facilitate the harmonious placement of homes across the sites.


Ridge Mountain Dr
North Charlotte Rd
Paisley Crt
Kinsey Dr
Sparks Way
Wyndham Cres
Wolliny Crt
EAST RD - ANMORE
Strong Rd
MNP Ltd.
Lot 23 BCP 50736
40.11 acres
Anmore Gate Limited Partnership
Lot 8 BCP 38521
12.3 acres
Anmore Gate Limited Partnership
Lot 71 PL 61510
14.63 acres
Bella Terra Investments 2 Inc.
Lot 2 BCP 50903
8.02 acres

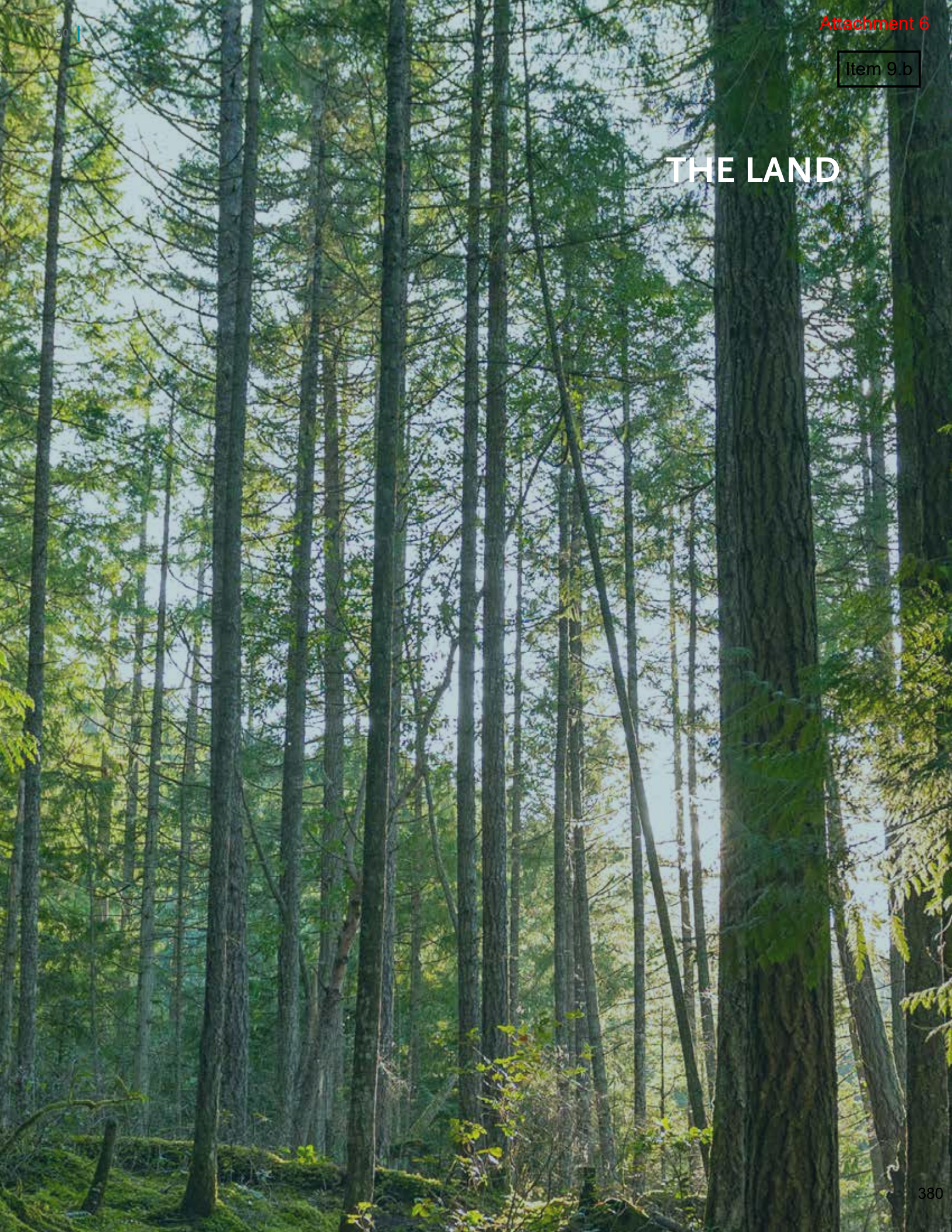
OCP PLAN


OCP Future Land Uses
anmore creek
mossom creek
hett creek
EAST RD
CITY OF PORT MOODY
CITY OF PORT MOODY
THOMSON ROAD
WOLLNY COURT
STRONG ROAD
SPARKS WAY
RIDGE MOUNTAIN DRIVE
DOGWOOD DR.
HUMMINGBIRD DRIVE
LEGEND
Residential
Hillside Residential
Parks
Conservation & Recreation
Commercial
Institutional
Village Centre Commercial
Watercourses
Municipal Boundary
Right of Way

ZONING PLAN


Current Zoning Land Uses
Anmore Creek
C-3
W-1
CD-6
Mossom Creek
Anmore Creek
B.C.H P.A. Power Transmission Line R/W
(R/W 21600)
Mossom Creek
East Rd
Ridge Mountain Dr
Farley Court
Sparks Way
Wyndham Crt
Thomson Rd
Wolfey Crt
Strong Rd
Lancaster Cir
Lindsay Cres
Rochdale Cres
Rochdale Dr
Kinney Dr
B.C.H.P.A. Gas Pipeline R/W
City of Port Moody
CD-3
P-1
Zones
C-1 Campground Commerical
C-2 Campground Commerical
C-3 Campground Commerical
CD-1 Comprehensive Development
CD-2 Comprehensive Development
CD-3 Comprehensive Development
CD-4 Comprehensive Development
CD-5 Comprehensive Development
CD-6 Comprehensive Development
CD-7 Comprehensive Development
I-1 Industrial
P-1 Residential 1
P-2 Watershed
W-1 Watershed
RCH-1 Residential 1
RCH-2 Residential 1
RS-1 Residential 1
RS-4
RS-1A
Infill

THE LAND



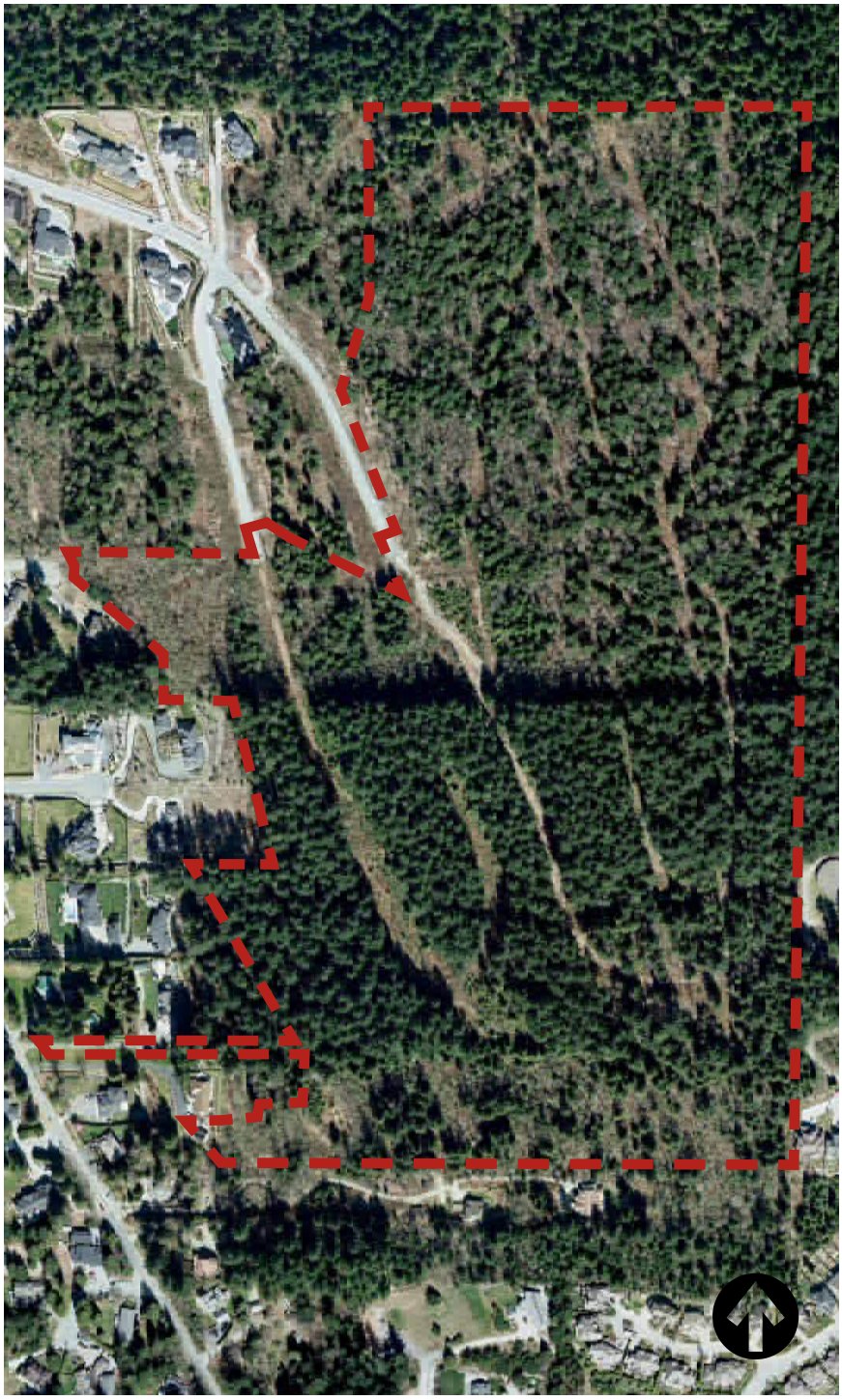
THE LAND

AERIAL

The landscape is characterized by steep forested hillside with a mix of regenerative and mature forest.

There are existing homes around the site to the east, south and west.

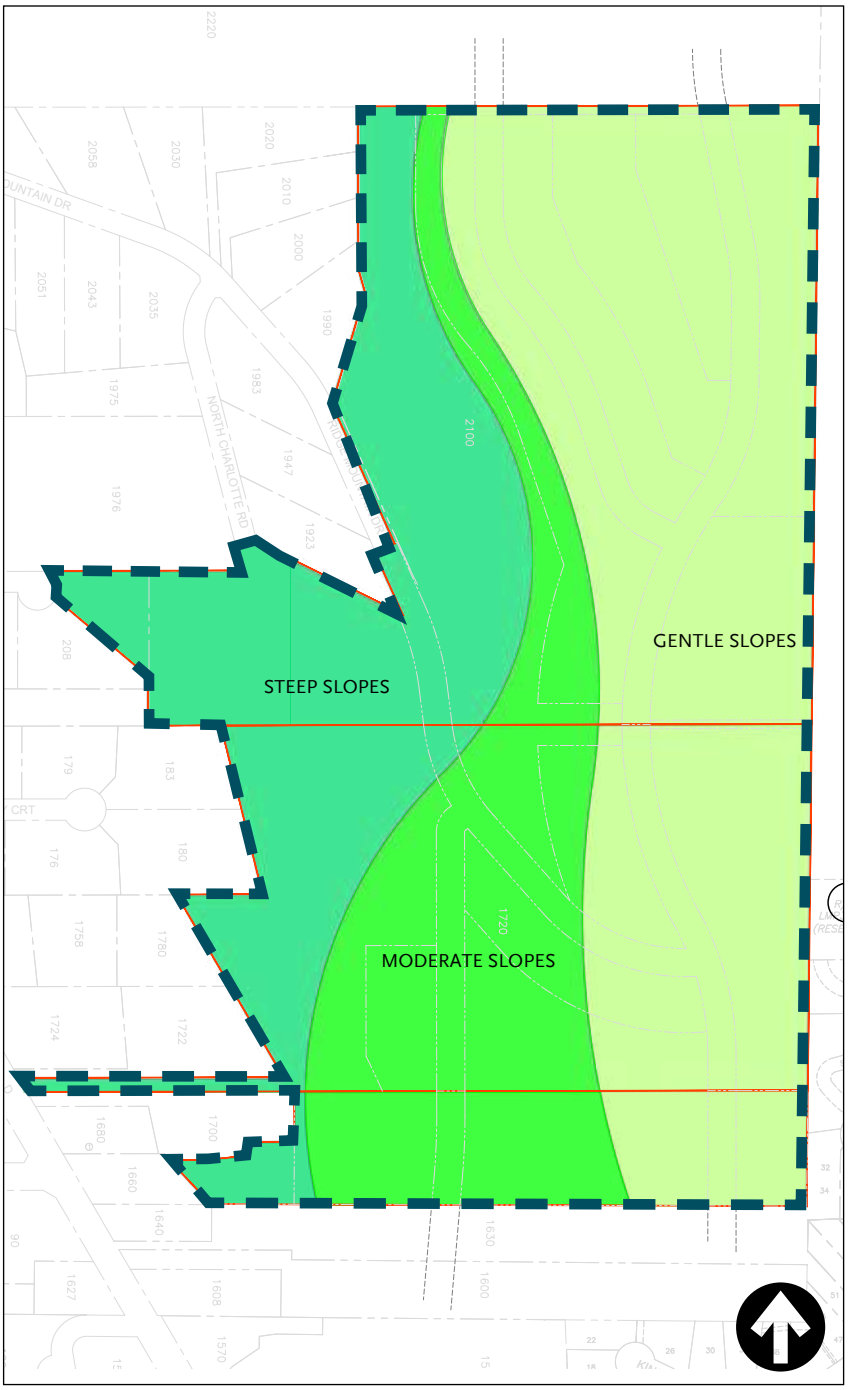
The site currently sits vacant and undeveloped apart from a few access roads and informal, natural trails.



LAND FORM

The topography of the site is characterized by gentle to moderately steep slopes, generally falling from the east down towards the west and south of the site. The site is generally forested with sections cleared.

The design approach makes use of the existing landscape. The design strives to provide a site-sensitive approach to minimize the impact of development on the site's topography and landscape.

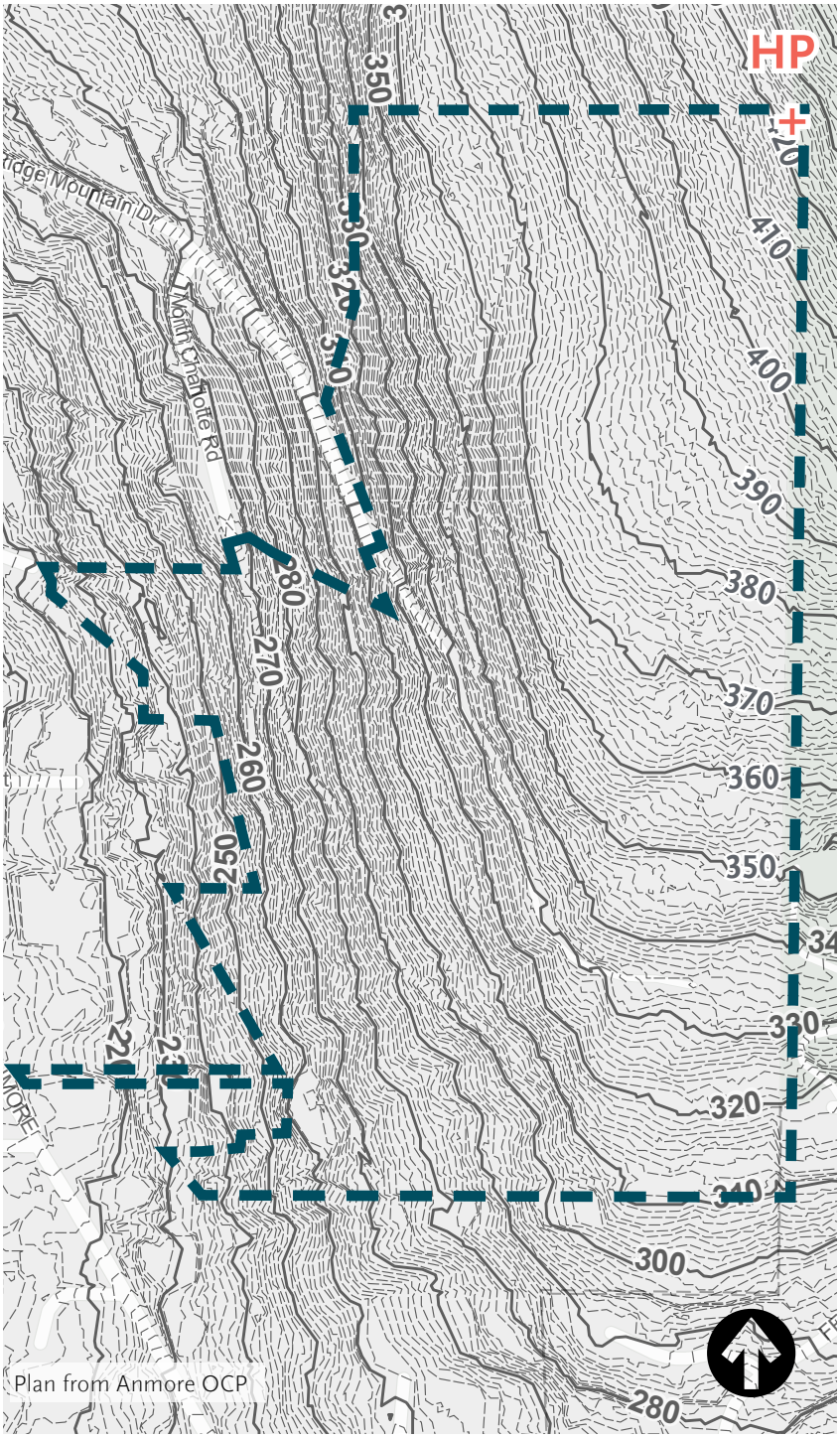


THE LAND

ELEVATION

The north eastern corner of the site is the highest point with an elevation of 427m.

From this high point, the land then falls down to an elevation of 211m on the western side of the site.



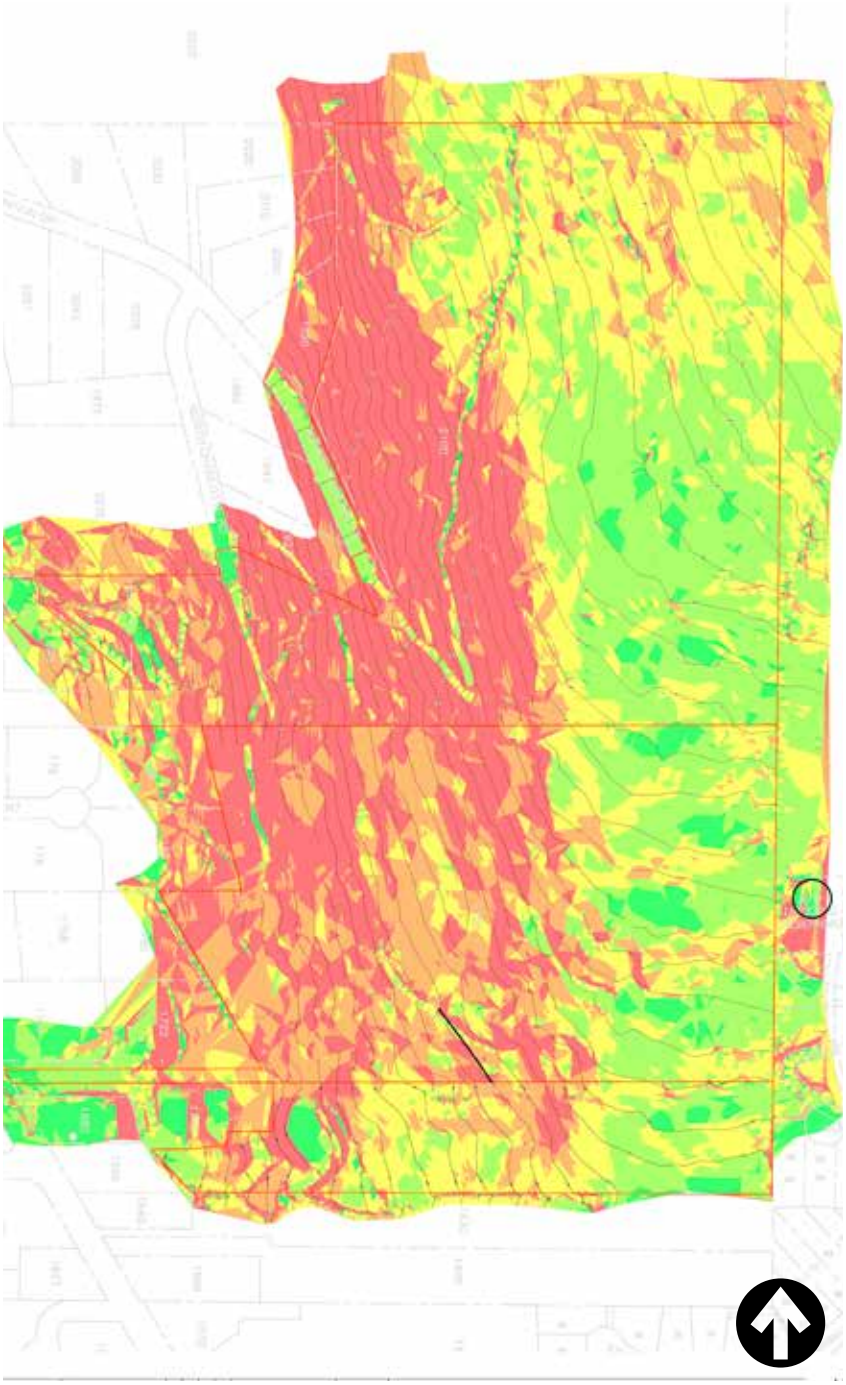
Plan from Anmore OCP

SLOPE

A detailed slope analysis was undertaken to understand the existing slope regime and to determine the land area with the best development potential.

In general, buildings will be positioned on the gentle slopes and areas of a steeper slope will be reserved as lot areas and public green space.

A thorough understanding of the site conditions is essential in siting roads and buildings in a way that minimizes the impact to the natural environment and preserves views.



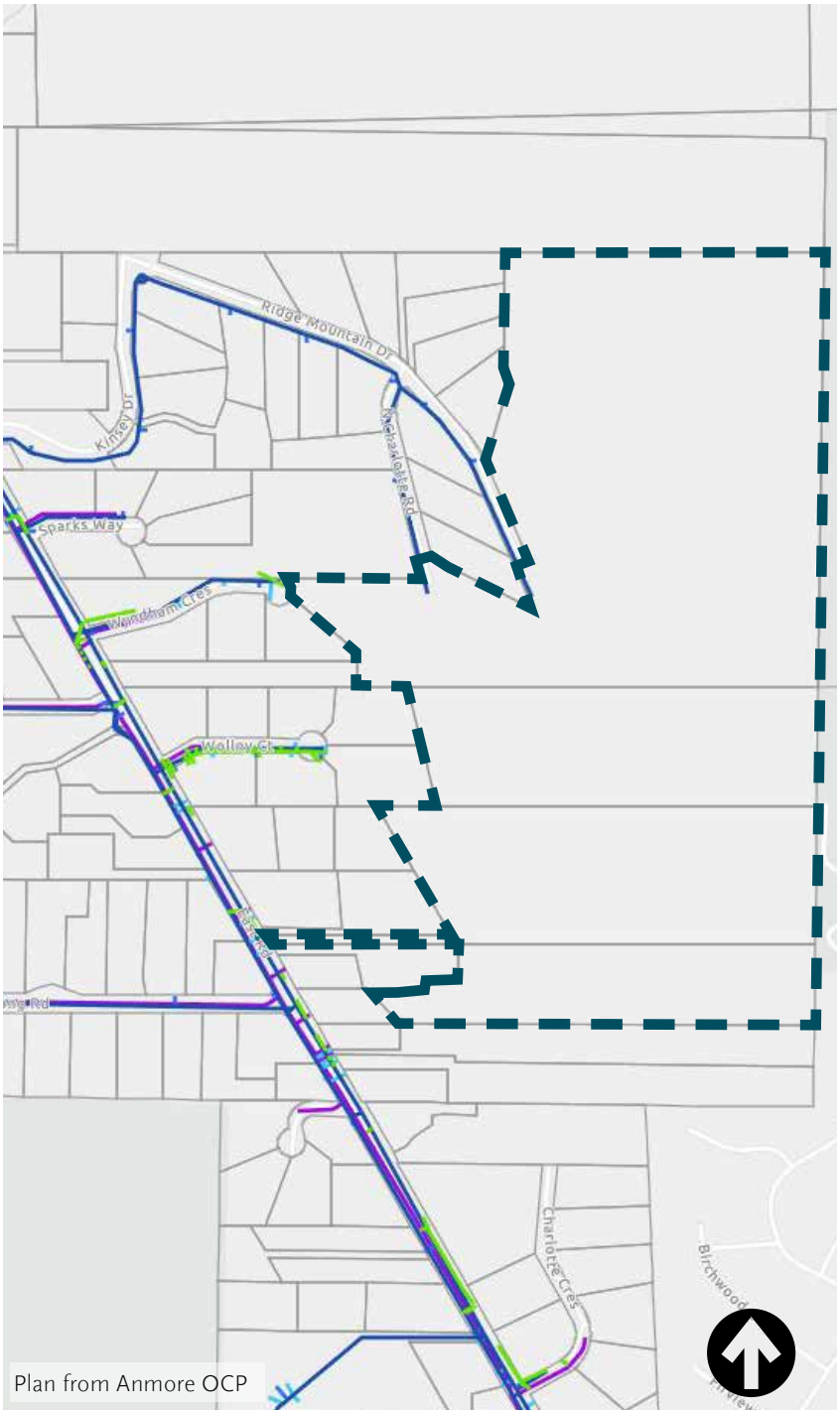
THE LAND

EXISTING INFRASTRUCTURE

There is an existing water main along Ridge Mountain Drive, North Charlotte Drive and East Road. There is also a pump station at the corner of Ridge Mountain Drive and Kinsey Drive.

There is an existing gas line and drainage pipe along East Road as well as within the lower cul-de-sacs to the west of the site.

The Village of Anmore does not have a municipal sanitary sewer system to service our development. Therefore, septic systems will be installed to service the homes.



Plan from Anmore OCP

Water main

Drainage pipe

Gas line

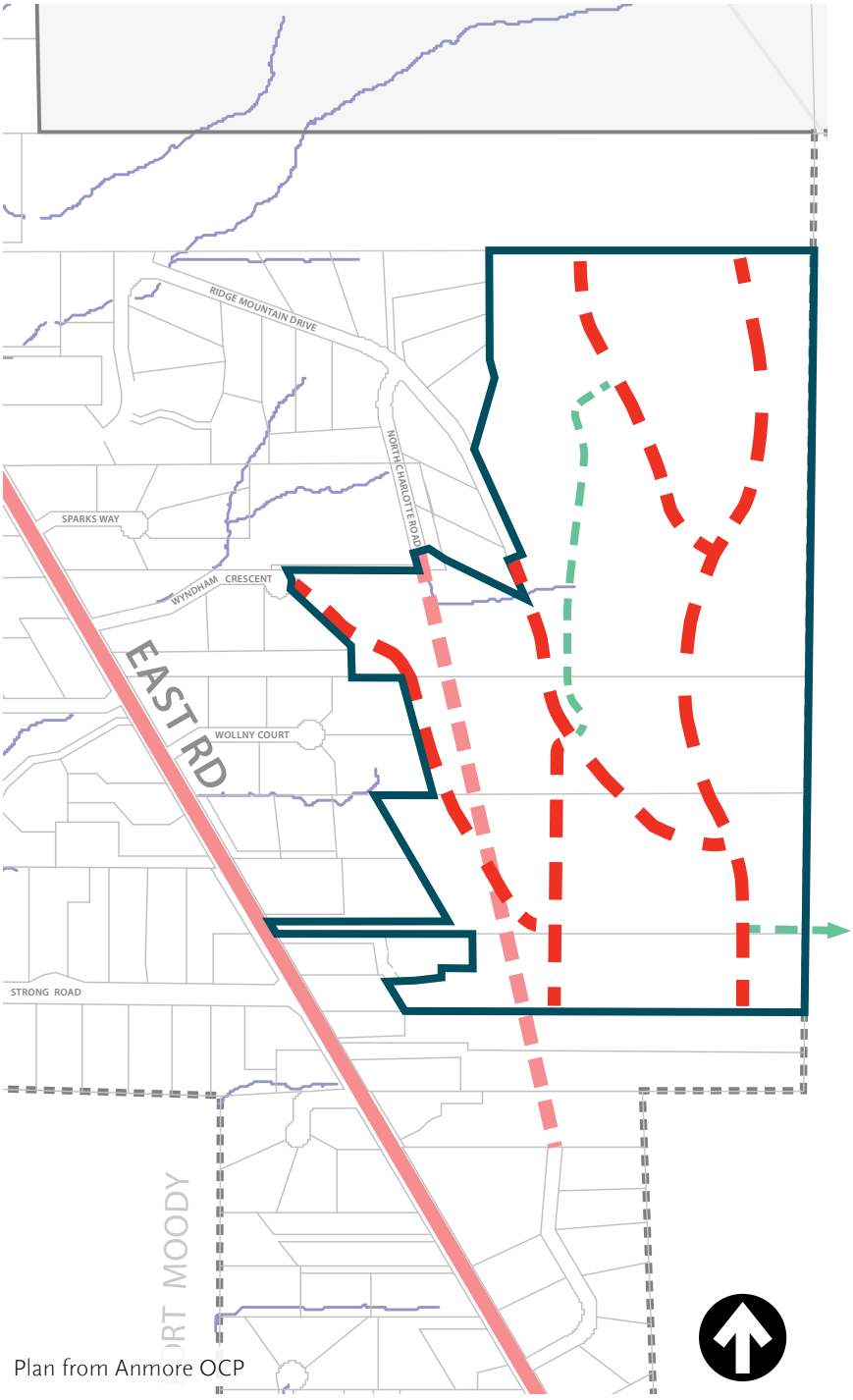
ROAD NETWORK

To the west of the site, is East Road, which is integral to Anmore's major road network, providing access to Port Moody and Coquitlam to the south.

The OCP proposes an extension of North Charlotte Drive through the site to connect with Charlotte Crescent to the south.

The revised plan proposes to extend Charlotte Crescent north to connect with Ridge Mountain Drive, bypassing the longer connection to North Charlotte Drive. It also connects Charlotte Cresent with Wyndham Crescent.

This road extension will enhance the area's connectivity, improve overall traffic flow and provide important access for emergency response vehicles.



Plan from Anmore OCP

Major Road Network

OCP Future Road Alignment

Proposed Future Road Alignment

Potential Emergency Connection

THE LAND

WATERCOURSE

Environmental assessments have been completed across the site to inform the Master Plan. PGL Environmental Consultants conducted a detailed assessment for the northern parcel (Figure 1), informed by recent survey data, and identified streams regulated under the Riparian Areas Protection Regulation (RAPR) and the Water Sustainability Act (WSA). The conceptual Master Plan has been carefully designed to ensure compliance with all applicable provincial environmental regulations at the time of development.

Preliminary environmental assessments on the southern parcels (Figure 2) were completed by Phoenix Environmental Services Ltd (Active Earth). All environmentally sensitive areas identified have been avoided in the Master Plan, and as such, no impacts or constraints to future development are anticipated on these parcels.

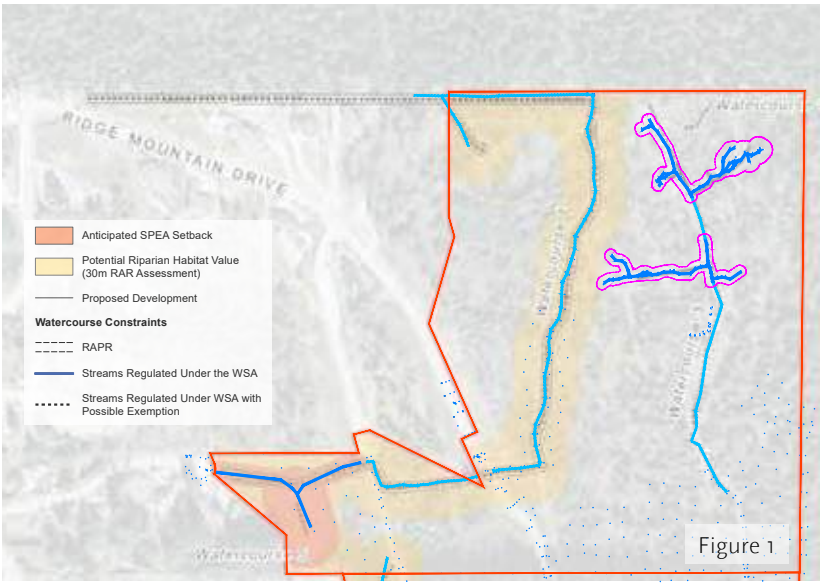


Figure 1

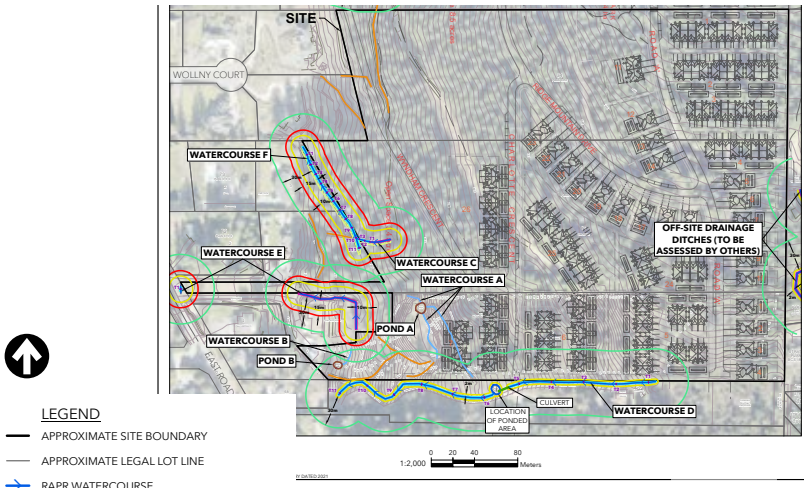


Figure 2

LEGEND
- APPROXIMATE SITE BOUNDARY
- APPROXIMATE LEGAL LOT LINE
- RAPR WATERCOURSE
- NON-RAPR WATERCOURSE
- DRY, NON-RAPR DITCH
- NON-RAPR POND
- SHADE ZOS
- CULVERT
- CALCULATED SPEA
- RIPARIAN ASSESSMENT AREA (RAA)
- PROVISIONAL SPEA PROTECTION ZONE (SPZ)
- STREAM BOUNDARY
- INFERRED STREAM BOUNDARY
- TRANSECTS
- CONTOUR (1m)

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3. THE VISION

DEVELOPMENT OBJECTIVES

1. PROTECT THE SEMI-RURAL CHARACTER

Semi-rural character is not just a function of units per acre.

As per Anmore's OCP guidelines, semi-rural character is defined by the residents' lifestyles and a relaxed "country type" community that enjoys proximity to nature while being just minutes away from urban amenities.

A variety of housing forms are proposed to address the Village's evolving housing needs.

Design Guidelines will ensure future homes respect the existing semi-rural character.

DEVELOPMENT OBJECTIVES

2. ENHANCE THE NATURAL ENVIRONMENT

A balance must be struck between development of the land and preservation of the natural environment.

Central to the design, is the dedication of over 30% of the development area as green space.

The configuration of future lots and roads has been meticulously planned to safeguard the integrity of the green space, ensuring minimal disturbance from the development.

This approach aims to mitigate adverse effects on the land's natural environment and topography.

An extensive network of trails is proposed across the green space, providing the public with the opportunity to appreciate the hillside views and the site's natural landscape features.

DEVELOPMENT OBJECTIVES

3. ESTABLISH A FINANCIALLY SUSTAINABLE COMMUNITY

OCP Policy FS-4 emphasizes the Village of Anmore's adaptable approach concerning lot sizes, aiming to encourage future investment in the area while preserving the intended semi-rural character of the area.

To ensure a more financially sustainable development for the Village of Anmore, the proposed amendment seeks to allow for a density greater than what is currently permitted.

The concept plan incorporates a diverse selection of cluster housing designs and smaller detached homes. The design of the site, with a range of housing types, meets the community demand while preserving the semi-rural character.

The Fiscal Impact Study prepared by Urbanics illustrates that the development of the neighbourhood will represent a augmentation of significant property tax revenues for the Village of Anmore which can be used for community benefit.

SUPPORTING ASSESSMENTS

The following studies and technical assessments have informed the design and vision for the site. These assessments are included as appendices or are underway and will be submitted to the Village upon completion:

- Design Guidelines;
- Fiscal Impact Study;
- Transportation Impact Assessment;
- Archaeological advice from the Archaeology Branch, BC Government;
- Sanitary Servicing Strategy;
- Preliminary Sewerage System Design & Report;
- Potable Water Study;
- Stormwater Management Strategy;
- Environmental Site Assessment;
- Overview Environmental Assessment;
- Geotechnical Assessment;
- Hydrogeological Investigation Report; and
- Easement Agreement Memorandum of Understanding.

ILLUSTRATIVE PLAN

NORTH CHARLOTTE ROAD
RIDGE MOUNTAIN DRIVE
ROAD 'A'
ROAD 'B'
ROAD 'A'
RIDGE MOUNTAIN DRIVE
CHARLOTTE CRESCENT
WYNDHAM CRESCENT
ROAD 'A'

CONCEPT PLAN

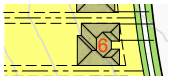
The concept plan for the site has been redesigned to address concerns raised by Council, Committees, and Staff, while maintaining the original concept to cluster density and preserve steep slopes and embracing Anmore's semi-rural character and relaxed country town feel. Core to the design are principles aimed at safeguarding the hillside character through expansive green spaces to preserve existing vegetation.

Residential homes will be strategically clustered to reduce the development's visual and environmental impact. A centrally-located park has been brought up to the main road providing activity spaces with panoramic views.

Note these plans are conceptual and subject to modifications.

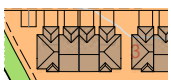
Concept Plan	Parcel A		Parcel B		Parcel C		TOTALS		
	Acres	Units	Acres	Units	Acres	Units	**Acres**	**%**	**Units**
Open Space	14.6		9.0		0.7		**24.3**	**32.5%**	
Single Family	13.1	31	4.1	16	1.0	4	**18.2**	**24.3%**	**51**
Semi-Detached		32							**32**
Townhomes	7.0	74	8.5	74	5.5	38	**20.9**	**28.0%**	**186**
Public ROW	5.4		5.1		0.8		**11.4**	**15.2%**	
TOTALS	**40.1**	**137**	**26.7**	**90**	**8.0**	**42**	74.8	100%	**269**
Number of lots:		54		24		7	Total Lots :		85
							Lots / Acre :		1.1
							Units / Acre :		3.6

Single family homes



Semi-detached homes

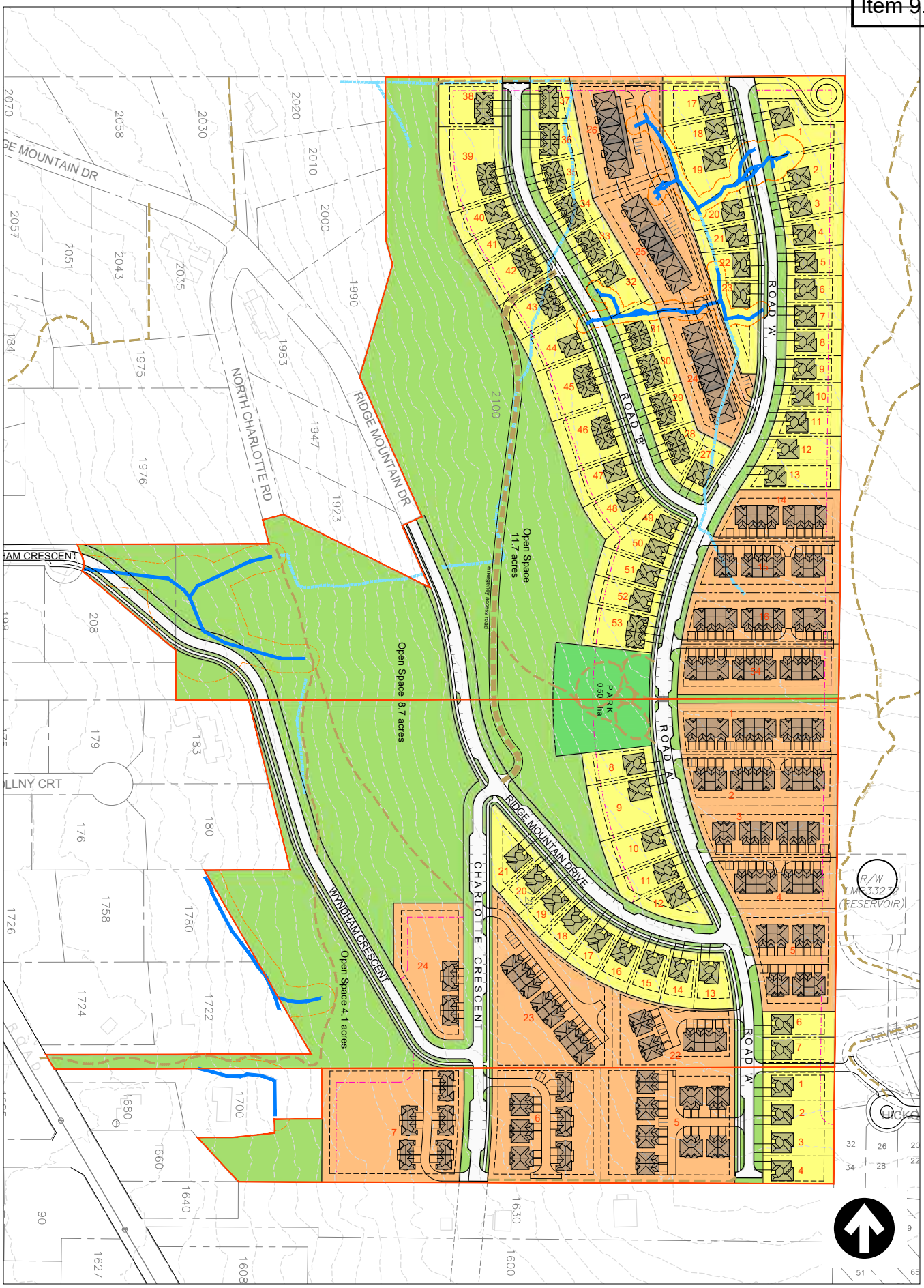
Townhomes



Stacked townhomes

Green Space and Trails

Road


NORTH CHARLOTTE RD
RIDGE MOUNTAIN DR
RIDGE MOUNTAIN DRIVE
CHARLOTTE CRESCENT
WYNDHAM CRESCENT
ROAD 'A'
ROAD 'B'
Open Space 11.7 acres
Open Space 8.7 acres
Open Space 4.1 acres
PARK 0.50 ha
emergency access road
R/W LM133232 (RESERVOIR)
SERVICE RD

LAND USE PLAN

The following land uses are proposed on the site:

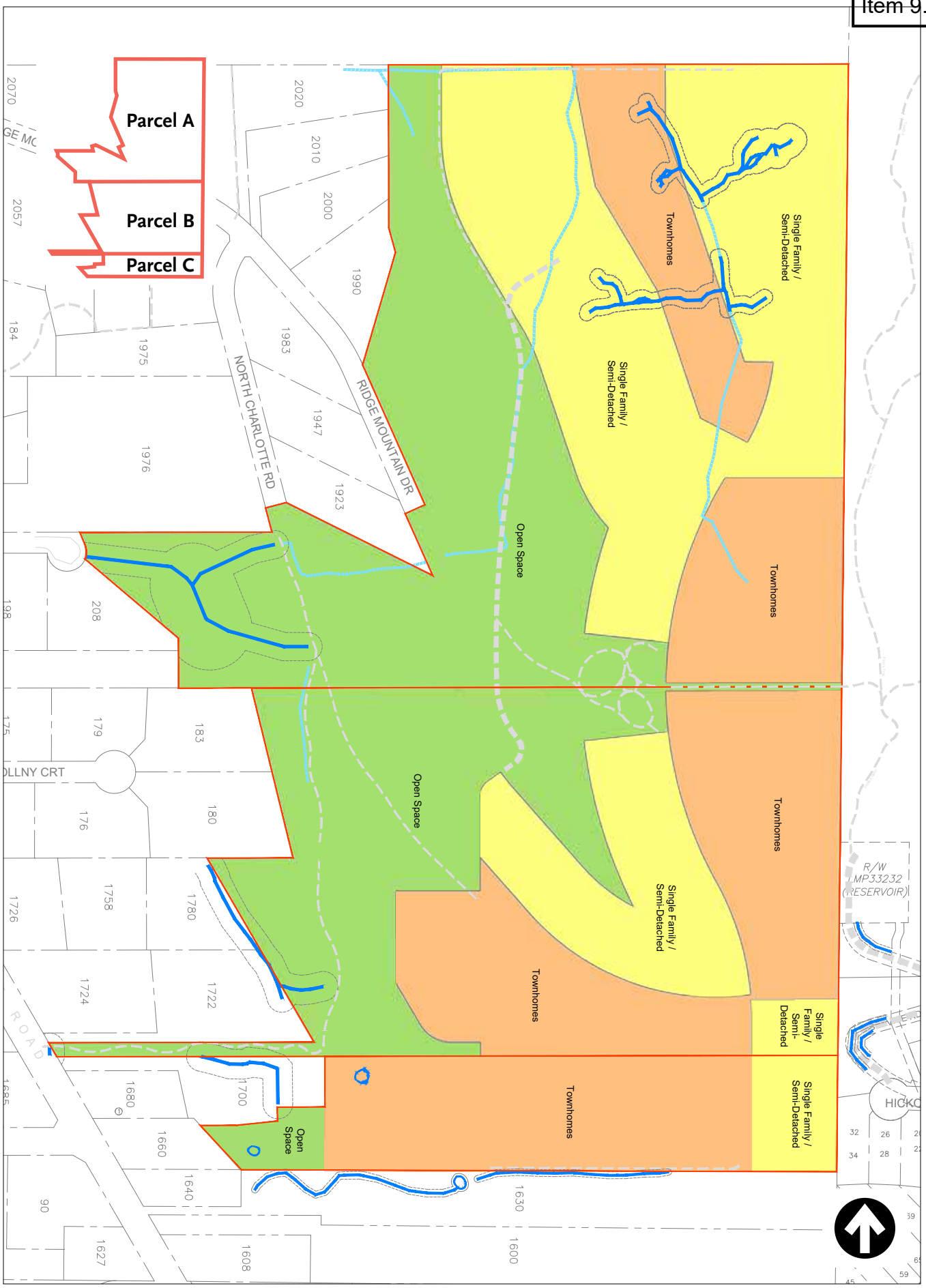
- Residential units with a mix of single family homes, semi-detached homes and townhomes;
- Large areas of green space to preserve areas of steep slopes and the existing hillside landscape; and
- Road connections from Ridge Mountain Road and Charlotte Crescent.

Land Use	Parcel A	Parcel B	Parcel C	TOTALS	
	Acres	Acres	Acres	**Acres**	**%**
Open Space	16.2	11.3	0.7	**28.2**	**37.6%**
Single/Detached	16.5	5.5	1.2	**23.2**	**30.9%**
Townhomes	7.5	9.9	6.1	**23.5**	**31.4%**
TOTALS	**40.1**	**26.7**	**8.0**	74.8	100%

Single family and Semi-detached homes

Townhomes

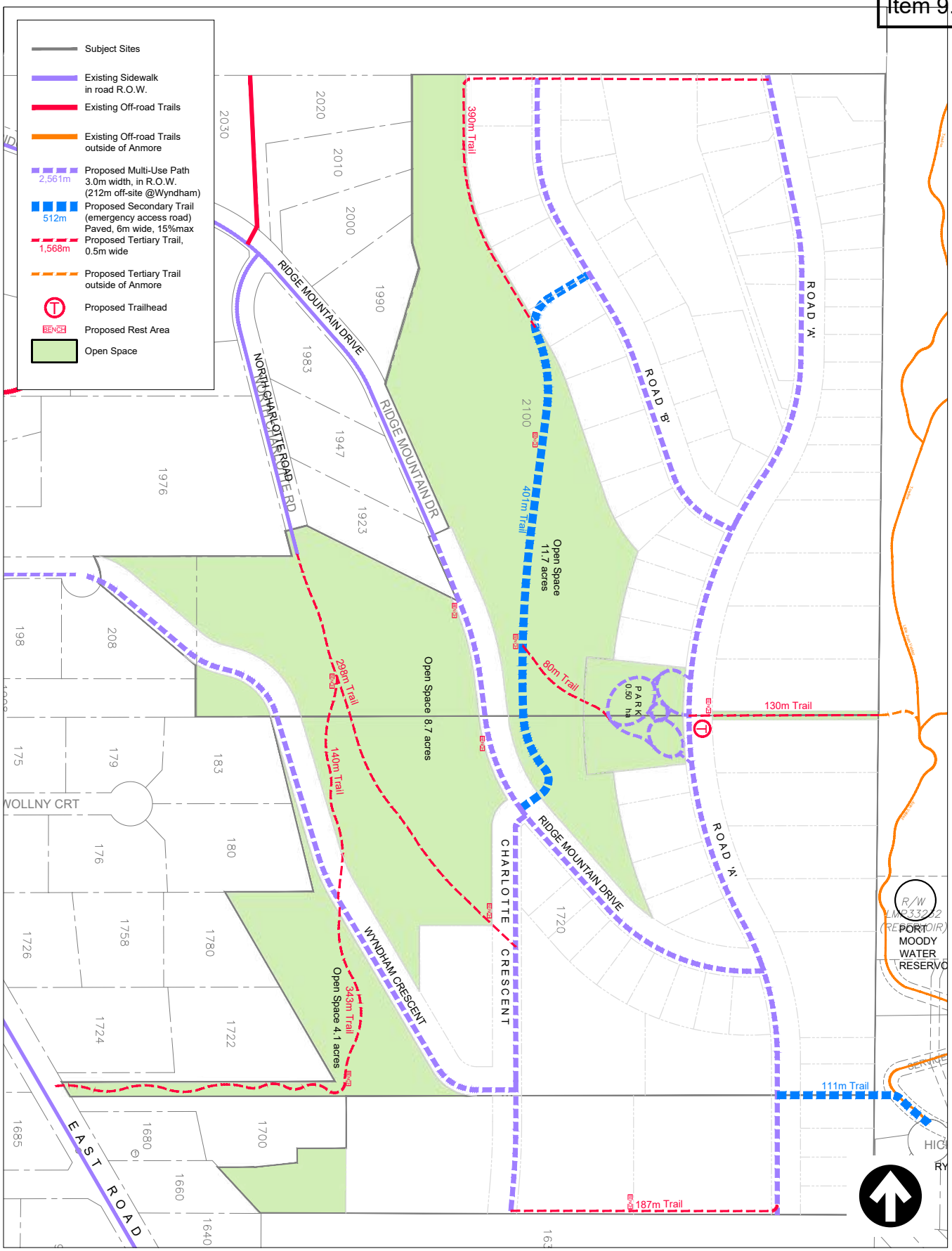
Green Space and Trails


Parcel A
Parcel B
Parcel C
NORTH CHARLOTTE RD
RIDGE MOUNTAIN DR
Townhomes
Single Family / Semi-Detached
Open Space
R/W MP33232 (RESERVOIR)
HICKO

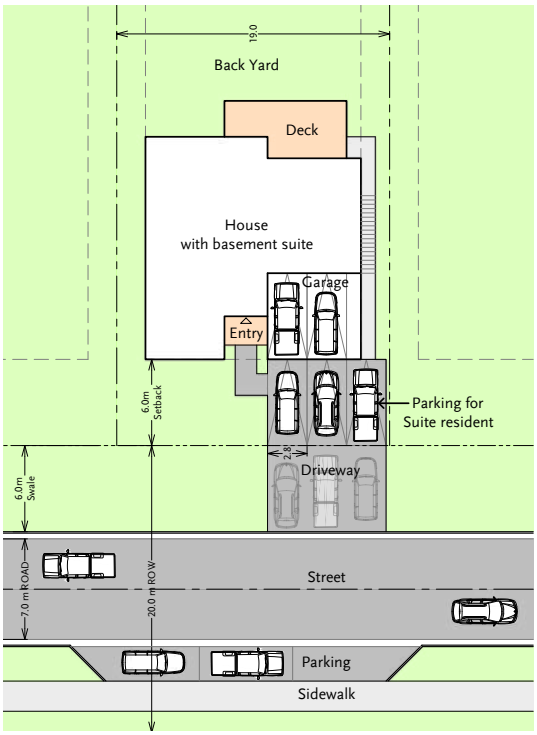
GREEN SPACE AND TRAILS

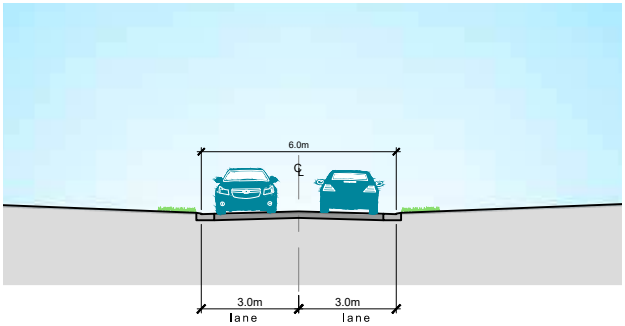
In alignment with the Village's Parks Master Plan, the proposal includes a 4-hectare (10.1-acre) municipal park featuring trails, a passive park, and a centrally located public space along the main road, serving as a community hub with expansive views over Anmore. A 0.5-hectare active area will offer a children's nature/adventure play space, a multi-use pavilion, a lawn, and an overlook point. Adjacent is a Priority Trailhead with signage, seating, and parking, connecting directly to Eagle Mountain recreation area. Beyond the central park, an integrated trail network will promote pedestrian mobility, active lifestyles, and year-round outdoor use. Walkable links will connect housing clusters, parks, and natural areas, while pocket parks and green corridors within strata parcels will enhance ecological integration and community well-being.

Green Space Acres				
	Parcel A	Parcel B	Parcel C	**Site**
Green Space	14.6	9.0	0.7	**24.3**
Parcel Total	40.1	26.7	8.0	**74.8**
% of Total	36.4%	33.7%	8.6%	**32.5%**

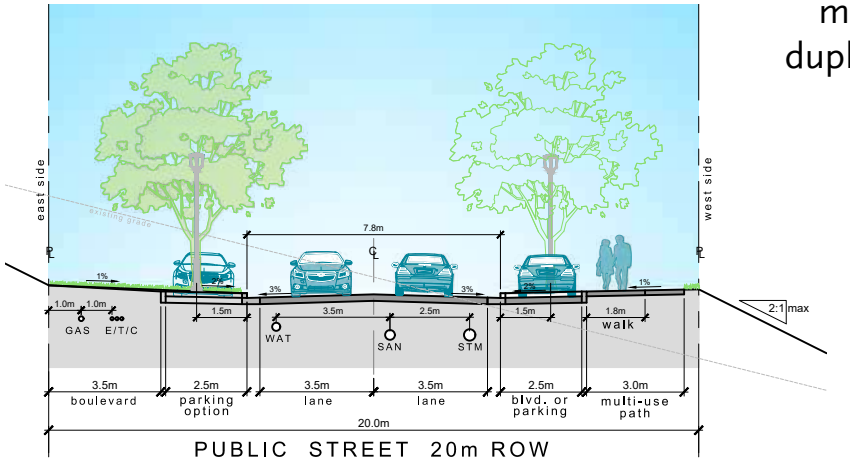

Subject Sites
Existing Sidewalk in road R.O.W.
Existing Off-road Trails
Existing Off-road Trails outside of Anmore
2,561m
Proposed Multi-Use Path 3.0m width, in R.O.W. (212m off-site @Wyndham)
512m
Proposed Secondary Trail (emergency access road) Paved, 6m wide, 15%max
1,568m
Proposed Tertiary Trail, 0.5m wide
Proposed Tertiary Trail outside of Anmore
Proposed Trailhead
BENCH
Proposed Rest Area
Open Space
RIDGE MOUNTAIN DRIVE
NORTH CHARLOTTE ROAD
RIDGE MOUNTAIN DR
ROAD 'A'
ROAD 'B'
CHARLOTTE CRESCENT
WYNDHAM CRESCENT
EAST ROAD
WOLLNY CRT
390m Trail
401m Trail
298m Trail
140m Trail
343m Trail
80m Trail
130m Trail
111m Trail
187m Trail
Open Space 11.7 acres
Open Space 8.7 acres
Open Space 4.1 acres
PARK 0.50 ha
R/W LMP33232 (RESERVOIR)
PORT MOODY WATER RESERVO
2020
2030
2010
2000
1990
1983
1947
1923
1976
2100
1720
198
208
175
179
183
176
180
1726
1758
1780
1724
1722
1685
1680
1700
1660
1640

ROAD NETWORK AND PARKING





STRATA DRIVEWAY



PUBLIC STREET 20m ROW

Existing road

Proposed public road

Proposed strata driveway

Potential Emergency Connection

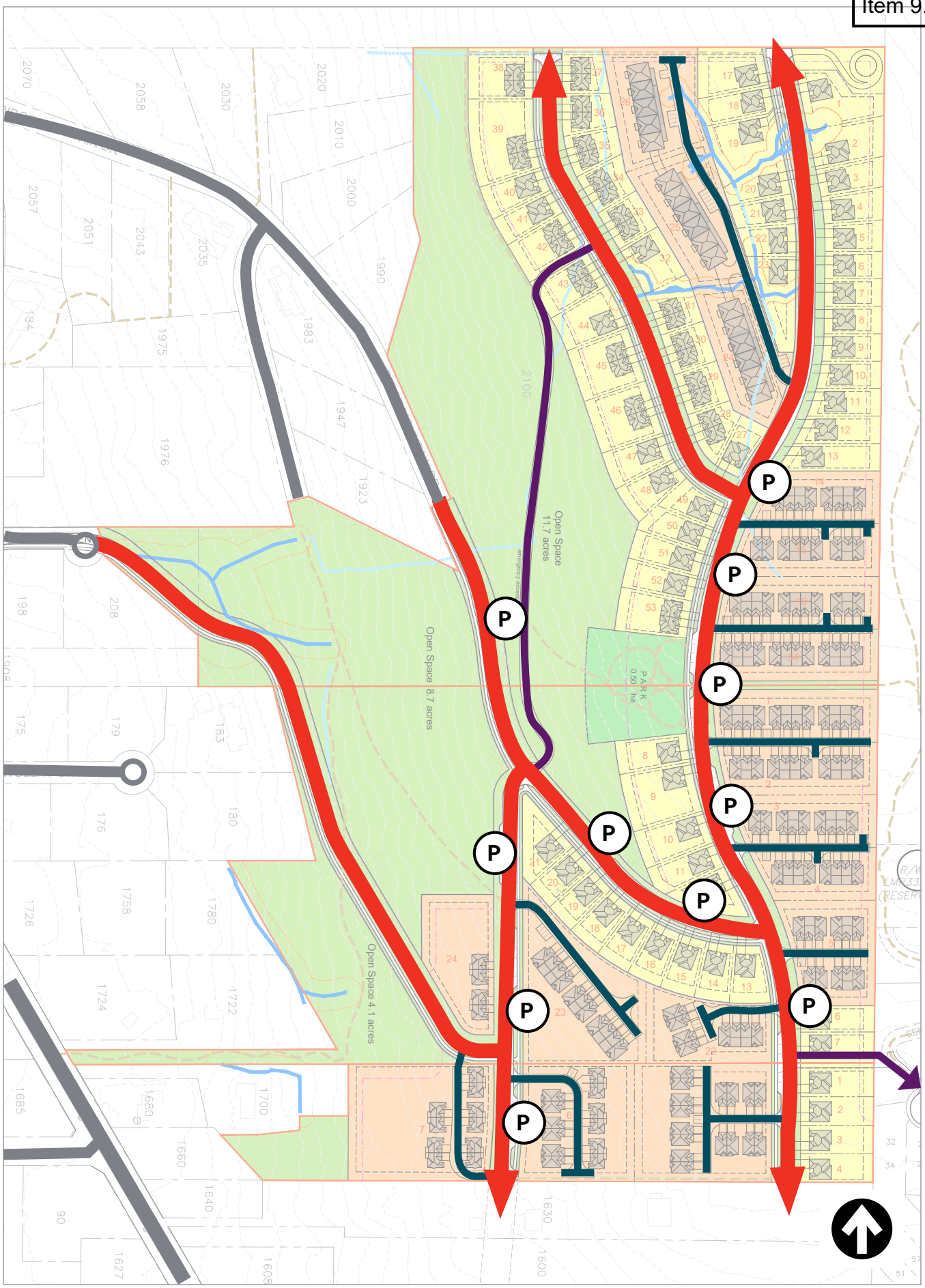
Additional Visitor Parking (P)

The site is to be accessed from two roads, Ridge Mountain Drive and Wyndham Crescent. The Hillside properties will benefit from convenient access from these road connections, enhancing the connectivity of the site.

The roads have been designed to integrate with the slope of the hillside and ensure safe and efficient travel for residents and visitors.

Efficient access is also crucial for emergency services. The road design will prioritize the safety and well-being of residents. Two additional emergency access corridors have been developed, one from Road 'B' to Ridge Mountain Drive, and another to Hickory Drive in Port Moody.

All required parking will be provided on each lot, with 102 additional on-street spots. These are focused near townhomes and open spaces, and minimized fronting single-family and duplex homes with frequent driveways.

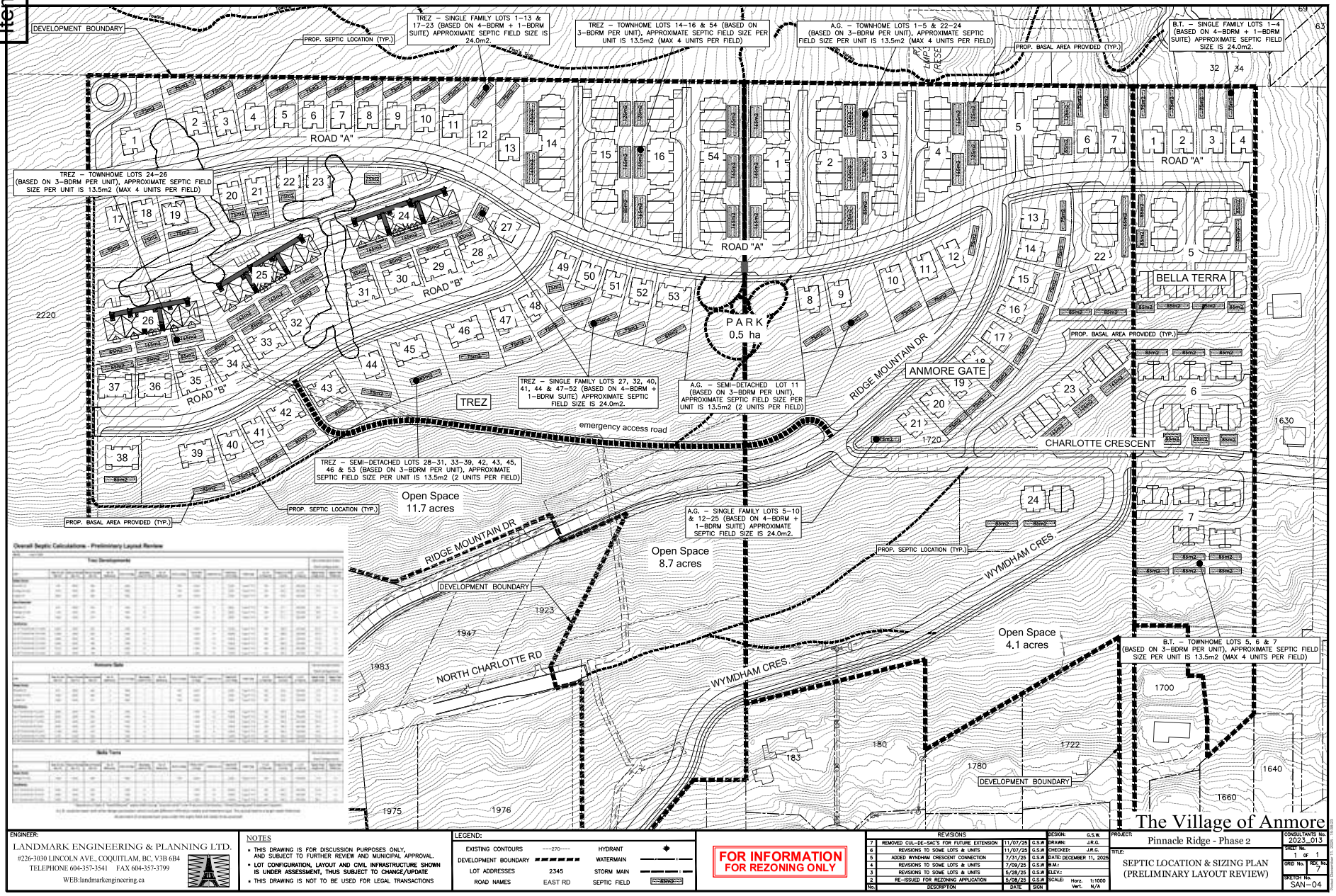

Open Space 11.7 acres
Open Space 8.7 acres
Open Space 4.1 acres
PARK 0.50 ha
P

SEPTIC STRATEGY

Metro Vancouver's Regional Growth Strategy 2050 designates the Village of Anmore as Rural. As a result, the Village is not connected to a regional sanitary sewer system, and future homes will be serviced by on-site septic systems.

A preliminary plan prepared by Landmark Engineering & Planning Ltd. illustrates the indicative location of proposed septic fields. Exact locations and dimensions will be confirmed at the Building Permit stage.

The engineering team has conducted a preliminary assessment confirming both the feasibility of on-site septic servicing and that each lot has sufficient capacity to accommodate a septic system.



ENGINEER:
LANDMARK ENGINEERING & PLANNING LTD.
#226-3030 LINCOLN AVE., COQUITLAM, BC, V3B 6B4
TELEPHONE 604-357-3541 FAX 604-357-3799
WEB:landmarkengineering.ca

NOTES
- THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY, AND SUBJECT TO FURTHER REVIEW AND MUNICIPAL APPROVAL.
- LOT CONFIGURATION, LAYOUT AND CIVIL INFRASTRUCTURE SHOWN IS UNDER ASSESSMENT, THUS SUBJECT TO CHANGE/UPDATE
- THIS DRAWING IS NOT TO BE USED FOR LEGAL TRANSACTIONS

LEGEND:
EXISTING CONTOURS ----270---- | HYDRANT
DEVELOPMENT BOUNDARY | WATERMAIN
LOT ADDRESSES 2345 | STORM MAIN
ROAD NAMES EAST RD | SEPTIC FIELD ---85m2---

FOR INFORMATION FOR REZONING ONLY

No.	REVISIONS DESCRIPTION	DATE	SIGN
7	REMOVED CUL–DE–SAC'S FOR FUTURE EXTENSION	11/07/25	G.S.W.
6	REVISIONS TO SOME LOTS & UNITS	11/07/25	G.S.W.
5	ADDED WYNDHAM CRESCENT CONNECTION	7/31/25	G.S.W.
4	REVISIONS TO SOME LOTS & UNITS	7/09/25	G.S.W.
3	REVISIONS TO SOME LOTS & UNITS	5/28/25	G.S.W.
2	RE–ISSUED FOR REZONING APPLICATION	5/08/25	G.S.W.

DESIGN: G.S.W.
DRAWN: J.R.G.
CHECKED: J.R.G.
DATE: DECEMBER 11, 2025
B.M.:
ELEV.:
SCALE: Horz. 1:1000 Vert. N/A

PROJECT: The Village of Anmore
Pinnacle Ridge - Phase 2
TITLE: SEPTIC LOCATION & SIZING PLAN (PRELIMINARY LAYOUT REVIEW)
CONSULTANTS No. 2023_013
SHEET No. 1 of 1
GRID No. 7 REV. No.
SKETCH No. SAN–04

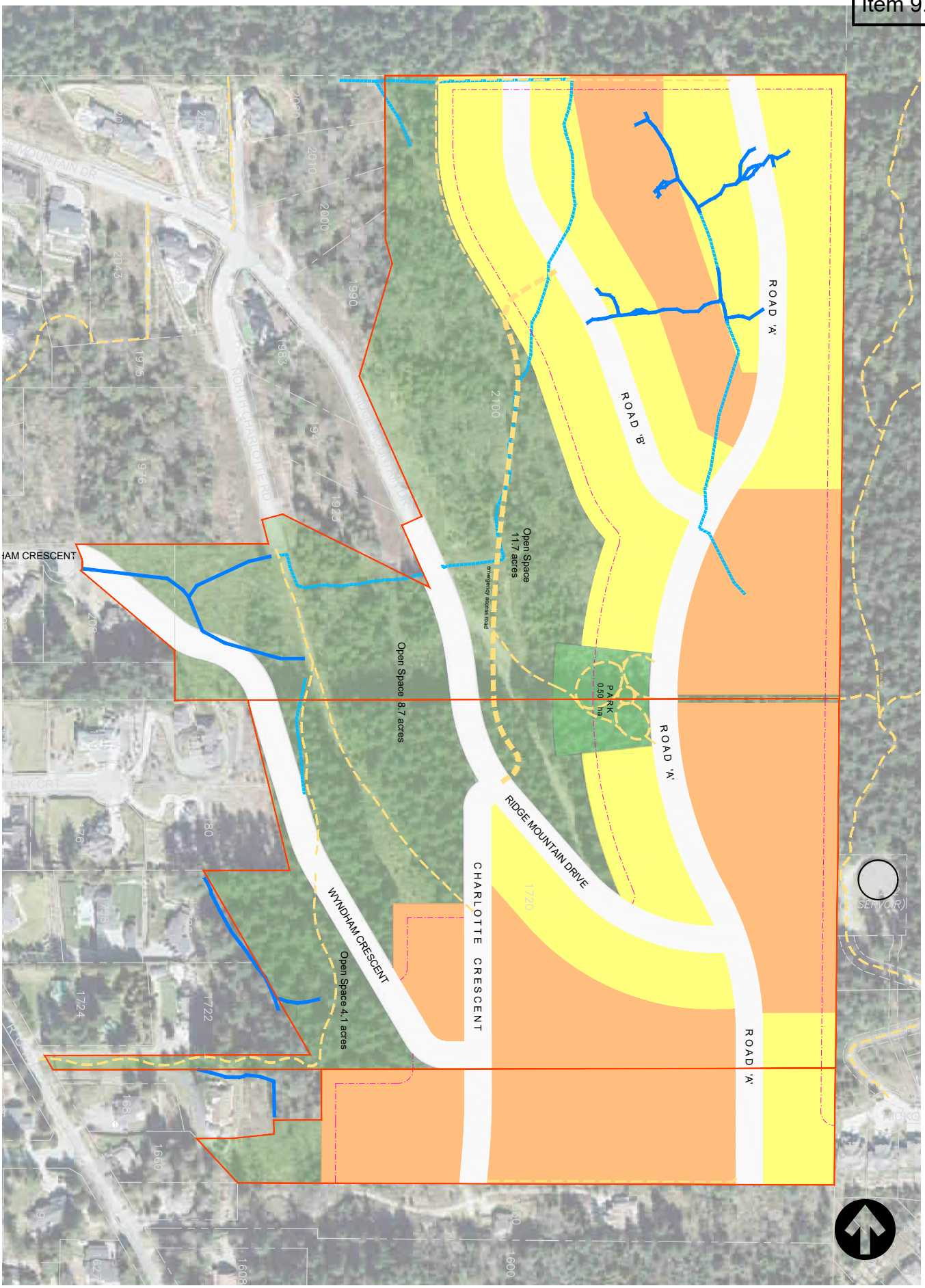
ENVIRONMENTAL SENSITIVITY

One of the key principles in the masterplan process was to design with as little site disturbance as possible, keeping environmental sensitivity and FireSmart principles at the forefront.

The masterplan minimizes development impact with large areas of undisturbed land and clustering of density.

The plan protects approximately 35% of the land as undisturbed allowing for the preservation of natural grade, drainage, vegetation and wildlife corridors.

Environmental Assessments, prepared by PGL and Phoenix, have identified streams within the northern portion of the parcels, as defined under the Riparian Areas Protection Regulation (RAPR) and the Water Sustainability Act (WSA). Many of the features may be relocated, while some streams have been identified to remain and protected by a disturbance free setback excluding road crossings. Buildings and lots will be carefully arranged to avoid impacting these sensitive areas.


ROAD 'A'
ROAD 'B'
Open Space 11.7 acres
emergency access road
PARK 0.50 ha
ROAD 'A'
RIDGE MOUNTAIN DRIVE
CHARLOTTE CRESCENT
ROAD 'A'
Open Space 8.7 acres
WYNDHAM CRESCENT
Open Space 4.1 acres
AM CRESCENT
MOUNTAIN DR
NORTH CHARLOTTE RD
RESERVOIR

ARCHITECTURAL GUIDELINES

The Pinnacle Ridge Hillside Estate is centred around embracing the area's semi-rural character, undulating hillside topography and the encompassing green space and trail network. The homes are designed to accommodate family life and foster a strong connection to the neighbourhood.

A primary objective of architecture is to respond appropriately to the site and its context. These Guidelines (the full document can be found in the Appendix) are intended to conceptually illustrate building and design elements and key principles so as to ensure a quality and consistency of built form within the neighbourhood.

The style of Pinnacle Ridge has been inspired by the existing topology of the hillside, the surrounding natural environment and the wet west coast climate.

The architectural style at Pinnacle Ridge is characterized by strong geometries, integration of indoor and outdoor spaces and the refined use of materials. The style details establish the houses in the neighbourhood setting and relate the home to its context.

The Guidelines are intended to allow for flexibility in design rather than to constrain.

ARCHITECTURAL PRINCIPLES

In keeping with the vision for the Pinnacle Ridge Hillside neighbourhood, the architectural principles take cues from the land, resting on the natural terraces, with the built form and orientation responding to the local climate and surrounding nature.

The architecture should:

- Reflect the semi-rural character style of Anmore;
- Be contemporary with elements of upscale modern, Craftsman and French country;
- Blend contemporary style and traditional materials with a respect for natural light; and
- Utilize textures, colours and materials that harmonize with the surrounding natural environment.

TYPICAL FEATURES INCLUDE:

- Strong geometric shapes;
- Large windows strategically placed in the facade to capture views and create interior connections to the landscape;
- Natural, local building materials; and
- Building forms that create strong, direct connections to outdoor living space.

SITE SPECIFIC GUIDELINES

FIRESMART

Policy RLU-12 of the OCP supports the development of strategies to prevent and reduce wildfires in the Village of Anmore. These strategies include the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and the use of appropriate building and landscaping materials.

Considering the site's context, characterized by steep forested terrain, it is vital to ensure future homes are built to protect homeowners. As part of this endeavour, the incorporation of FireSmart principles will be standard practice for all Pinnacle Ridge homes.

FireSmart strategies that can be implemented include:

- Employing simple roof design to minimize potential areas where debris may accumulate;
- Using high fire-resistant materials; and
- Implementing low-density fire-resistant landscaping within a 10m radius of the dwelling.

ENERGY STEP CODE

The Energy Step Code is the Province of British Columbia's performance-based standard for energy efficiency in new construction.

All new homes must comply to a minimum level 3 step code with certified energy advisor reports to be submitted with all building permit applications.

Strategies such as utilizing energy-efficient materials and integrating sustainable design principles will be applied to the construction of new homes at Pinnacle Ridge.

SEPTIC SYSTEMS

The landowners have commissioned an engineering report to confirm that the lots can be adequately serviced with specific regard to the slope, geotechnical conditions and the capacity of systems to effectively treat effluent on-site.

4. REZONING SUBMISSION

CURRENT ZONING

RESIDENTIAL 1 (RS-1) ZONE

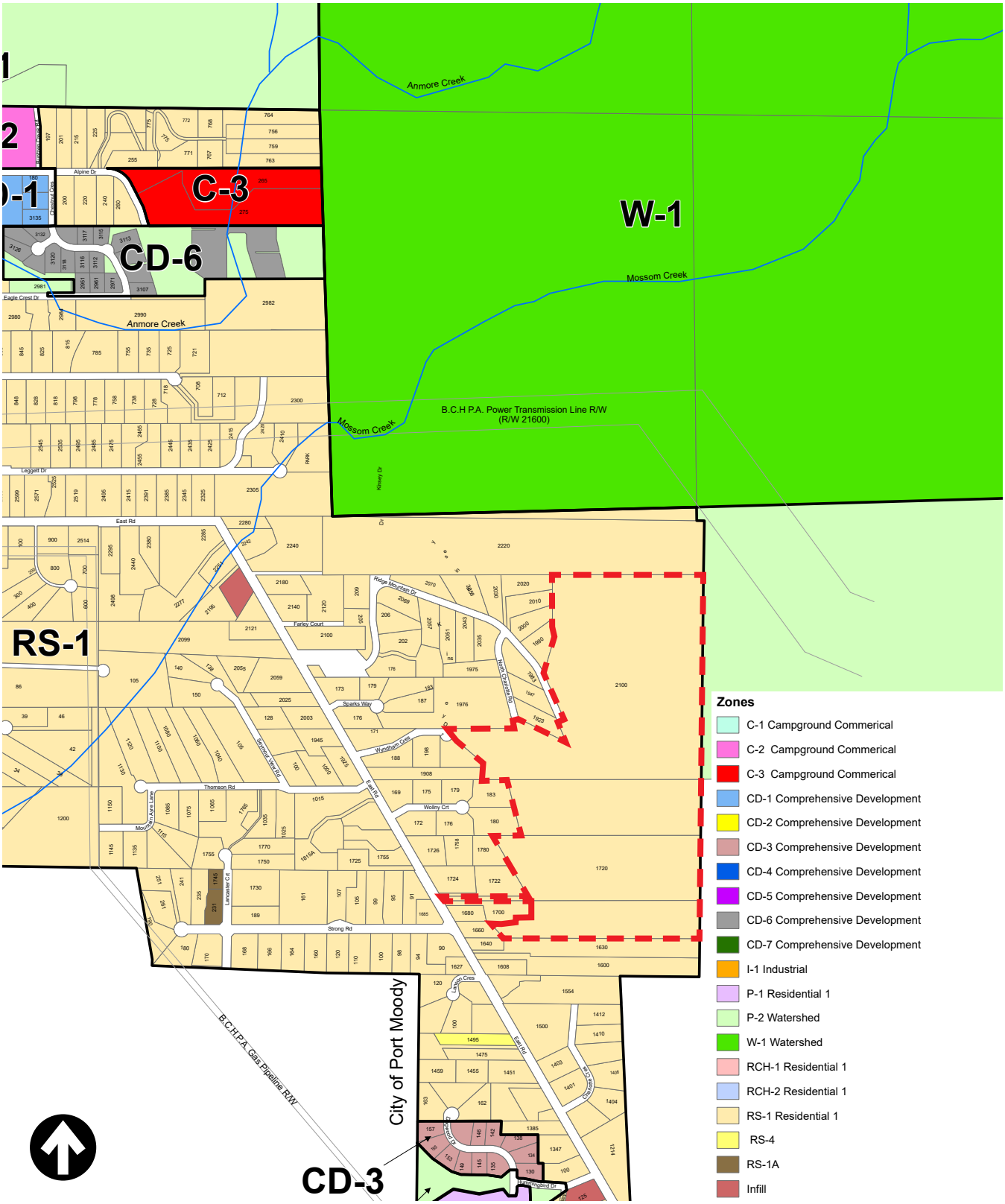
The site is currently zoned Residential 1 zone.

Residential 1 zone is intended for single-family residential homes to be the principle use, with a minimum parcel size of 1 acre.

The standardized Residential 1 zone lacks flexibility for innovative design to address the site's slope and terrain.

The rezoning of the site to the Comprehensive Development (CD-8) zone will better accommodate the unique characteristics and topography of the site.

The CD-8 zone will provide land use provisions that respond to the hillside landscape and ensure that suitable development takes place on the site.


Anmore Creek
W-1
C-3
CD-6
Mossom Creek
Anmore Creek
B.C.H P.A. Power Transmission Line R/W
(R/W 21600)
Mossom Creek
RS-1
City of Port Moody
B.C.H.P.A. Gas Pipeline R/W
CD-3
Zones
C-1 Campground Commerical
C-2 Campground Commerical
C-3 Campground Commerical
CD-1 Comprehensive Development
CD-2 Comprehensive Development
CD-3 Comprehensive Development
CD-4 Comprehensive Development
CD-5 Comprehensive Development
CD-6 Comprehensive Development
CD-7 Comprehensive Development
I-1 Industrial
P-1 Residential 1
P-2 Watershed
W-1 Watershed
RCH-1 Residential 1
RCH-2 Residential 1
RS-1 Residential 1
RS-4
RS-1A
Infill

PROPOSED ZONING

COMPREHENSIVE DEVELOPMENT ZONE

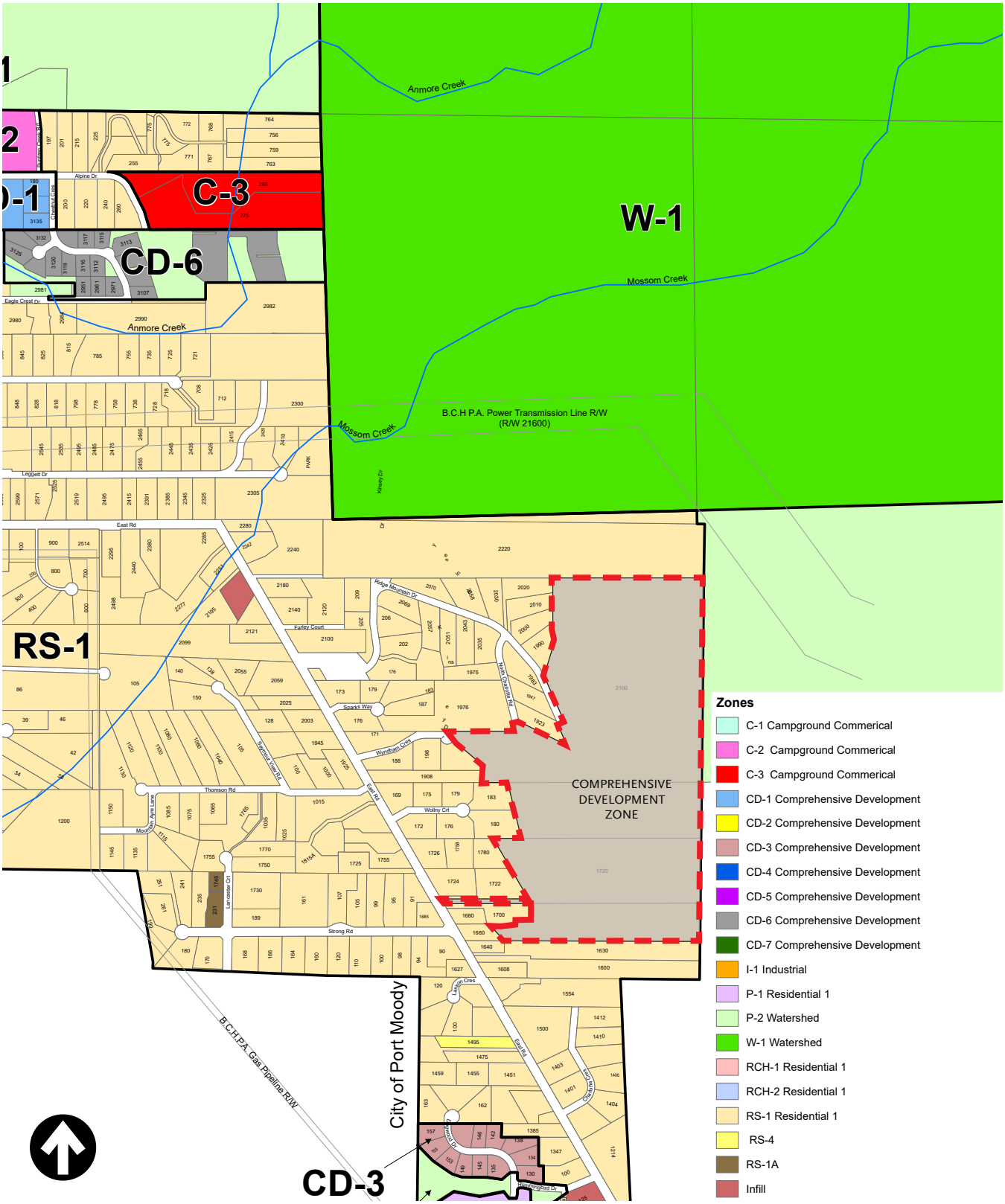
The purpose of Comprehensive Development (CD) zones is to allow for site-specific land uses and regulations that cannot be adequately addressed by other zones due to the unique circumstances of the site.

The CD zone is often used for development with complex existing site conditions or terrain such as the subject site.

The OCP Policy RLU-8 supports the consideration of rezoning sites to a CD zone as it allows the Village to consider development proposals on a case-by-case basis.

The CD zone will be the most appropriate zone to apply design controls tailored to the site, ensuring that the development harmonizes with its surroundings and respects the hillside terrain and topography.

A proposed CD-8 bylaw, specific to Pinnacle Ridge Hillside, has been drafted and included in this report for consideration.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COMPREHENSIVE
DEVELOPMENT
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City of Port Moody
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CD-3
Zones
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C-2 Campground Commerical
C-3 Campground Commerical
CD-1 Comprehensive Development
CD-2 Comprehensive Development
CD-3 Comprehensive Development
CD-4 Comprehensive Development
CD-5 Comprehensive Development
CD-6 Comprehensive Development
CD-7 Comprehensive Development
I-1 Industrial
P-1 Residential 1
P-2 Watershed
W-1 Watershed
RCH-1 Residential 1
RCH-2 Residential 1
RS-1 Residential 1
RS-4
RS-1A
Infill

PROPOSED COMPREHENSIVE DEVELOPMENT BYLAW

Purpose

The intent of this **zone** is to accommodate a **residential** hillside subdivision that clusters one-family, two-family dwellings and townhouses on a variety of parcel sizes to preserve green space in accordance with the Village of Anmore Official Community Plan.

Permitted Uses and Minimum Parcel Dimensions

The following uses are permitted and shall be developed in accordance with the Comprehensive Development Plan as shown in section xx of this Bylaw.

Permitted Primary Uses	Permitted Secondary Uses	Min. Parcel Size	Min. Parcel Width
One-family Dwelling	Secondary Suite Accessory Building and Structures Home Occupation	750 sqm	18 m
Two-family Dwelling	n/a	900 sqm	25 m
Townhouse	n/a	n/a	n/a
Stacked Townhouse	n/a	n/a	n/a

Maximum Number of Buildings, Size and Height

Permitted Uses	Maximum Number per Parcel	Maximum Size	Maximum Building Height
One-family Dwelling	1	0.35 FAR	11 m
Two-family Dwelling	1	0.45 FAR	11 m
Townhouse	n/a	0.6 FAR	11 m
Stacked Townhouse	n/a	0.6 FAR	11 m
Accessory Buildings and Structures	1	90 sqm	8 m

(a) For parcels equal to or smaller than 1,348 m², a maximum of 45 m² of enclosed **garage** area shall be excluded from the calculation of total **floor area**.

Minimum Building Setbacks

Permitted Uses	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
One-family Dwelling	6.0 m	7.6 m	2.0 m	2.0 m
Two-family Dwelling	6.0 m	7.6 m	2.0 m	2.0 m
Townhouse	4.0 m	5.5 m	2.0 m	2.0 m
Stacked Townhouse	4.0 m	5.5 m	2.0 m	2.0 m
Accessory Buildings and Structures	6.0 m	7.6 m	2.0 m	2.0 m

(a) Where a **Townhouse** unit has a **private amenity area** adjacent to an interior side parcel line, the required minimum setback shall be increased to 6.0 m.

(b) Where more than 1 structure for residential use is sited on a lot or within a "strata" development, said structure shall be separated from the adjacent structure by a distance not less than 3.0 m.

(c) Notwithstanding the setbacks listed in the table above, garages for townhouses and stacked townhouses must be set back a minimum of 6.0 m from the front parcel line to accommodate vehicle parking without encroachment onto the parcel line.

Off-Street Parking and Maneuvering Aisles

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

- 2 spaces per principal dwelling unit;
- 1 space per employee for **home occupation**;
- 1 space per **secondary suite**;
- Visitor parking for **Townhouse** developments 0.2 spaces per dwelling unit (accessible to the public and designated as "visitor parking");
- Each parking space shall be not less than 2.7 metres wide, 5.7 metres long, and 2.2 metres high;
- Parking spaces shall be free of mud, be graded for proper drainage, and be hard surfaced; and

- Off-street parking spaces for townhouse units shall not be accessed directly from a highway but shall be accessed by a driveway(s) and maneuvering aisle as required.

The minimum width of maneuvering aisles shall be as follows:

- Parking Angle 30° - 45° Aisle Width 4.6m
- Parking Angle 45° - 60° Aisle Width 5.5m
- Parking Angle 60° - 75° Aisle Width 6.0m
- Parking Angle 75° - 90° Aisle Width 6.7m

Disabled Persons Parking

All buildings which are required to be accessible by disabled persons must provide at least 1 off-street parking space or 1%, whichever is greater, of the required parking spaces in any parking area to be reserved and designated for disabled persons. Disabled parking spaces to be identified by the international symbol for accessibility for persons with disabilities painted on the ground surface, a sign located at the front of the space, and shall be located as close as possible to the entrance of the use or structure.

In the case of head-in or angled off-street parking, such spaces shall have:

(a) a minimum width of 3.7m;
(b) at least 1 such space shall have a pedestrian pathway with a minimum width of 1.2m immediately adjacent to the designated off-street parking space; and
(c) such area shall be painted with diagonal lines or indicated by different surface treatment to differentiate it from the off-street parking space.

Where access to and from the parking areas is by raised sidewalk, hard surface and drop-curb sections with a minimum surface width of 1.2m shall be provided directly adjacent to off-street parking spaces designated for disabled persons and from the parking lot or to other sidewalks or points of entry to a building.

In the case of parallel off-street parking, such spaces shall have a minimum length of 8m, of which the rear 2m shall be painted with diagonal lines.

Where access to and from the off-street parking areas is by raised sidewalk, hard surface and drop curb sections with a minimum surface width of 1.2m shall be provided adjacent to said off-street parking space.

Maximum Parcel Coverage

The maximum parcel coverage shall be:

- 40% of the parcel for one-family residential and two-family residential

- 50% of the parcel for townhouses

Maximum Number of Units

- No more than 134 lots may be created as a result of subdivision.
- No more than 320 units may be created as a result of subdivision, including secondary suites.

Open Space Amenity

An open space amenity shall be provided generally in accordance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

Private And Shared Amenity Area Standards

These standards are for the development and maintenance of amenity areas required in connection with all townhouse developments:

Shared Amenity Areas

(a) Shared amenity areas are required for townhouse developments of more than 12 townhouse units on the same lot.
(b) Amenity areas shall be unenclosed areas free, common and readily accessible to all tenants and may include any combination of lawn, landscaping, flagstone, concrete, asphalt or other serviceable dust free surfacing, recreational facilities such as outdoor swimming pools, tennis courts, horseshoe pitches, etc.
(c) No area so used shall be located within 5m of any window serving a dwelling unit.
(d) Off-street parking or off-street loading areas, driveways and service areas shall not be counted as amenity areas.
(e) All landscaping and recreational facilities shall be maintained in perpetuity.
(f) The slope of an amenity area shall not exceed 3% but multi-level areas may be interconnected by means of stairs and ramps (v) guard railings or other protective devices shall be erected for above-ground locations.
(g) The minimum required area shall $5m^2$ per dwelling unit.

Private Amenity Areas

(a) Shall be provided adjacent to the individual dwelling unit served.
(b) Where located on ground level, a private amenity area not less than $15m^2$ in area shall be provided for and contiguous to each ground-oriented dwelling unit.
(c) Where located above ground a private amenity area of not less than $5m^2$ in area and having minimum dimensions of not less than 1.5m shall be provided for and contiguous to each dwelling unit.

Landscaping For Townhouse Developments

These standards are subject to the requirements of 5.14 and for the development and maintenance of landscaped areas required in connection with all townhouse developments:

Minimum landscaping requirements for front setback area:

(a) 40% of the front setback area shall have no impervious surfaces or vehicular use.
(b) A portion of the required pervious surface area, equivalent to 20% of the front setback area, shall be reserved for landscape areas and extensively planted with trees and shrubs.

Minimum overall site landscaping requirements:

(a) Despite section 5.14.2, 20% of the overall lot area shall have no impervious surfaces or vehicular usage.
(b) A portion of the required pervious surface area, equivalent to 15% of the overall lot area, shall be landscaped.
(c) A portion of the required landscaped area, equivalent to 7% of the overall lot area, shall be planted extensively with trees and shrubs.

All landscaping shall be designed and installed in accordance with the current edition of the BC landscaping standard.

Townhouse End Unit Treatment

(a) Where a townhouse building is oriented perpendicular to a public road, any end unit abutting the public road shall be designed to present an active and articulated street-oriented façade to the road.
(b) End unit façades facing a public road shall include windows and architectural detailing comparable to the principal front façade of the dwelling, and/or a secondary entrance to avoid blank elevations.

Other Regulations

(a) Home occupation shall be subject to the requirements of section 6.5.
(b) Secondary Suite shall be subject to the requirements of section 6.3.

Comprehensive Development Plan

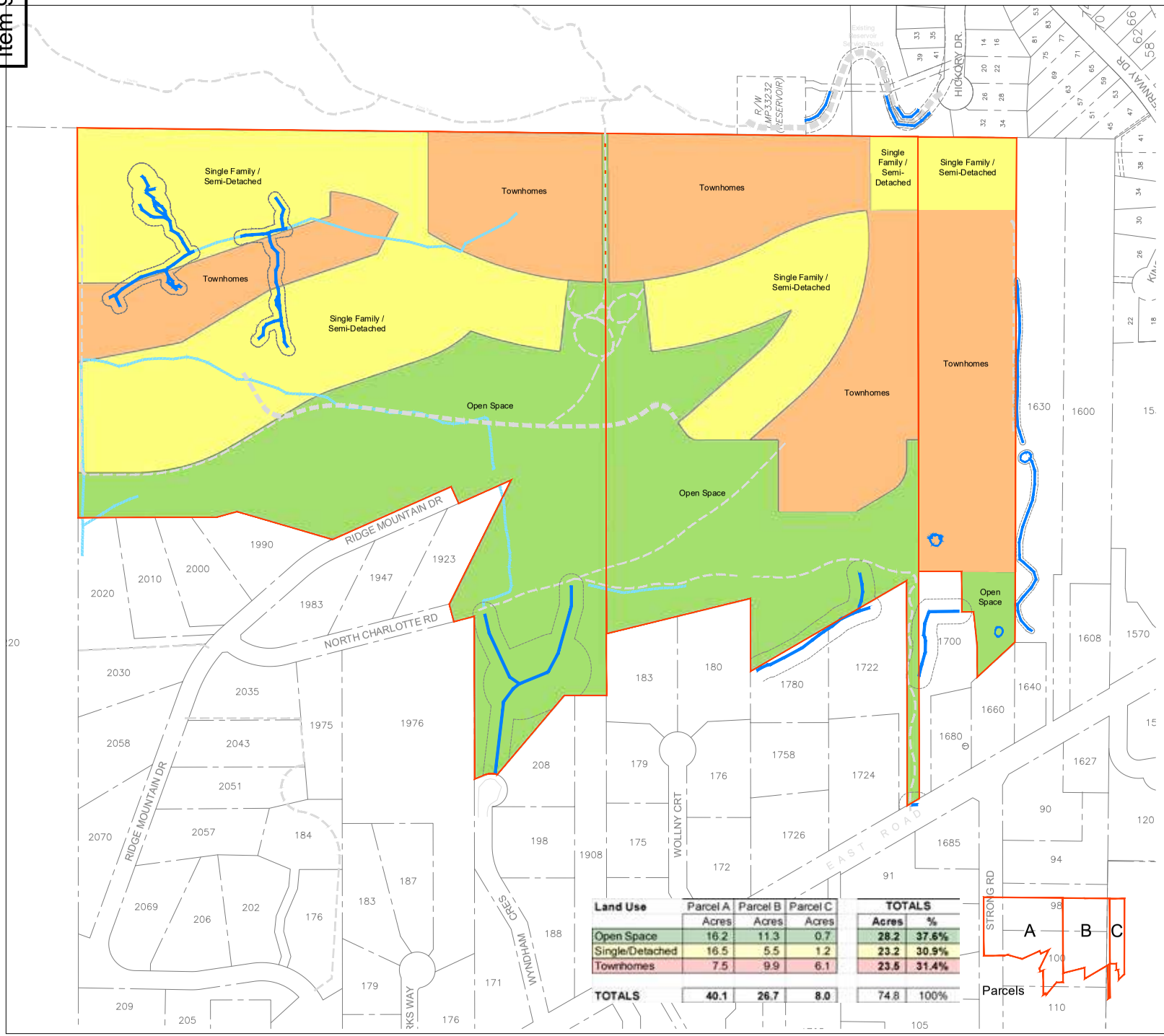
(a) The Comprehensive Development Plan contained within this Bylaw forms an integral component of this zone.

PROPOSED ADDITIONAL ZONING BYLAW AMENDMENTS

As the proposed development includes dwelling types currently not found within the Village of Anmore (I.e., single family detached dwellings and townhouses), additional amendments to the Village's Zoning Bylaw are proposed as either general housekeeping items or to introduce appropriate development regulations where none currently exist. It is anticipated that the need for further Bylaw amendments not discussed in this section will likely be identified during the application review process to ensure that future land uses and developments within of these properties is appropriately regulated. Our team is looking forward to working with the Village and the community to ensure all necessary updates to the Bylaws are addressed.

The following definitions are proposed to be included in the **Part 2 Definitions** section of the Zoning Bylaw:

- **Townhouse** means a building containing 2 or more attached principal units characterized by individual ownership, each having separate ground oriented access;
- **Stacked Townhouse** means townhouse, except that two principal dwelling(s) are arranged vertically so that dwelling(s) may be placed wholly or partially over the other dwelling. Each principal dwelling will have an individual access to outside, not necessarily at finished grade, provided that no more than two units share a corridor, steps, or path.
- **Attached** means a building or structure physically connected by a common wall at least 3.0 m in length providing internal connections to all enclosed spaces within all buildings or structures. For the purposes of this definition, buildings or structures connected solely by a roof will not be considered attached;\
- **Strata Parcel** means a strata parcel as defined by the Strata Property Act;



Land Use	Parcel A	Parcel B	Parcel C	TOTALS	
	Acres	Acres	Acres	Acres	%
Open Space	16.2	11.3	0.7	28.2	37.6%
Single/Detached	16.5	5.5	1.2	23.2	30.9%
Townhomes	7.5	9.9	6.1	23.5	31.4%
TOTALS	40.1	26.7	8.0	74.8	100%

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Subject Sites
Open Space
Single Family / Semi-Detached
Townhomes
Trails
Waterway to Remain
Waterway to Relocate

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7	Rezoning Addendum 7	March 6, 2026
6	Rezoning Addendum 6	December 12, 2025
5	Rezoning Addendum 5	November 3, 2025
4	Rezoning Addendum 4	July 16, 2025
3	Rezoning Addendum 3	July 3, 2025
2	Rezoning Addendum 2	April 22, 2025
1	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

COMPREHENSIVE DEVELOPMENT ZONE PLAN

RZ-1

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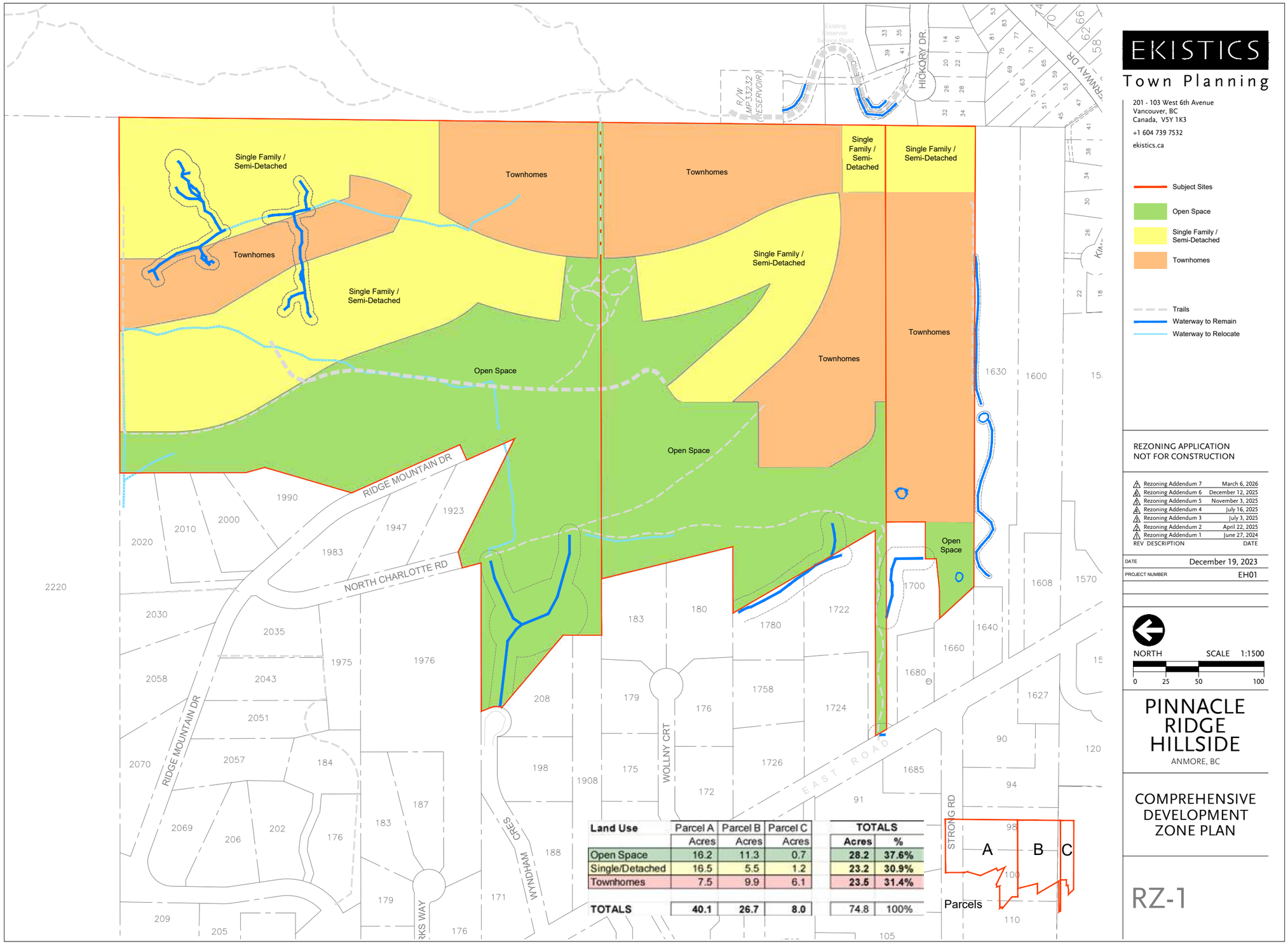
5. SCHEDULES

SCHEDULES

RZ-1	Comprehensive Development Zone Plan
RZ-2	Preliminary Concept Plan
RZ-3	Illustrative Concept Plan
RZ-3A	Concept Lot Dimensions
RZ-4	Green Space and Trails
RZ-4A	Road Length
RZ-5	Environmental Sensitivity
RZ-6	Proposed Plan Overlay Slope Map
RZ-6E	Proposed Site Sections
RZ-10	Emergency Access Road to Hickory Drive
RZ-11	Conceptual Phasing Plan
LA001	Pinnacle Ridge Park | Conceptual Site Plan
LA002	Pinnacle Ridge Park | Conceptual Grading Plan
LA003	Pinnacle Ridge Park | Conceptual Townhome Planting
P-S01-5	Preliminary Site Sections



Land Use	Parcel A	Parcel B	Parcel C	TOTALS	
	Acres	Acres	Acres	Acres	%
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Single/Detached	16.5	5.5	1.2	23.2	30.9%
Townhomes	7.5	9.9	6.1	23.5	31.4%
TOTALS	40.1	26.7	8.0	74.8	100%

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Subject Sites
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Single Family / Semi-Detached
Townhomes
Trails
Waterway to Remain
Waterway to Relocate

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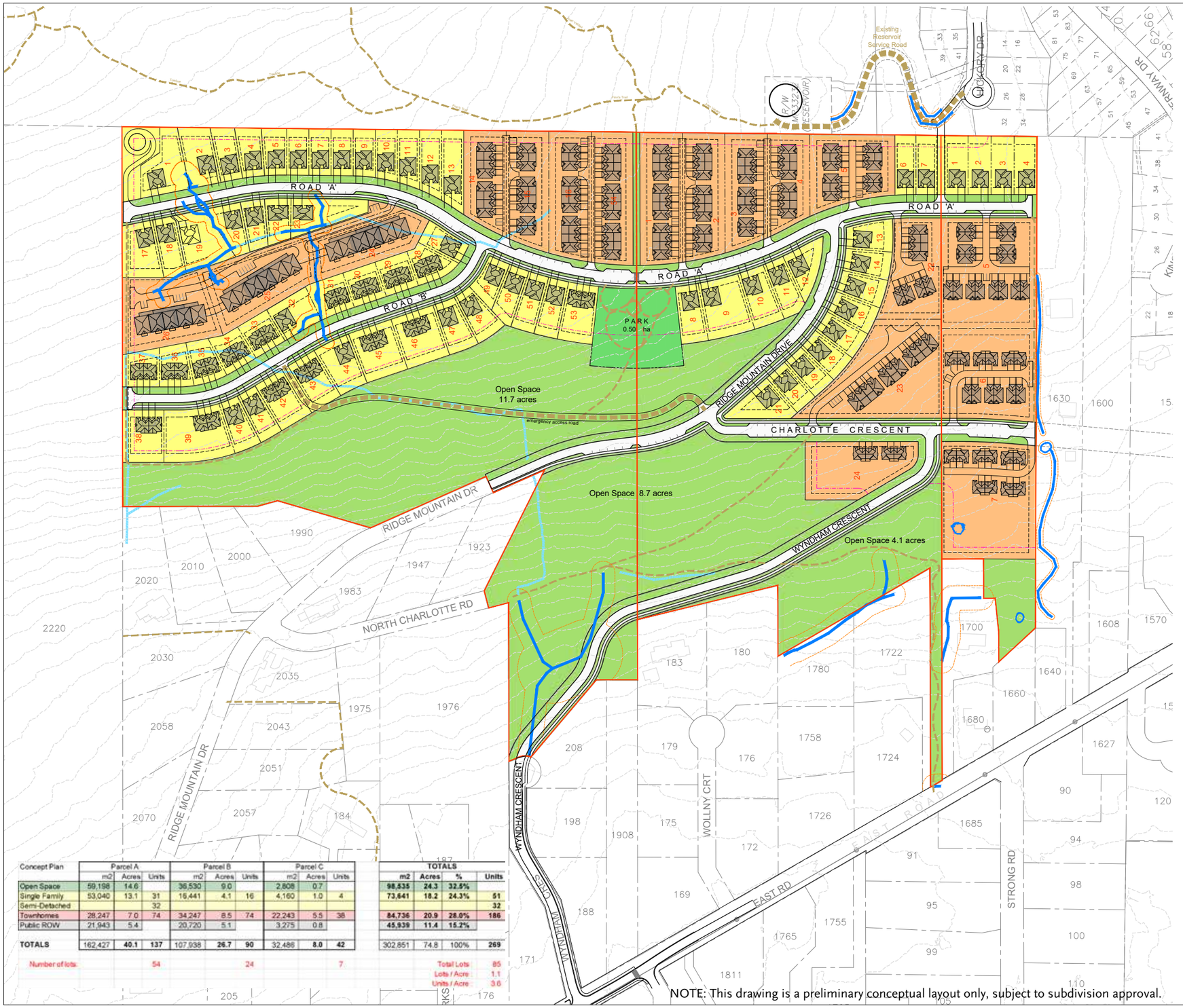
PINNACLE RIDGE HILLSIDE
ANMORE, BC

COMPREHENSIVE DEVELOPMENT ZONE PLAN

RZ-1

Attachment 6

Item 9.b



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	59,198	14.6		36,530	9.0		2,808	0.7		98,535	24.3	32.5%	
Single Family	53,040	13.1	31	16,441	4.1	16	4,160	1.0	4	73,641	18.2	24.3%	51
Semi-Detached			32										32
Townhomes	28,247	7.0	74	34,247	8.5	74	22,243	5.5	38	84,736	20.9	28.0%	186
Public ROW	21,943	5.4		20,720	5.1		3,275	0.8		45,939	11.4	15.2%	
TOTALS	162,427	40.1	137	107,938	26.7	90	32,486	8.0	42	302,851	74.8	100%	269
Number of lots			54			24			7			Total Lots	85
												Lots / Acre	1.1
												Units / Acre	3.6

NOTE: This drawing is a preliminary conceptual layout only, subject to subdivision approval.

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Subject Sites
Open Space
Single Family / Semi-Detached
Townhomes
Public R.O.W.
Trails
Waterway to Remain
Waterway to Relocate
10m Forest Setback

REZONING APPLICATION
NOT FOR CONSTRUCTION

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NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

PRELMINARY CONCEPT PLAN

RZ-2

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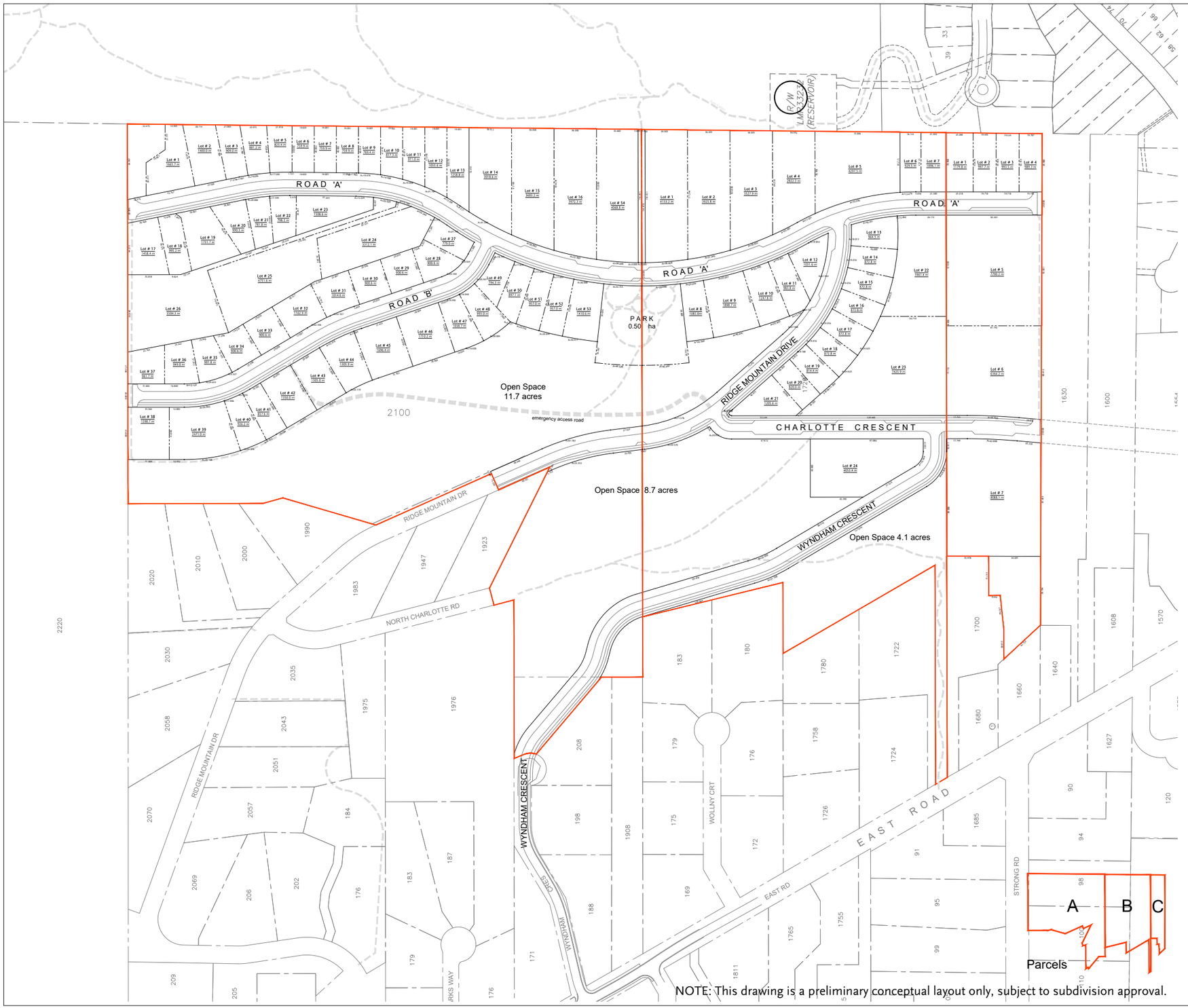
NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE

ANMORE, BC

ILLUSTRATIVE CONCEPT PLAN

RZ-3



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1		

DATE	December 19, 2023
PROJECT NUMBER	EH01

NORTH SCALE 1:1500

0 25 50 100

PINNACLE RIDGE HILLSIDE

ANMORE, BC

CONCEPT LOT DIMENSIONS

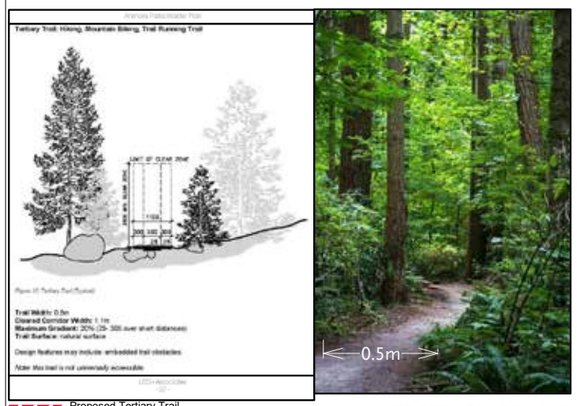
RZ-3A

2,561m Proposed Multi-Use Path
3.0m width, in R.O.W.
(212m off-site @Wyndham)

MULTI-USE PATH

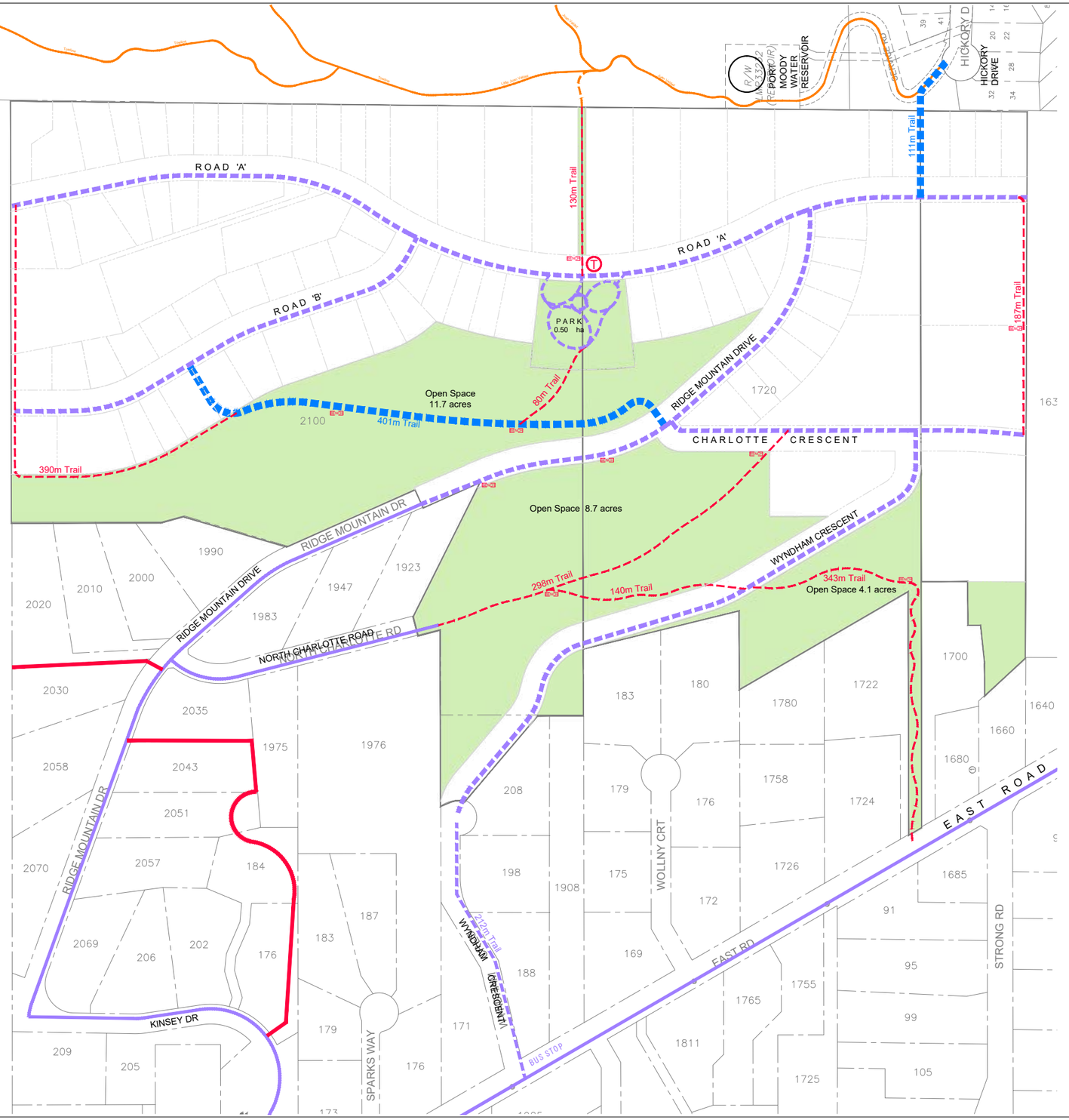
512m Proposed Secondary Trail
(emergency access road)
Paved, 6m wide, 15%max

SECONDARY TRAIL



1,568m Proposed Tertiary Trail,
0.5m wide

TERTIARY TRAILS



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Subject Sites
Existing Sidewalk in road R.O.W.
Existing Off-road Trails
Existing Off-road Trails outside of Anmore
2,561m Proposed Multi-Use Path 3.0m width, in R.O.W. (212m off-site @Wyndham)
512m Proposed Secondary Trail (emergency access road) Paved, 6m wide, 15%max
1,568m Proposed Tertiary Trail, 0.5m wide
Proposed Tertiary Trail outside of Anmore
Proposed Trailhead
BENCH Proposed Rest Area
Open Space

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7	Rezoning Addendum 6	December 12, 2025
6	Rezoning Addendum 5	November 3, 2025
5	Rezoning Addendum 4	July 16, 2025
4	Rezoning Addendum 3	July 3, 2025
3	Rezoning Addendum 2	April 22, 2025
2	Rezoning Addendum 1	June 27, 2024

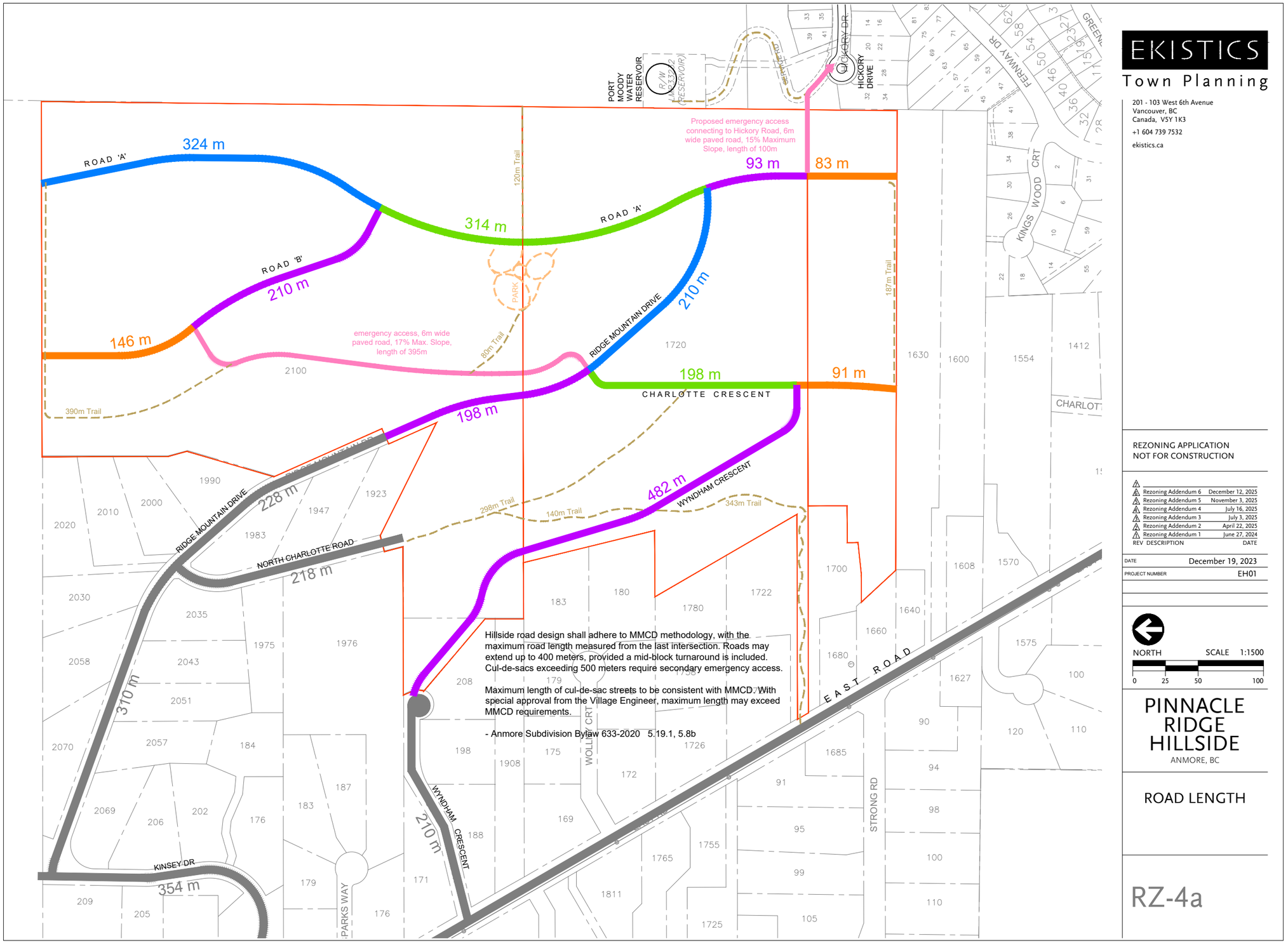
DATE December 19, 2023
PROJECT NUMBER EH01

NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE
ANMORE, BC

GREEN SPACE AND TRAILS

RZ-4



Hillside road design shall adhere to MMCD methodology, with the maximum road length measured from the last intersection. Roads may extend up to 400 meters, provided a mid-block turnaround is included. Cul-de-sacs exceeding 500 meters require secondary emergency access.

Maximum length of cul-de-sac streets to be consistent with MMCD. With special approval from the Village Engineer, maximum length may exceed MMCD requirements.

- Anmore Subdivision Bylaw 633-2020 5.19.1, 5.8b

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REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
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PROJECT NUMBER EH01

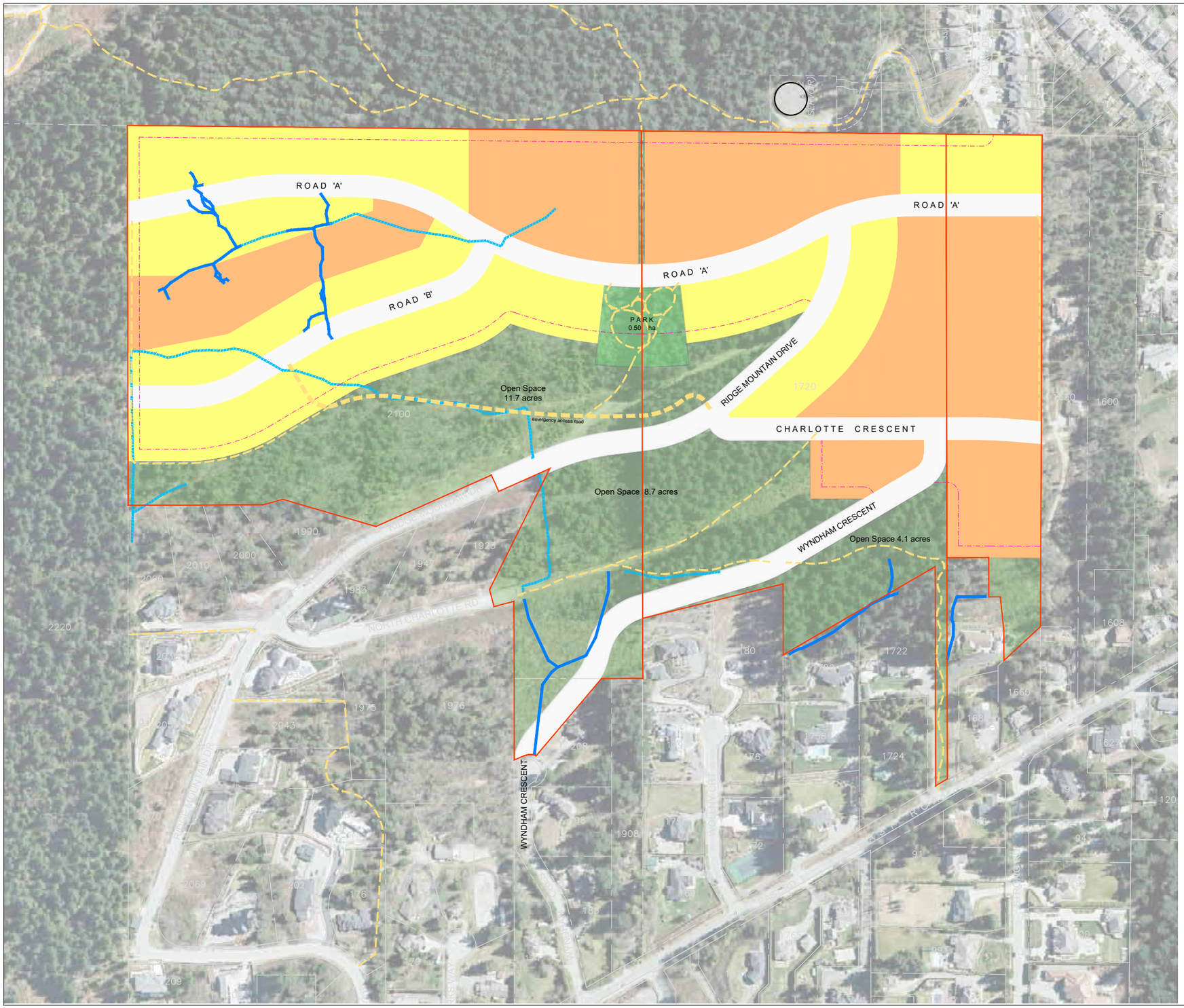
NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE

ANMORE, BC

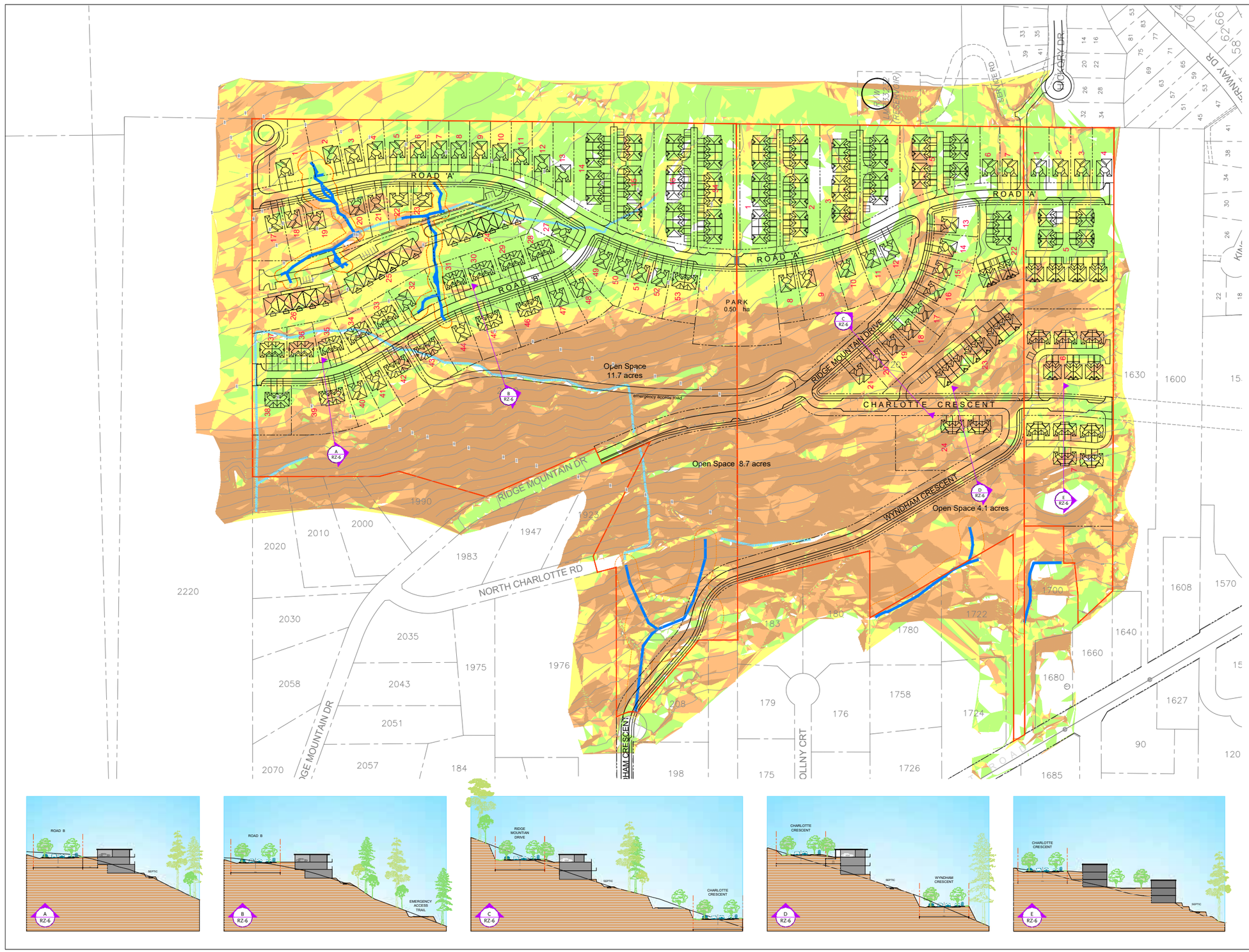
ROAD LENGTH

RZ-4a


ROAD 'A'
ROAD 'A'
ROAD 'A'
ROAD 'B'
PARK
0.50 ha
Open Space
11.7 acres
emergency access road
RIDGE MOUNTAIN DRIVE
CHARLOTTE CRESCENT
Open Space 8.7 acres
WYNDHAM CRESCENT
Open Space 4.1 acres
NORTH CHARLOTTE RD
WYNDHAM CRESCENT
RIDGE MOUNTAIN DRIVE

Attachment 6

Item 9.b



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Subject Sites
0 - 10 %
10 - 20 %
20 - 30 %
30 - 40 %
40 % +
Waterway to Remain
Waterway to Relocate

REZONING APPLICATION
NOT FOR CONSTRUCTION

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PROJECT NUMBER EH01

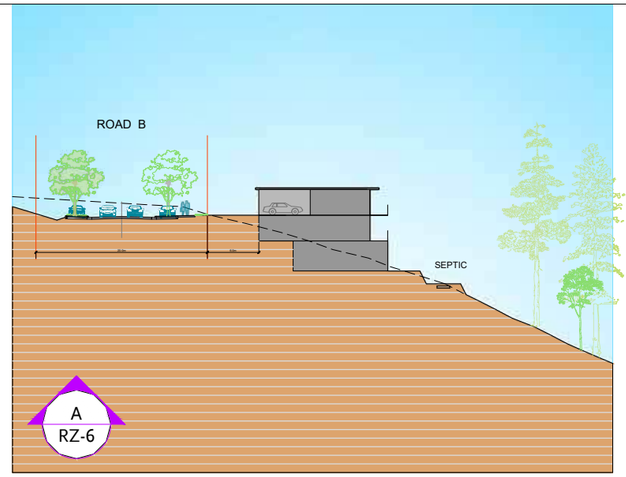
NORTH
SCALE 1:1500
0 25 50 100

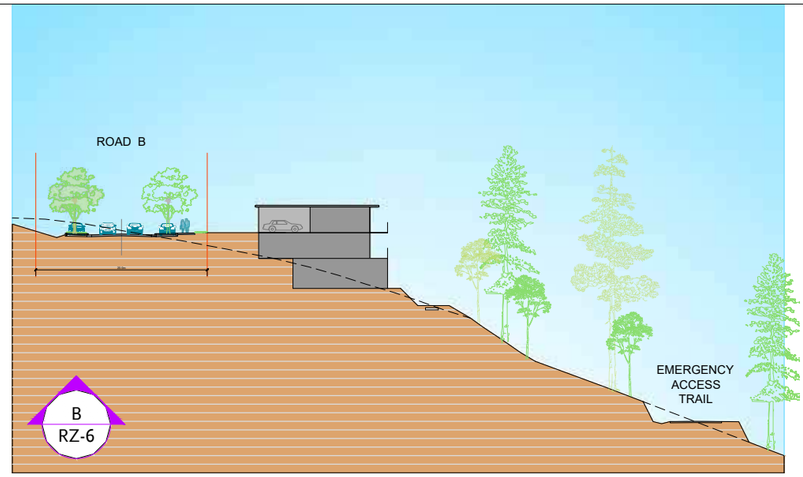
PINNACLE RIDGE HILLSIDE

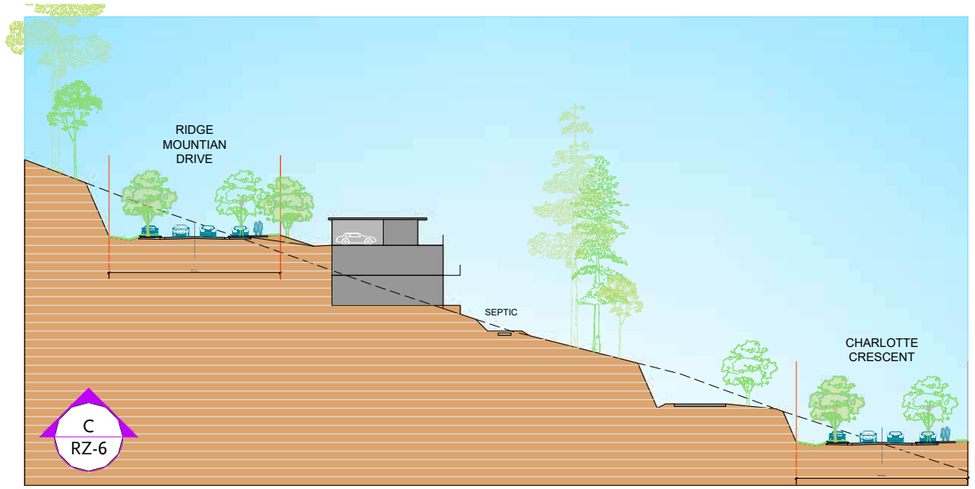
ANMORE, BC

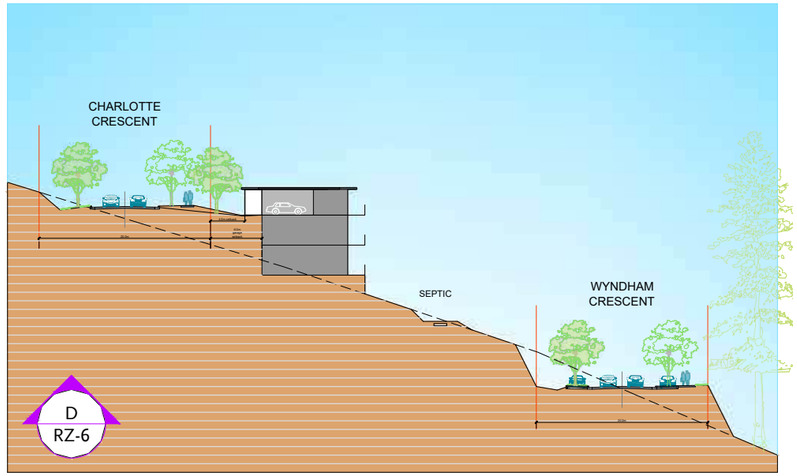
PROPOSED PLAN OVERLAY SLOPE MAP

RZ-6





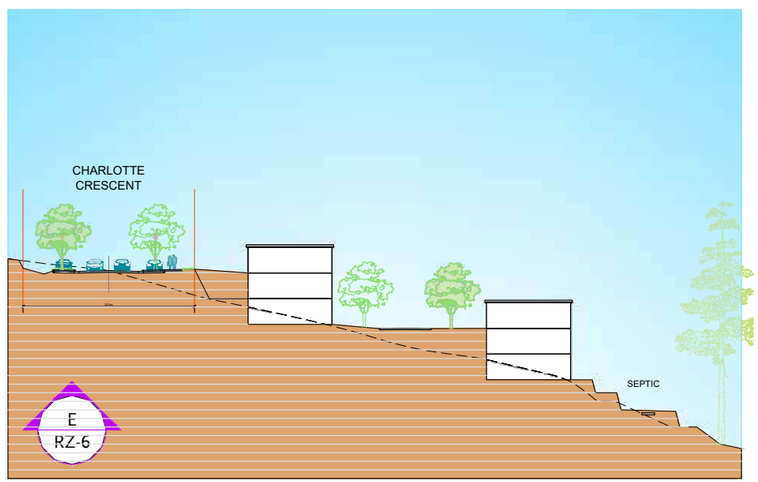




MSE WALL

- Mechanically Stabilized Earth (MSE) walls constructed with Standard Lock-Block™ units in combination with extensible soil reinforcement (such as Geogrid).
- Design Manual available for professional Engineers free of charge.
- Example uses: Advanced retaining walls.

PROPOSED RETAINING WALL SYSTEMS



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REZONING APPLICATION
NOT FOR CONSTRUCTION

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DATE December 19, 2023
PROJECT NUMBER EH01

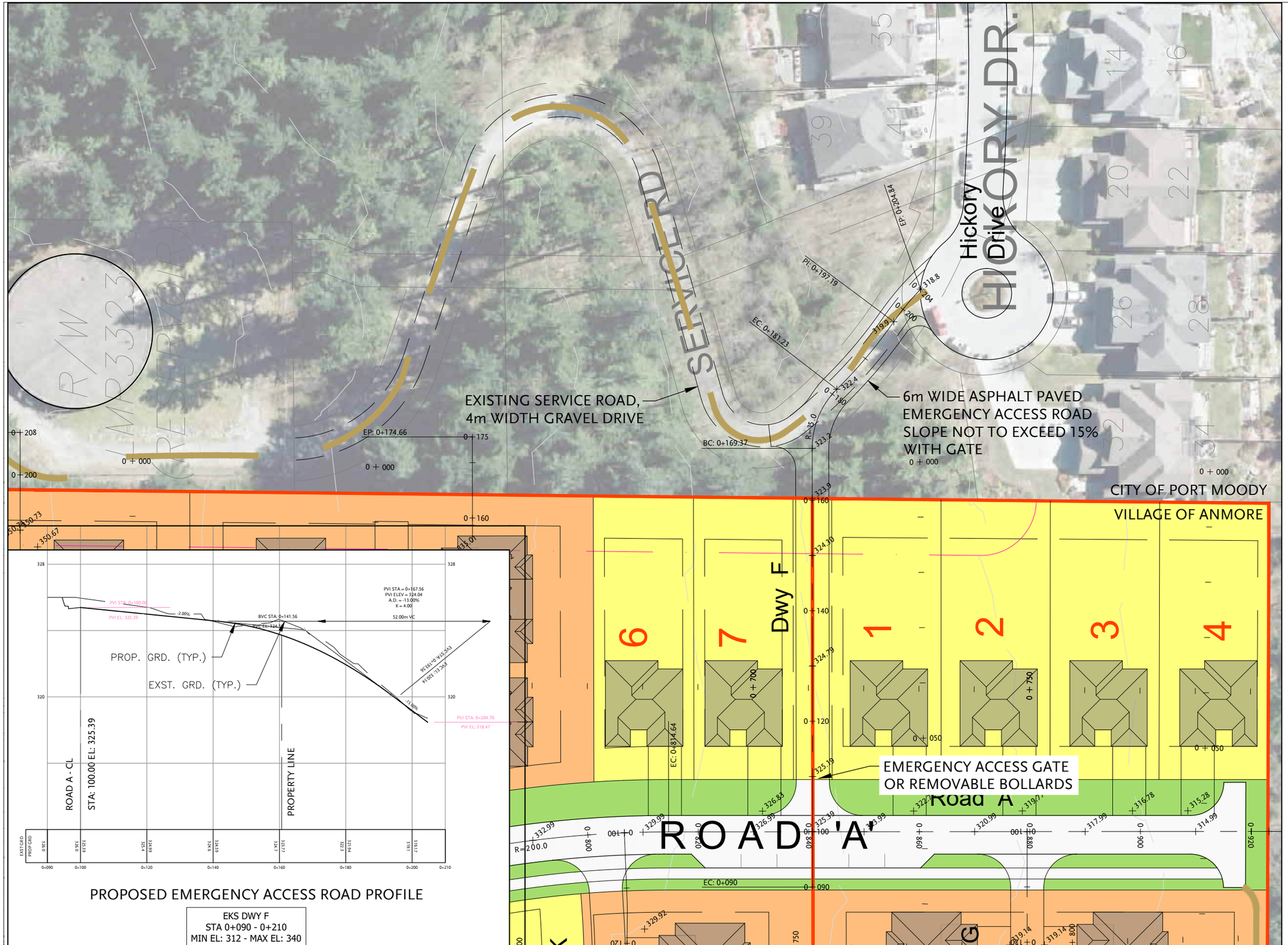
SCALE 1:300
0 5 10 15 20

PINNACLE RIDGE HILLSIDE

ANMORE, BC

PROPOSED SITE SECTIONS

RZ-6e



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REZONING APPLICATION
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2	Rezoning Addendum 1	June 27, 2024
1		

DATE December 19, 2023
PROJECT NUMBER EH01

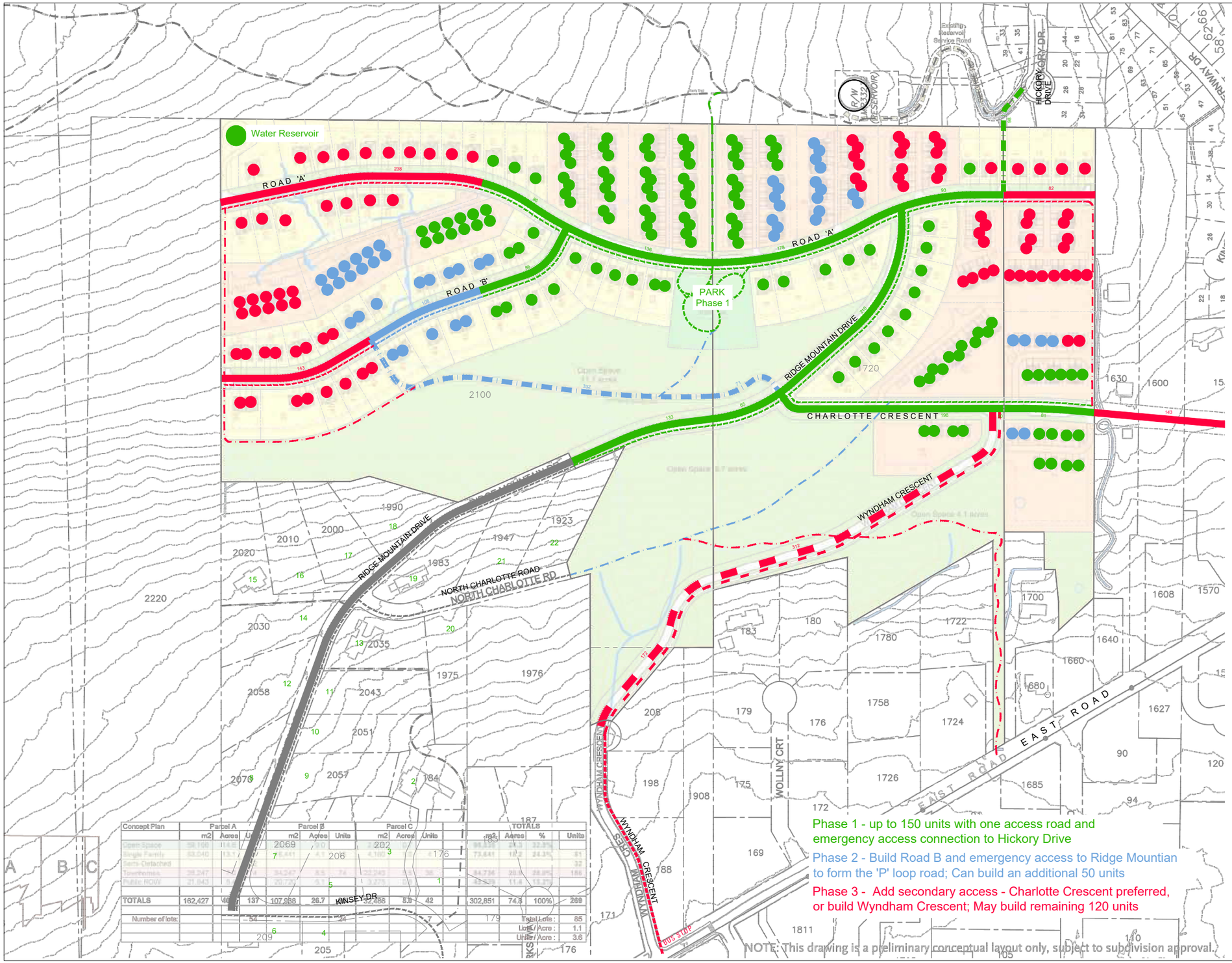
NORTH SCALE 1:500
0 10 20 40m

PINNACLE RIDGE HILLSIDE

ANMORE, BC

EMERGENCY ACCESS ROAD TO HICKORY DRIVE

RZ-10



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	58,100	14.4		7,100	1.8		202			65,302	16.2	32.3%	
Single Family	53,040	13.1		41,441	10.2		4,160	1.0		73,641	18.2	24.3%	51
Semi-Detached													32
Townhomes	39,247	9.7		34,247	8.5	74	22,243	5.5	36	94,736	23.4	28.8%	186
Public ROW	21,843	5.4		20,726	5.1		3,275	0.8		45,844	11.3	13.2%	
TOTALS	162,427	40.1	137	107,888	26.7	53	32,886	8.0	42	302,851	74.8	100%	269
Number of lots:			54			24			7	179	Total Lots:		85
											Lots / Acre:		1.1
											Units / Acre:		3.6

1	Rezoning Addendum 7	March 6, 2026
1	Rezoning Addendum 6	December 12, 2025
1	Rezoning Addendum 5	November 3, 2025
1	Rezoning Addendum 4	July 16, 2025
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REV	DESCRIPTION	DATE

DATE December 19, 2023
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NORTH SCALE 1:1500
0 25 50 100

PINNACLE RIDGE HILLSIDE

ANMORE, BC

CONCEPTUAL PHASING PLAN

RZ-11

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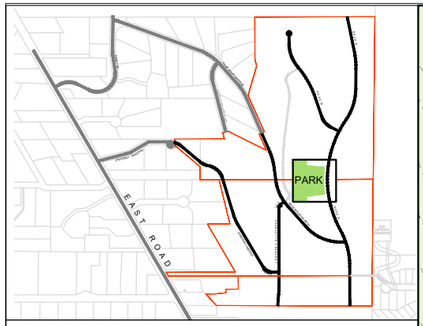
Subject Sites
Existing Roads and Trails
Phase 1
Phase 2
Phase 3
Color by phase
Public Roads
Emergency Access Roads
Alternate Road
Individual Units
Sidewalks
Tertiary Trails



- ASPHALT PAVING
- CONCRETE WALK
- CONCRETE PAVERS
- PLAYGROUND SURFACE
- D.G. GRAVEL PATH
- EXISTING TREE LOCATION TO BE VERIFIED
- DECIDUOUS TREE Bigleaf Maple, Birch, Alder
- CONIFEROUS TREE Red Cedar, Fir, Hemlock
- FEATURE TREE Dogwood, Cherry, Hawthorn
- LAWN
- NATIVE SHRUB PLANTING
- UNDISTURBED FOREST
- BOLLARD LIGHT (H=1M)
- LANDSCAPE UPLIGHT
- LANDSCAPE DOWNLIGHT
- SIGN UPLIGHT
- STREET LIGHT
- PICNIC TABLE
- WOODEN BENCH
- BIKE RACK
- BBQ GRILL
- GARBAGE BIN

This concept plan is for discussion purposes only and reflects preliminary ideas for the neighborhood park. It will be refined based on site survey, tree locations, utilities, and municipal guidelines. Final design will incorporate feedback from the Parks & Recreation Committee and other community stakeholders.

MULTI-PURPOUS BALL COURT

PICNIC SHELTER WITH WASHROOM

NATURE/ADVENTURE PLAY AREA

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Project Manager: Steven Beyer

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE

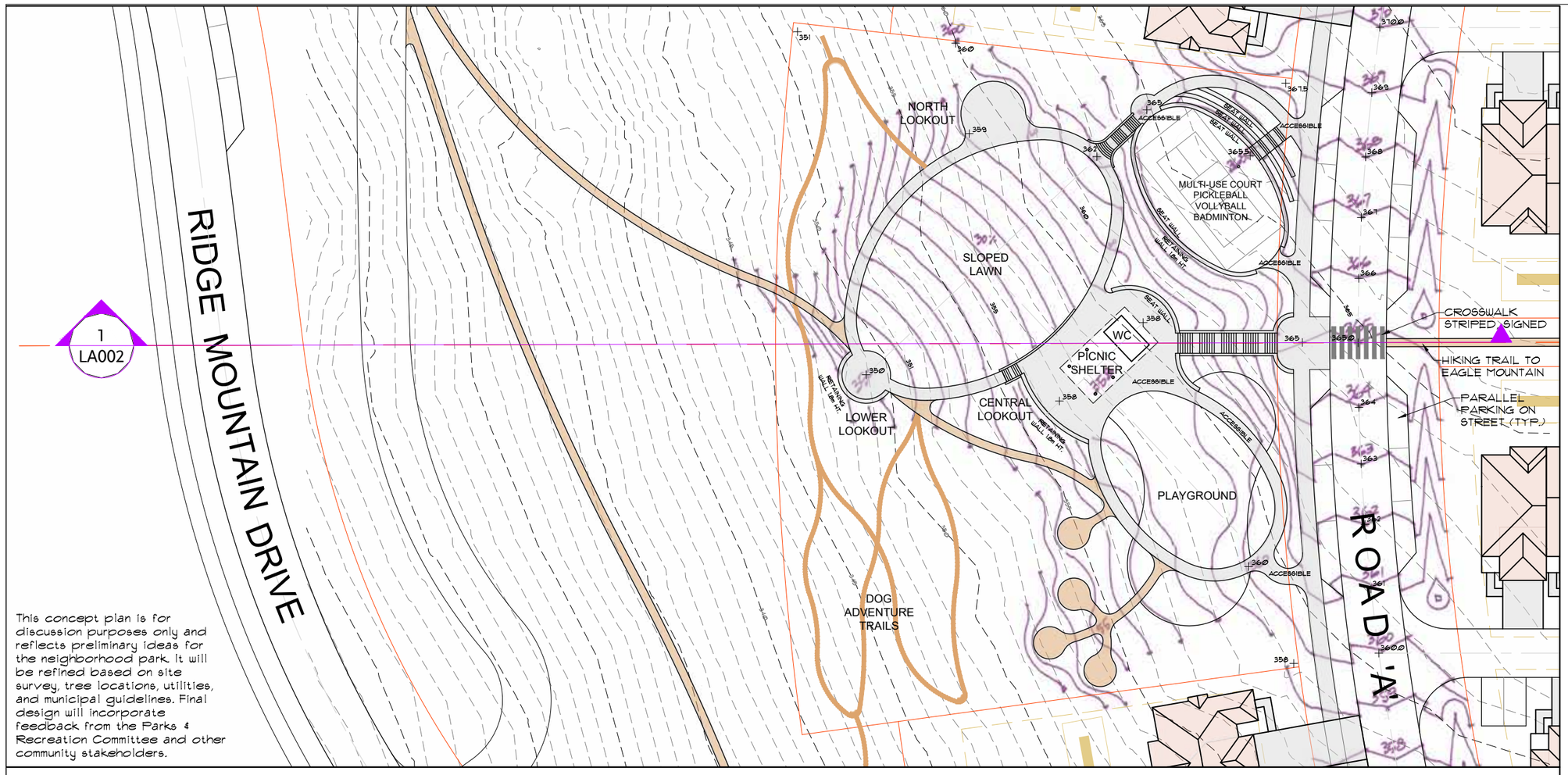
DATE	December 5, 2025
PROJECT NUMBER	EH01
DRAWN BY	STB
CHECKED BY	STB

NORTH SCALE 1:250
0 5 10 15m

PINNACLE RIDGE PARK
ANMORE, BC

CONCEPTUAL SITE PLAN

LA001



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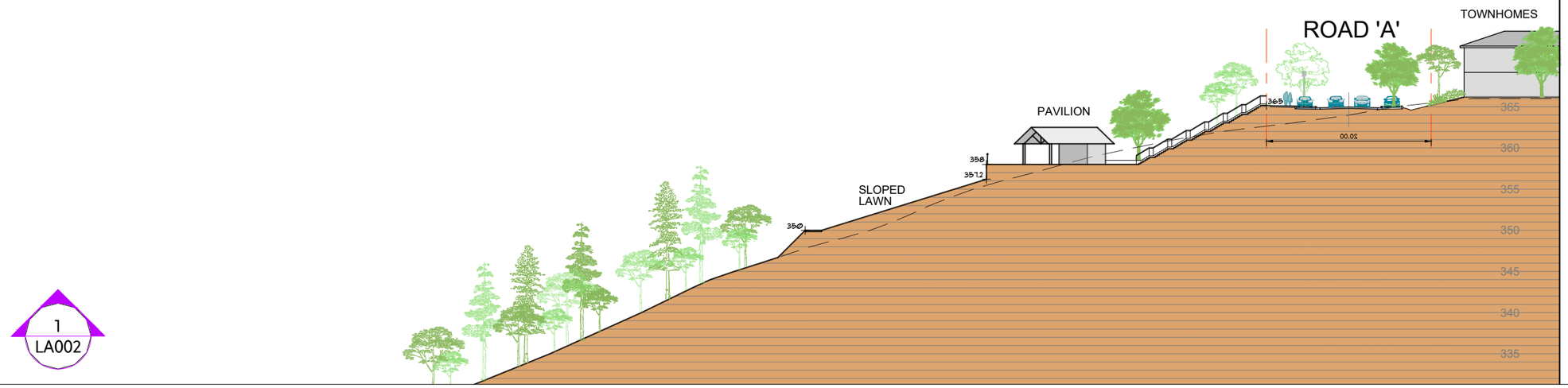

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Project Manager: Steven Beyer

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE

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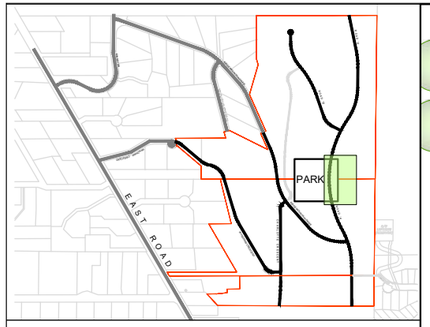
PROJECT NUMBER	EH01
DRAWN BY	STB
CHECKED BY	STB

NORTH SCALE 1:250
0 5 10 15m

PINNACLE RIDGE PARK
ANMORE, BC

CONCEPTUAL GRADING PLAN

LA002



- ASPHALT PAVING
- CONCRETE WALK
- CONCRETE PAVERS
- PLAYGROUND SURFACE
- D.G. GRAVEL PATH
- EXISTING TREE LOCATION TO BE VERIFIED
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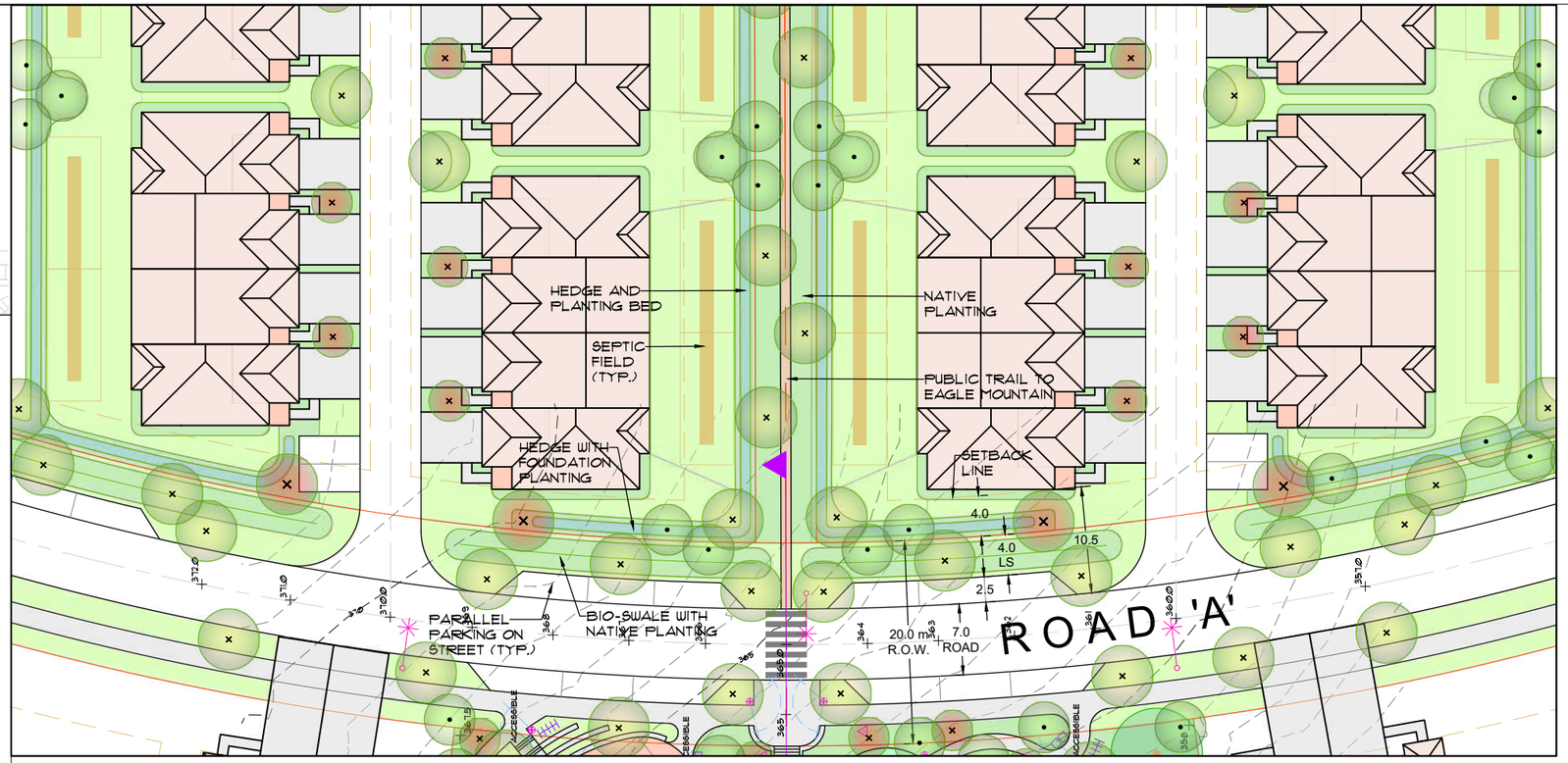

CONCEPTUAL TOWNHOME PLANTING PLAN EXAMPLE

The Design Guidelines will require foundation planting along all public street facing building elevations. This planting will be designed to soften hard architectural lines, enhance curb appeal, and frame key building features. By blending the structures into the surrounding landscape, the planting will break up building massing and screen large blank walls, ensuring a visually appealing streetscape. The approach will be layered and context sensitive, using shrubs, ornamental trees, and groundcovers to create depth and seasonal interest. This foundation planting will assure the semi-rural landscape character of Anmore, reinforcing the community's identity while providing appropriate screening and a welcoming public realm.

The Design Guidelines will require all townhome end units that face a public road shall be designed to actively address the street frontage. This requires the inclusion of a primary entrance door and architectural massing that presents an aesthetically pleasing, house like façade to the street. Blank walls with minimal fenestration are not permitted, instead, design treatments must incorporate windows, detailing, and articulation that reinforce a welcoming semi-rural residential character.

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REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		

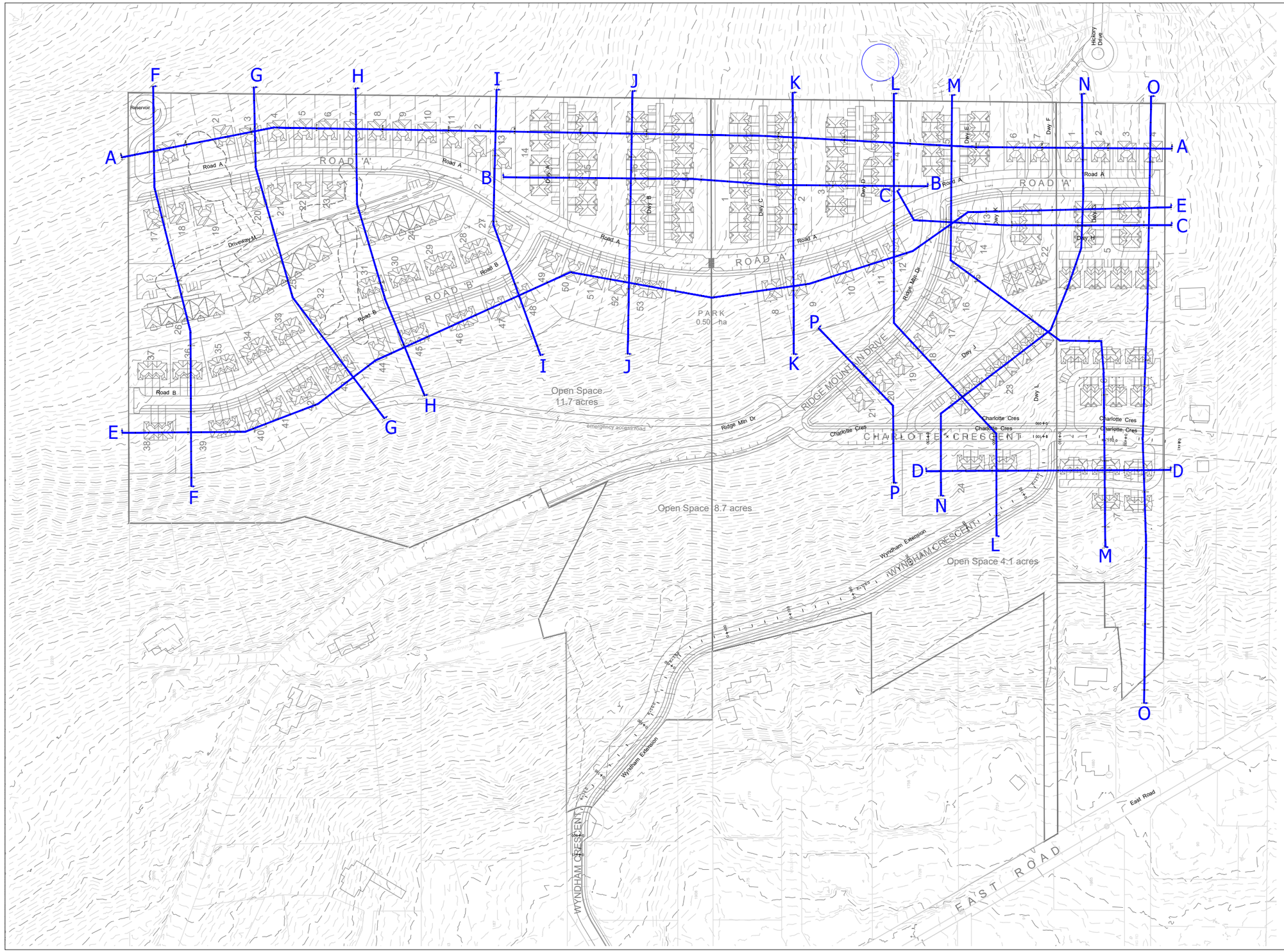
DATE	December 5, 2025
PROJECT NUMBER	EH01
DRAWN BY	STB
CHECKED BY	STB

NORTH SCALE 1:250
0 5 10 15m

PINNACLE RIDGE PARK
ANMORE, BC

CONCEPTUAL TOWNHOME PLANTING

LA 003



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PROJECT NUMBER EH01

NORTH SCALE 1:1250
0 20 40 60 80 100

PINNACLE RIDGE HILLSIDE

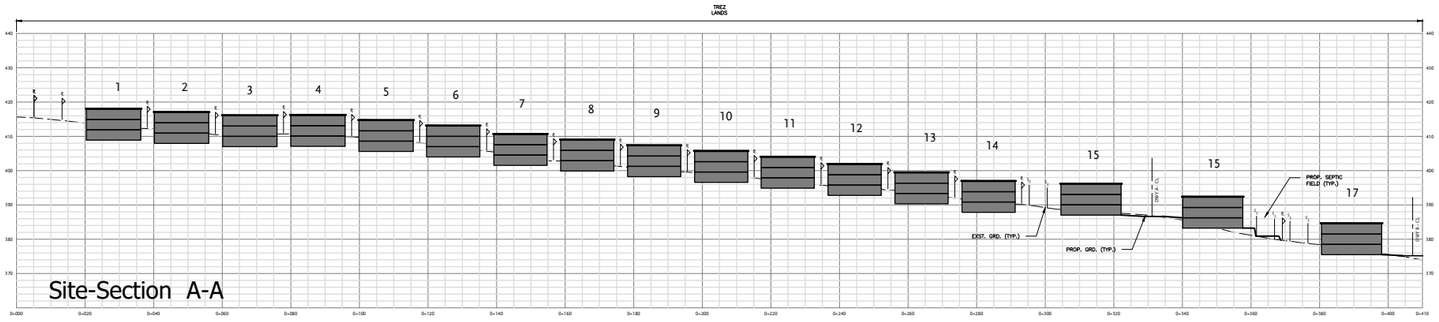
ANMORE, BC

PRELIMINARY SITE SECTIONS

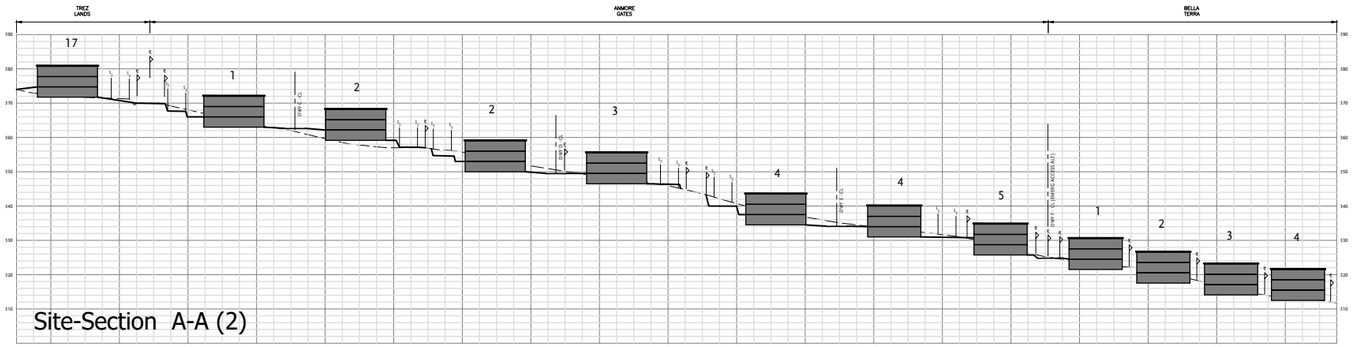
P-S01

Attachment 6

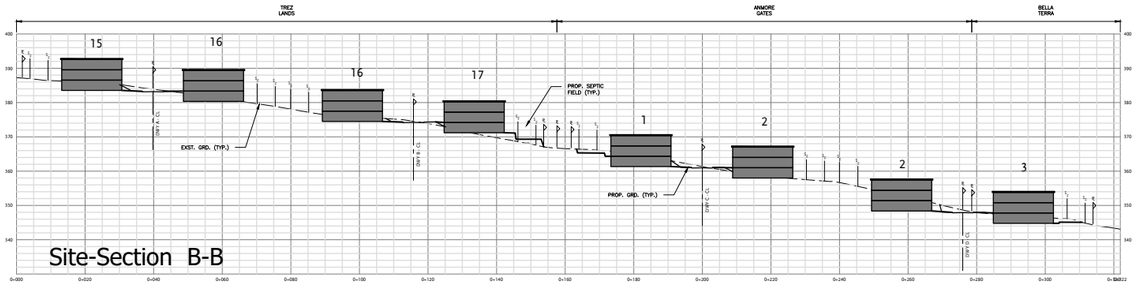
Item 9.b



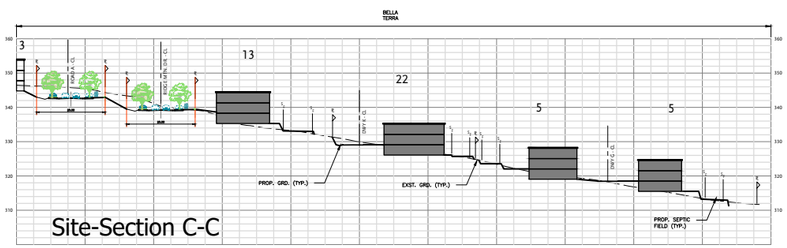
Site-Section A-A



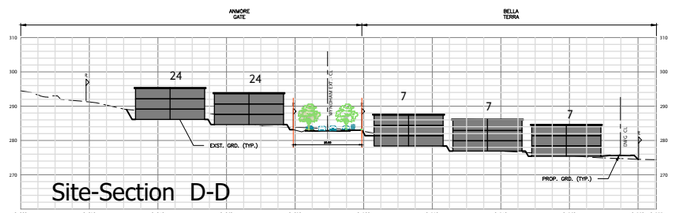
Site-Section A-A (2)



Site-Section B-B



Site-Section C-C



Site-Section D-D

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DATE December 19, 2023

PROJECT NUMBER EH01

SCALE 1:750

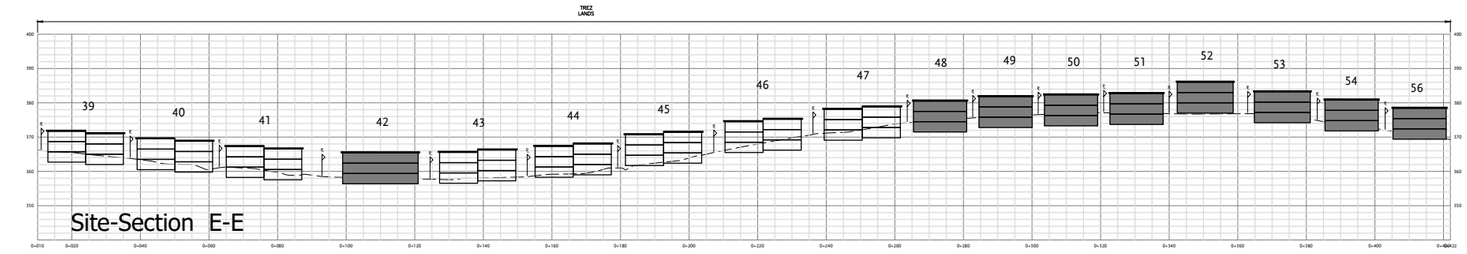
0 10 20 30 40 50

PINNACLE RIDGE HILLSIDE

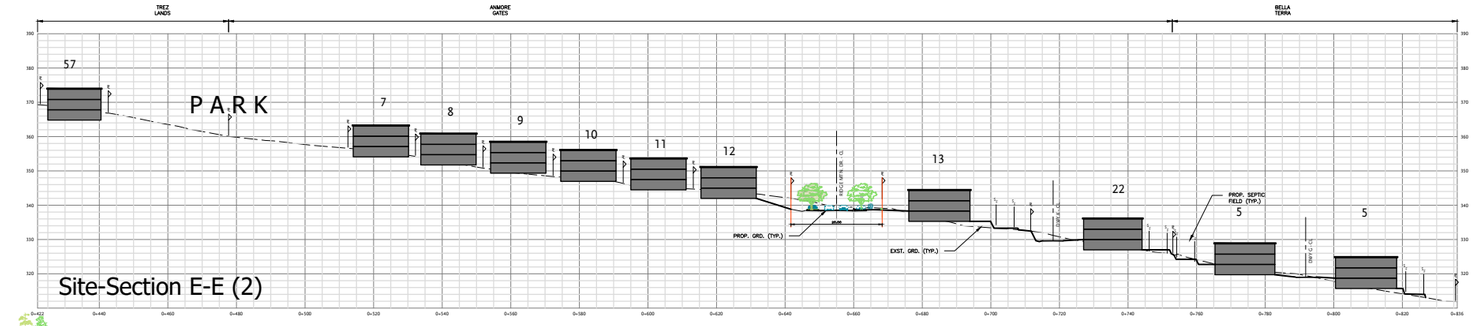
ANMORE, BC

PRELIMINARY SITE SECTIONS

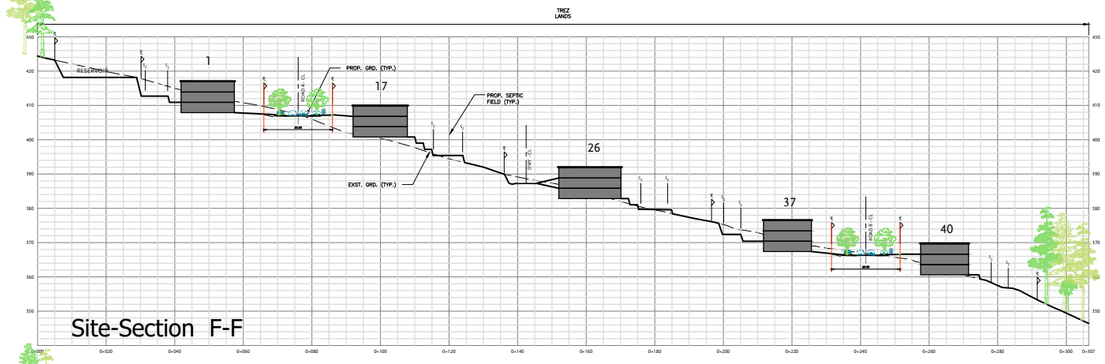
P-S02



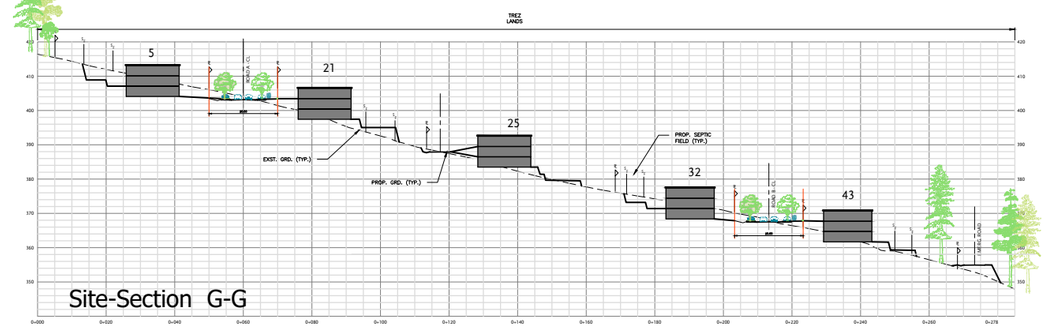
Site-Section E-E



Site-Section E-E (2)



Site-Section F-F



Site-Section G-G

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REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7	Rezoning Addendum 6	December 12, 2025
6	Rezoning Addendum 5	November 3, 2025
5	Rezoning Addendum 4	July 16, 2025
4	Rezoning Addendum 3	July 3, 2025
3	Rezoning Addendum 2	April 22, 2025
2	Rezoning Addendum 1	June 27, 2024
1		

DATE December 19, 2023
PROJECT NUMBER EH01

SCALE 1:750
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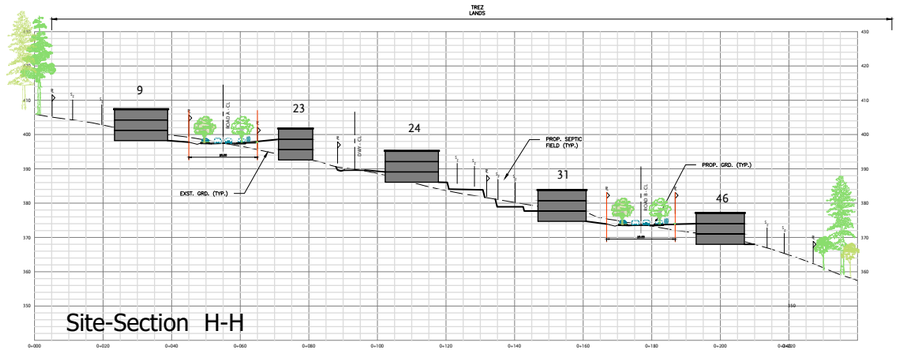
PINNACLE RIDGE HILLSIDE
ANMORE, BC

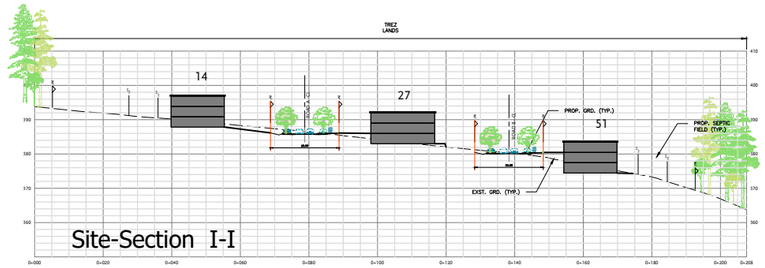
PRELIMINARY SITE SECTIONS

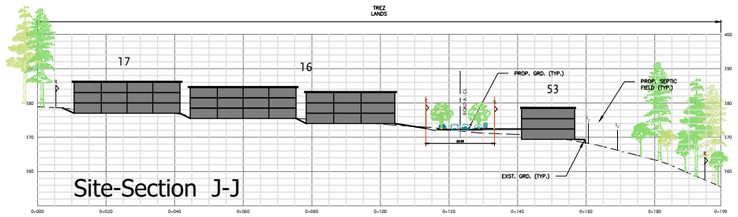
P-S03

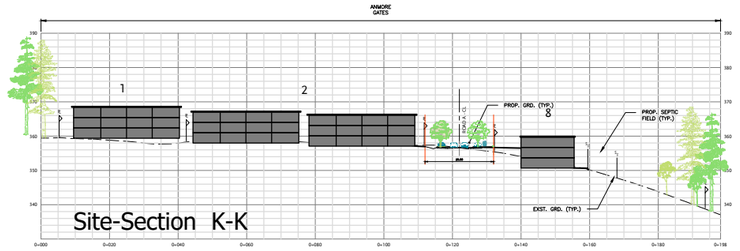
Attachment 6

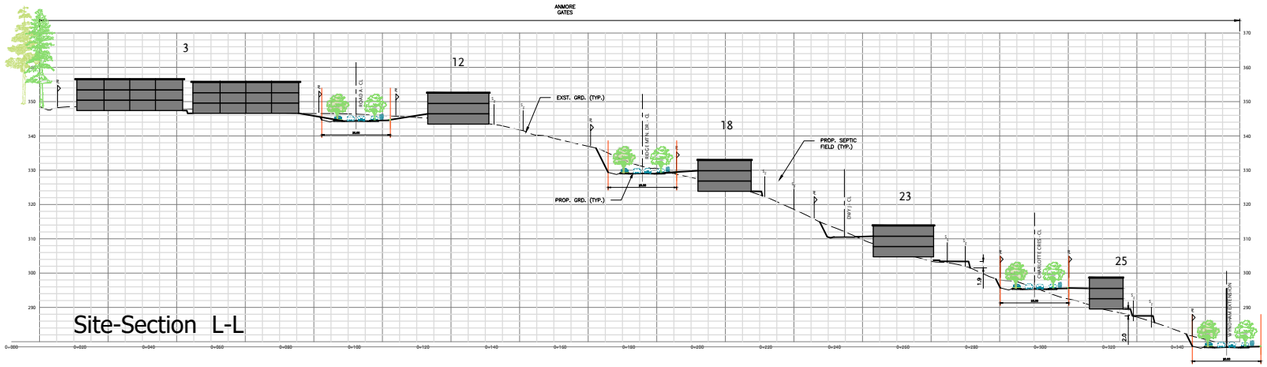
Item 9.b

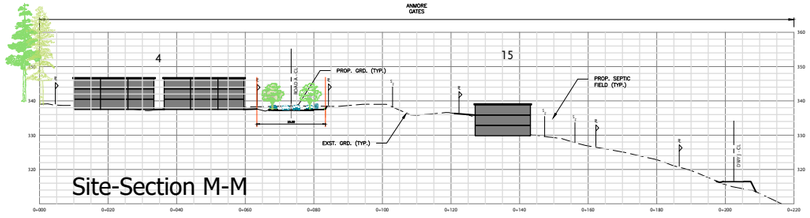


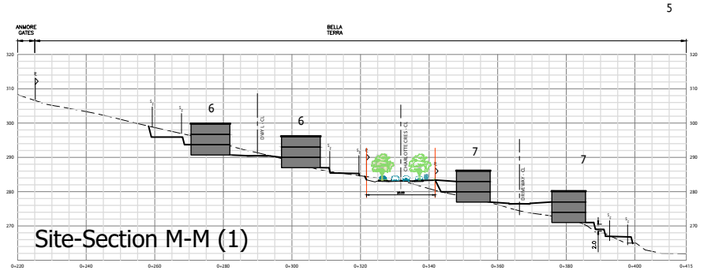












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DATE	December 19, 2023
PROJECT NUMBER	EH01

SCALE 1:750

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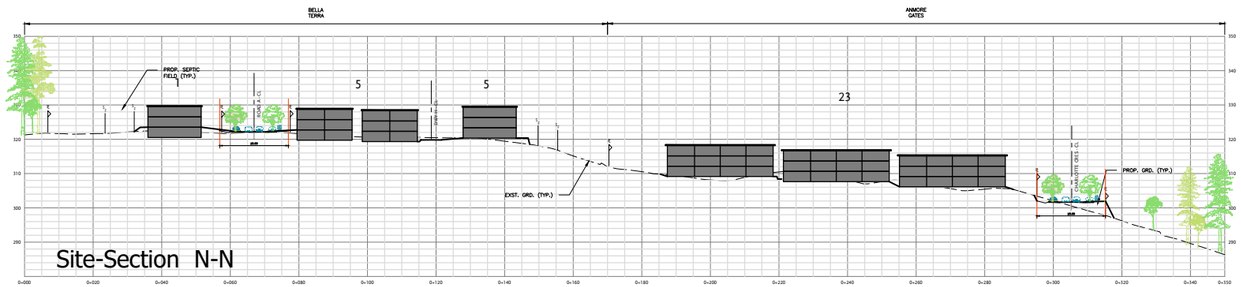
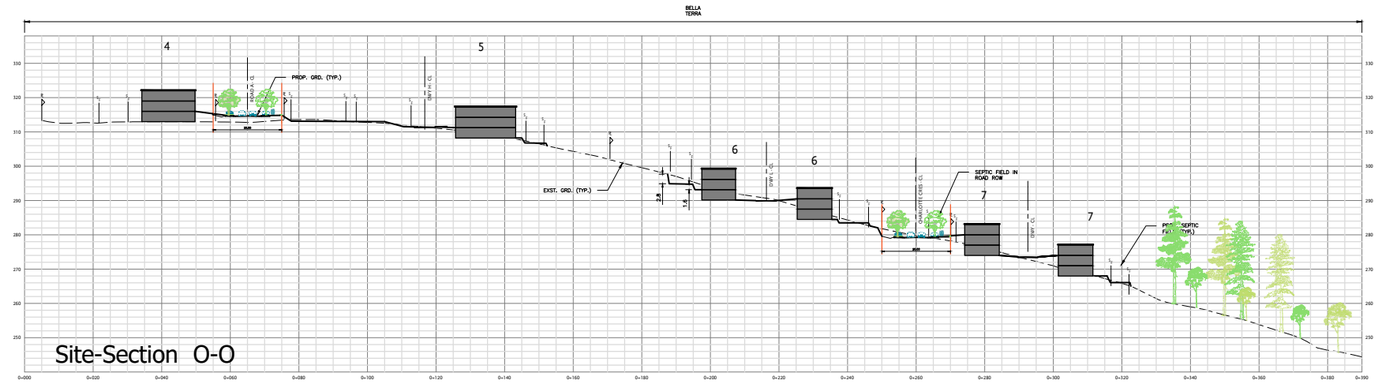
PINNACLE RIDGE HILLSIDE

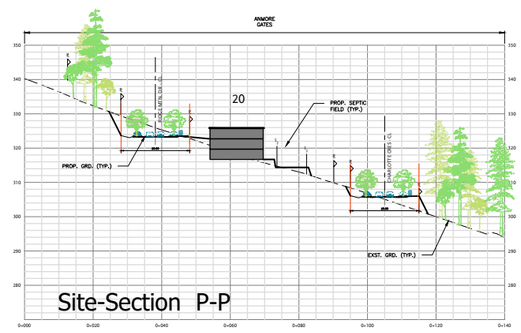
ANMORE, BC

PRELIMINARY SITE SECTIONS

P-S04







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DATE December 19, 2023
PROJECT NUMBER EH01

SCALE 1:750
0 10 20 30 40 50

PINNACLE RIDGE HILLSIDE
ANMORE, BC

PRELIMINARY SITE SECTIONS

P-S05

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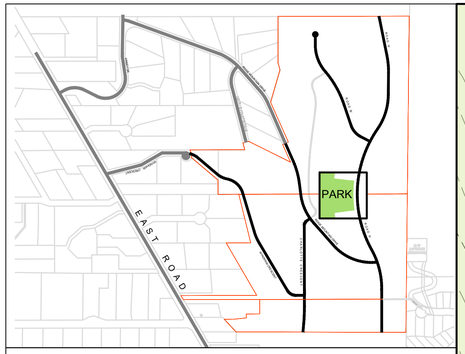

- ASPHALT PAVING
- CONCRETE WALK
- CONCRETE PAVERS
- PLAYGROUND SURFACE
- D.G. GRAVEL PATH
- EXISTING TREE LOCATION TO BE VERIFIED
- DECIDUOUS TREE Bigleaf Maple, Birch, Alder
- CONIFEROUS TREE Red Cedar, Fir, Hemlock
- FEATURE TREE Dogwood, Cherry, Hawthorn
- LAWN
- NATIVE SHRUB PLANTING
- UNDISTURBED FOREST
- BOLLARD LIGHT (H=1M)
- LANDSCAPE UPLIGHT
- LANDSCAPE DOWNLIGHT
- SIGN UPLIGHT
- STREET LIGHT
- PICNIC TABLE
- WOODEN BENCH
- BIKE RACK
- BBQ GRILL
- GARBAGE BIN

This concept plan is for discussion purposes only and reflects preliminary ideas for the neighborhood park. It will be refined based on site survey, tree locations, utilities, and municipal guidelines. Final design will incorporate feedback from the Parks & Recreation Committee and other community stakeholders.

MULTI-PURPOUS BALL COURT

PICNIC SHELTER WITH WASHROOM

NATURE/ADVENTURE PLAY AREA

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Landscape

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Canada, V5Y 1K3

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Project Manager: Steven Beyer

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7		
6		
5		
4		
3		
2		
1		

DATE	December 5, 2025
PROJECT NUMBER	EH01
DRAWN BY	STB
CHECKED BY	STB

NORTH SCALE 1:250

0 5 10 15m

PINNACLE RIDGE PARK

ANMORE, BC

CONCEPTUAL SITE PLAN

LA001

Beyer 05 December 2025 6:28pm K:\EH01 - Village of Anmore Urbanex\3-Masterplan\CAD\251204-EH01-ParkPlan.dwg Layout = LA001
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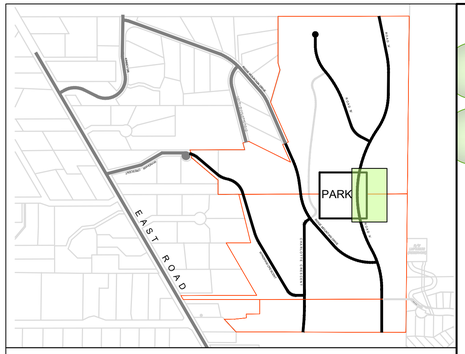

- ASPHALT PAVING
- CONCRETE WALK
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- PLAYGROUND SURFACE
- D.G. GRAVEL PATH
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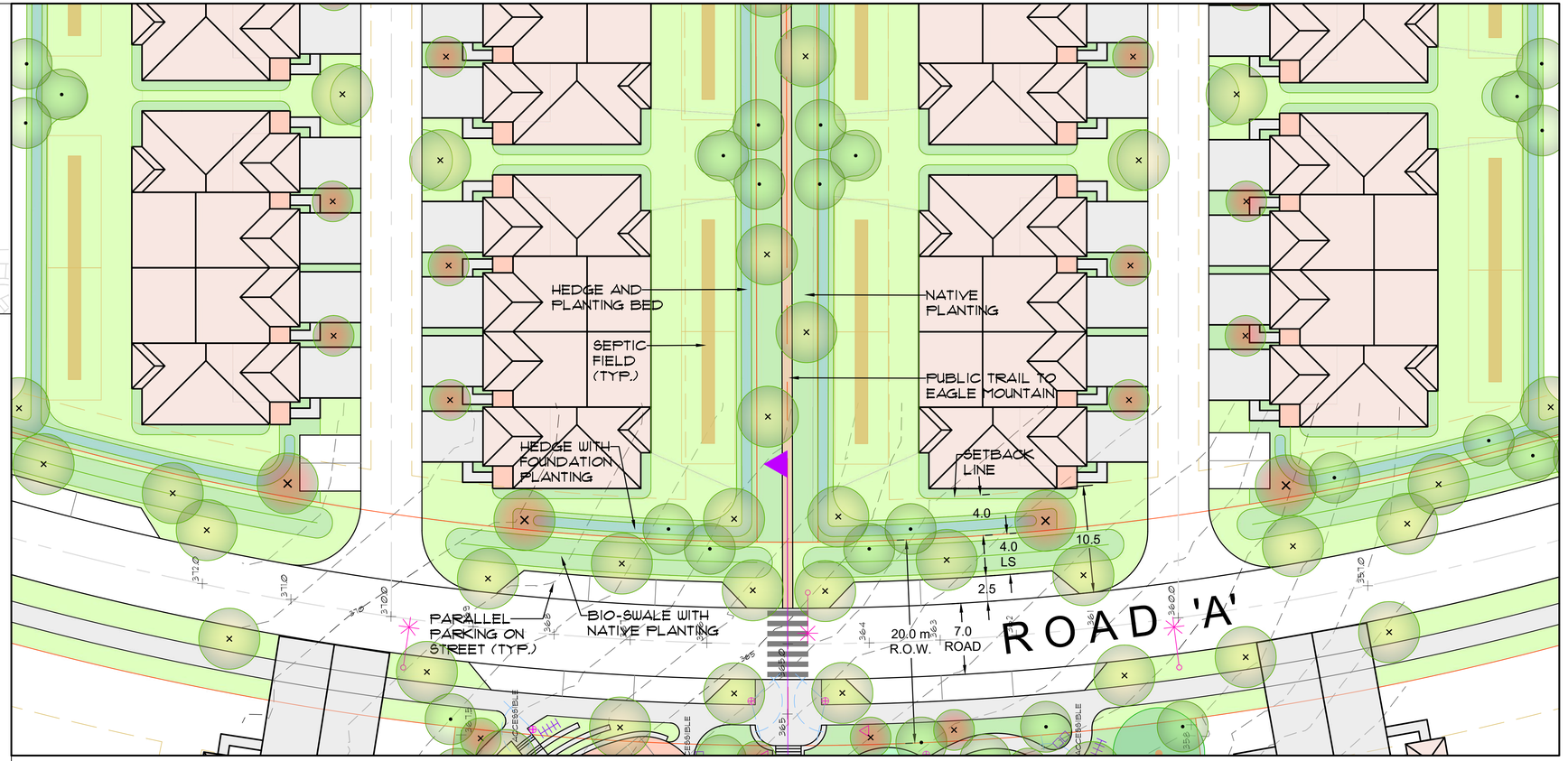

CONCEPTUAL TOWNHOME PLANTING PLAN EXAMPLE

The Design Guidelines will require foundation planting along all public street facing building elevations. This planting will be designed to soften hard architectural lines, enhance curb appeal, and frame key building features. By blending the structures into the surrounding landscape, the planting will break up building massing and screen large blank walls, ensuring a visually appealing streetscape. The approach will be layered and context sensitive, using shrubs, ornamental trees, and groundcovers to create depth and seasonal interest. This foundation planting will assure the semi-rural landscape character of Anmore, reinforcing the community's identity while providing appropriate screening and a welcoming public realm.

The Design Guidelines will require all townhome end units that face a public road shall be designed to actively address the street frontage. This requires the inclusion of a primary entrance door and architectural massing that presents an aesthetically pleasing, house like façade to the street. Blank walls with minimal fenestration are not permitted, instead, design treatments must incorporate windows, detailing, and articulation that reinforce a welcoming semi-rural residential character.

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Project Manager: Steven Beyer

REZONING APPLICATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
7		
6		
5		
4		
3		
2		
1		

DATE	December 5, 2025
PROJECT NUMBER	EH01
DRAWN BY	STB
CHECKED BY	STB

NORTH SCALE 1:250
0 5 10 15m

PINNACLE RIDGE PARK
ANMORE, BC

CONCEPTUAL TOWNHOME PLANTING

LA 003

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GEOPACIFIC CONSULTANTS
P (604) 439 0922
geopacific.ca
1779 West 75th Avenue
Vancouver, B.C. V6P 6P2

MNP Ltd.
Suite 430 - 505 Burrard Street
Vancouver, BC
V7X 1M3

July 8, 2025
File: 23403-A/B/C
R3

Attention: Mario Minella

Re: Preliminary Geotechnical Comments: Septic Infiltration – Proposed Subdivision Development
Pinnacle Ridge, Anmore, BC

As part of the submission of the Rezoning Addendum for the Pinnacle Ridge Hillside Development Application, we understand the Village of Anmore has requested comment on the feasibility of septic infiltration from a hydrogeological perspective. The relevant geotechnical item #4 submitted by the Village of Anmore via email on June 17, 2025, is shown below in italics and is followed by our corresponding review and response.

4. ***Hydrogeological Impact Assessment***

> *Hydrogeological Impact Assessment may be required to speak to cumulative impacts of all septic systems on the subject site and adjacent sites. Staff have concerns of the effects of combined effluent discharges from all the individual onsite sewerage systems in the subdivisions on the groundwater and on adjacent properties in regard to runoff.*

Development Overview:

The Pinnacle Ridge Hillside Estate is comprised of four parcels, totalling approximately 75 acres, along the Village of Anmore's eastern boundary. These parcels are under the ownership of three entities: MNP Ltd., Anmore Gate Limited Partnership and Bella Terra Investments 2 Inc. The collaborative efforts between the landowners have yielded a thoughtfully united site design that emphasizes connectivity throughout the area, a large network of green space and trails and strategically clustered housing to reduce the amount of development on steep slopes.

This application seeks to rezone the site from Residential 1 (R-1) zone to Comprehensive Development (CD) zone. Rezoning the site to the CD zone will allow for specific land use controls to address the site's hillside topography and allow for clustered housing. The proposed CD zone introduces new housing types (semi-detached and townhomes) in addition to single family homes which will be regulated by specific land use controls within the CD zone.

The intention is to cluster residential homes in areas of a gentler slope, whilst preserving steeper slopes as dedicated green spaces. The large areas of green space across the site are to be complemented with an extensive trail network, enriching the outdoor recreational opportunities for future residents.

According to the preliminary design drawing by Ekistics Town Planning (dated July 3, 2025), the four parcels of development would include the extension of the existing Ridge Mountain Drive, which provides access to the east portion of the sites, the extension of North Charlotte Drive, which connects to Charlotte Crescent in Port Moody, along with new internal roads and cul-de-sacs.

Each subdivision includes single family, semi-detached homes and townhomes over up to a single level of below grade. Due to the sloping topography of the site, we envisage basements would typically daylight downslope and below grade foundation walls may extend up to 2 levels at the up-slope side of structures. The elevation of the basement slabs will vary across the site.

Septic Field Design:

The septic field conceptual design plan, dated July 4, 2025 and prepared by Landmark Engineering & Planning Ltd., is presented in Appendix A for reference. The drawings indicate Type 3 septic fields would be utilized generally at each individual lot which we understand process effluent and produce clean water flows to be infiltrated into the subgrade soils. The drawings indicate a maximum Total Daily Design Flow of 2.3 m^3/day per septic field.

Based on information provided by Landmark Engineering & Planning Ltd:

- We understand a "time dosing" system is proposed, which acts to distribute the effluent throughout the day, assuming 10 timed doses per day. Thus, for example, a "single family c/w a suite" would produce 2.3 m^3/day, and "time dosing" would be utilized to pump every 2.4 hours (24 hours/10 times) to pump only 230 L at a time.

- We understand it is proposed to utilize "mound sand" at septic fields which allows for 120 L/day/m^2, which may or may not be placed atop pervious soils.

Subsurface Soil and Groundwater Conditions:

Based on the Geological Survey of Canada Map 1484A – the site is underlain by Vashon Drift (Va) deposits comprised of lodgement till (with sandy loam matrix) and minor flow till containing lenses and interbeds of glaciolacustrine laminate stony silt, and the site is underlain by Pre-Tertiary Mesozoic bedrock (PT) including granitic and associated rock types; where bedrock is not at the surface, it is overlain by glacial deposits and colluvium. Based on the Geological Survey of Canada Map 1151A – the glacial deposits are underlain by granodiorite of the Coast Plutonic Rocks.

The subsurface soil conditions were investigated in 2023 utilizing solid stem auger drill to complete 20 test holes throughout the proposed development property, and detailed soil logs and are presented in our geotechnical investigation reports. In general, the soil conditions consist of forest litter/topsoil extending 0.3 to 0.6 m below grade, underlain by post-glacial sandy silt to silty sand extending 0.5 to 0.9 m below grade or sand and gravel up to 1.1 m below grade, underlain by silty sand and gravel glacial till which extended to the end of borehole up to 6.1 m below grade or was locally underlain by per-tertiary bedrock at 3.7 to 4.7 m below grade, at test hole locations.

Eight groundwater monitoring wells were installed throughout the site as part of the 2023 site investigation, and detailed monitoring well logs are presented in our hydrogeological report. The purpose of these wells was to confirm the elevation of the assumed perched groundwater across the site and to facilitate hydraulic property testing.

Manual groundwater level measurements were obtained on multiple occasions using a Heron Instruments water level meter. These water levels are summarised on Table 1 presented on the following page.

Table 1 – Manual Groundwater Monitoring Measurements (in meters below grade)

Well No.	7th Nov, 2023	13th Nov, 2023	30th Jan, 2024	16th Oct, 2024	13th June, 2025	Range (m)
TH23-01A (MW23-01A)	2.80	2.70	2.55	2.80	n/a	2.55 – 2.80
TH23-04A (MW23-02A)	1.85	1.75	0.75	1.65	n/a	0.75 – 1.85
TH23-06A (MW23-03A)	0.72	0.80	1.15	0.65	n/a	0.65 – 1.15
TH23-02B (MW23-01B)	3.00	2.30	0.60	0.80	1.07	0.60 – 3.00
TH23-07B (MW23-02B)	0.60	0.30	0.35	0.55	0.79	0.30 – 0.79
TH23-09B (MW23-03B)	2.60	2.20	1.12	2.90	1.61	1.12 – 2.90
TH23-02C (MW23-01C)	2.10	1.33	0.58	1.75	1.00	0.58 – 2.10
TH23-03C (MW23-02C)	4.27	4.25	3.07	3.50	2.85	2.85 – 4.27

***n/a indicates well is inaccessible**

The following graph (Figure 1) shows the groundwater levels recorded using automated pressure transducers at the site for the period between November 2023 and June 2025.

Figure 1 – Groundwater Levels recorded using Automated Pressure Transducers

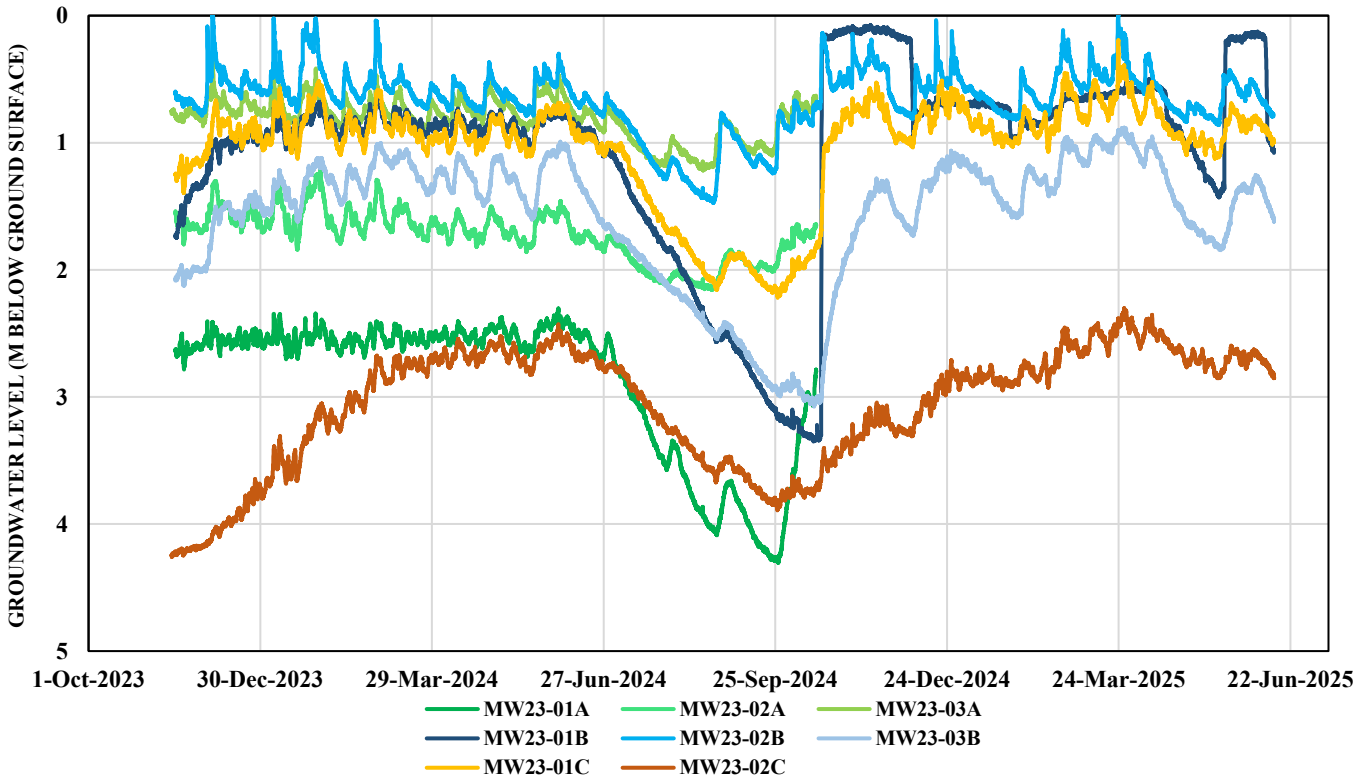


Figure 1, shown previously, presents the groundwater monitoring results relative to ground surface at each of the monitoring wells. The water levels have been presented in m below ground surface for simplification, due to the considerable variation in elevations across the site.

Based on the data presented on Figure 1, groundwater levels are at their highest between November 2023 to June 2024 and October 2024 to April 2025. The lowest groundwater levels are observed in September to October 2024 at all monitoring well locations. This is consistent with our understanding of seasonal variation in groundwater levels whereby groundwater elevations generally increase through the wetter winter months and decrease during the drier summer months.

The groundwater trends presented above are representative of typical variation in perched groundwater in shallow glacial till soils. The groundwater levels presented would suggest that, depending on the time of year of excavation, that shallow perched groundwater may be encountered during excavation at depths of between about 0.3 m and 4.2 m.

GeoPacific Preliminary Comments on Septic Infiltration Feasibility:

We understand the nearby single family residential developments in the area, including those through the adjacent Pinnacle Ridge Estates hillside, have successfully utilized septic tank and septic field infiltration systems, and therefore it is reasonable to utilize similar systems for the proposed subdivision.

Our test hole information indicates that the near surface soil overlying the glacial till would have some capacity for septic flow infiltration. Based on information provided to us, we understand the septic systems would be designed as follows:

- Designs based on Sewage System Regulations.
- Type 3 septic fields proposed which process effluent and produce clean flows for infiltration.
- Mound sand likely to be utilized at septic fields.
- Maximum septic flow per septic field 2.3 m^3/day.
- Septic field placement to be confirmed and finalized during DP or BP stage. Septic Fields should be extended along the contour as best as possible and to avoid stacking.
- Septic System to be on “time dosing” which evens out the flow throughout the day and not “demand” (which has heavier dosing during morning and evenings). Assume maximum 230 L every 2.4 hours per septic field.

In general, the proposed septic field conceptual design is considered feasible, from a geotechnical and hydrogeological perspective, for the proposed development. The subsurface soils generally consist of silty sand and gravel glacial till which has some limited ability to infiltrate septic flows provided that the septic fields are sized suitably for the soils infiltration capacity. GeoPacific will complete supplementary in-situ testing utilizing industry standard Double Ring Infiltration Test (DRIT) methods at the native subsurface soils at septic field locations, results from which to be utilized by others in the future detailed design of the proposed septic fields.

Some increase in grading through and below septic fields may be required to provide adequate cover and infiltration, and we anticipate that such increase in grading would be completed as part of the detailed grading design for lots, effectively increasing the area of infiltration into the native soils. Although detailed grading plans are not completed at this time, we anticipate that septic fields would be placed on relatively level graded areas. We suggest infiltration fields are placed setback from native sloped areas to permit infiltration and minimize seepage from daylighting onto native slopes. We understand that for the majority of the lots, downslope of infiltration areas, retaining walls (as part of site grading) and ditches (as part of proposed internal roadways) would be in place which would act to intercept nominal septic flows if encountered prior to infiltration.

We anticipate the native soil below and surrounding the septic fields may also be over-excavated and filled with mound sand to create an infiltration containment area to better contain septic flows during timed flow releases and to minimize septic flows from draining downslope along the glacial till interface, prior to full infiltration.

Furthermore, the measured perched groundwater elevation is generally 0.3 m to 4.2 m below existing grades which provides some capacity for mounding of septic flow infiltration into the native soils and mitigation of daylighting or runoff of the processed septic flows onto the existing natural slope, hydrological features, or adjacent properties. Once grading plans and septic designs are finalized, a detailed hydrologic assessment may be required to evaluate and confirm there is no significant impact of the septic field infiltration.

From a geotechnical and hydrogeological perspective, permitted the septic fields are designed accordingly to the native soil infiltration capacity, it is our opinion the combined clean septic flows discharged from all the individual Type 3 onsite septic field systems in the subdivisions would not adversely affect adjacent properties in regard to runoff or groundwater.

We are pleased to assist you with this project and we trust that this information is helpful and sufficient for your purposes at this time. Should you require any further details or if you would like clarification of any of the above, please do not hesitate to call or contact us.

For:

GeoPacific Consultants Ltd.

Reviewed by:

Wyatt Johnson, B.Eng., P.Eng.
Project Engineer

Matt Kokan, M.A.Sc., P.Eng.
Principal

APPENDIX A

Conceptual Septic Field Design (By Others)

DEVELOPMENT BOUNDARY

PROP. SEPTIC LOCATION (TYP.)

TREZ – SINGLE FAMILY LOTS 1–13 & 17–23 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

TREZ – TOWNHOME LOTS 14–16 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

A.G. – TOWNHOME LOTS 1–4 & 24–26 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

PROP. BASAL AREA PROVIDED (TYP.)

B.T. – SINGLE FAMILY LOTS 1–4 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

TREZ – TOWNHOME LOTS 24–26 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

ROAD "A"

ROAD "B"

TREZ

BELLA TERRA

ANMORE GATE

RIDGE MOUNTAIN DR

CHARLOTTE CRESCENT

TREZ – SINGLE FAMILY LOTS 27, 32, 40, 41, 44 & 47–52 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

A.G. – SEMI–DETACHED LOT 11 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (2 UNITS PER FIELD)

B.T. – TOWNHOME LOTS 5, 6 & 7 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (MAX 4 UNITS PER FIELD)

TREZ – SEMI–DETACHED LOTS 28–31, 33–39, 42, 43, 45, 46 & 53 (BASED ON 3–BDRM PER UNIT), APPROXIMATE SEPTIC FIELD SIZE PER UNIT IS 13.5m2 (2 UNITS PER FIELD)

A.G. – SINGLE FAMILY LOTS 5–10 & 12–25 (BASED ON 4–BDRM + 1–BDRM SUITE) APPROXIMATE SEPTIC FIELD SIZE IS 24.0m2.

PROP. SEPTIC LOCATION (TYP.)

PROP. BASAL AREA PROVIDED (TYP.)

DEVELOPMENT BOUNDARY

Overall Septic Calculations - Preliminary Layout Review

DATE July 4, 2025

Trez Developments

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F (L/Day)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F (L/Day)	D.D.F/Unit (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.I.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)
Single Family:																	
Smallest lot	780	5000	465	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Average lot size	1072	5000	465	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Largest lot	2083	5000	465	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Semi Detached:																	
Smallest lot	910	3000	279	3	1300	N	-	-	1,300	2	2,600	"Type 3" P.D.	120	27.1	200-400	19.6	1.4
Average lot size	1,122	3000	279	3	1300	N	-	-	1,300	2	2,600	"Type 3" P.D.	120	27.1	200-400	19.6	1.4
Largest lot	1,482	3000	279	3	1300	N	-	-	1,300	2	2,600	"Type 3" P.D.	120	27.1	200-400	19.6	1.4
Townhomes:																	
Lot 14 Townhomes (11 units)	4,430	2400	223	3	1300	N	-	-	1,300	11	14,300	"Type 3" P.D.	120	149.0	200-400	107.9	1.4
Lot 15 Townhomes (14 units)	4,798	2400	223	3	1300	N	-	-	1,300	14	18,200	"Type 3" P.D.	120	189.6	200-400	137.4	1.4
Lot 16 Townhomes (15 units)	5,466	2400	223	3	1300	N	-	-	1,300	15	19,500	"Type 3" P.D.	120	203.1	200-400	147.2	1.4
Lot 22 Townhomes (12 units)	4,229	2000	186	3	1300	N	-	-	1,300	12	15,600	"Type 3" P.D.	120	162.5	200-400	117.8	1.4
Lot 23 Townhomes (12 units)	5,210	2000	186	3	1300	N	-	-	1,300	12	15,600	"Type 3" P.D.	120	162.5	200-400	117.8	1.4
Lot 24 Townhomes (10 units)	4,228	2000	186	3	1300	N	-	-	1,300	10	13,000	"Type 3" P.D.	120	135.4	200-400	98.1	1.4

Anmore Gate

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F (L/Day)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F (L/Day)	TOTAL D.D.F (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.I.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)
Single Family																	
Smallest lot	814	3800	353	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Average lot size	1,029	4200	390	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Largest lot	1,280	5500	511	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Townhomes:																	
Lot 1 Townhomes (12 units)	9,065	2400	223	3	1300	N	-	-	1,300	12	15,600	"Type 3" P.D.	120	162.5	200-400	117.8	1.4
Lot 2 Townhomes (12 units)	8,535	2400	223	3	1300	N	-	-	1,300	12	15,600	"Type 3" P.D.	120	162.5	200-400	117.8	1.4
Lot 3 Townhomes (11 units)	8,535	2400	223	3	1300	N	-	-	1,300	11	14,300	"Type 3" P.D.	120	149.0	200-400	107.9	1.4
Lot 4 Townhomes (8 units)	8,535	2400	223	3	1300	N	-	-	1,300	8	10,400	"Type 3" P.D.	120	108.3	200-400	78.5	1.4
Lot 24 Townhomes (8 units)	11,380	2400	223	3	1300	N	-	-	1,300	8	10,400	"Type 3" P.D.	120	108.3	200-400	78.5	1.4
Lot 25 Townhomes (11 units)	9,135	2400	223	3	1300	N	-	-	1,300	11	14,300	"Type 3" P.D.	120	149.0	200-400	107.9	1.4
Lot 26 Townhomes (8 units)	9,135	2400	223	3	1300	N	-	-	1,300	8	10,400	"Type 3" P.D.	120	108.3	200-400	78.5	1.4

Bella Terra

Lots	Size of Lots (Sq. M)	Size of Homes (Sq. Ft.)	Size of Homes (Sq. M)	No. of Bedrooms	D.D.F (L/Day)	Secondary suite? (Y/N)	No. of Bedrooms	D.D.F (L/Day)	TOTAL D.D.F (L/Day)	Units Per Lot	Total D.D.F. Lot (L/Day)	Field Type	H.L.R. (L/Day/m2)	Total A.I.S. Per Lot (m2)	L.L.R. (L/Day/m)	Septic Field Length (m2)	Septic Field Width (m)
Single Family																	
Average lot size	1,040	5000	465	4	1600	Y	1	700	2,300	1	2,300	"Type 3" P.D.	120	24.0	200-400	17.4	1.4
Townhomes:																	
Lot 5 Townhomes (16 units)	5,340	2400	223	3	1300	N	-	-	1,300	16	20,800	"Type 3" P.D.	120	216.7	200-400	157.0	1.4
Lot 6 Townhomes (12 units)	5,580	2400	223	3	1300	N	-	-	1,300	12	15,600	"Type 3" P.D.	120	162.5	200-400	117.8	1.4
Lot 7 Townhomes (10 units)	5,305	2400	223	3	1300	N	-	-	1,300	10	13,000	"Type 3" P.D.	120	135.4	200-400	98.1	1.4

* Based on a Type-3 "Sand Mound" septic field (using "mound sand") c/w Pressure Distribution, Timed Dosing and Treatment System.

H.L.R. could be lower with other design parameters which include different infiltration media and treatment type. This would lead to a larger septic field area

Assessment of prepared basil area under the septic field still needs to be assessed

The Village of Anmore

ENGINEER:
LANDMARK ENGINEERING & PLANNING LTD.
#226-3030 LINCOLN AVE., COQUITLAM, BC, V3B 6B4
TELEPHONE 604-357-3541 FAX 604-357-3799
WEB:landmarkengineering.ca

NOTES

- THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY, AND SUBJECT TO FURTHER REVIEW AND MUNICIPAL APPROVAL.
- LOT CONFIGURATION, LAYOUT AND CIVIL INFRASTRUCTURE SHOWN IS UNDER ASSESSMENT, THUS SUBJECT TO CHANGE/UPDATE
- THIS DRAWING IS NOT TO BE USED FOR LEGAL TRANSACTIONS

LEGEND:

EXISTING CONTOURS ---270---
DEVELOPMENT BOUNDARY
LOT ADDRESSES 2345
ROAD NAMES EAST RD
HYDRANT
WATERMAIN
STORM MAIN
SEPTIC FIELD 85m2

FOR INFORMATION FOR REZONING ONLY

No.	DESCRIPTION	DATE	SIGN
4	REVISIONS TO SOME LOTS & UNITS	7/04/25	G.S.W
3	REVISIONS TO SOME LOTS & UNITS	5/28/25	G.S.W
2	RE–ISSUED FOR REZONING APPLICATION	5/08/25	G.S.W
1	REVISIONS TO SEPTIC FIELD LOCATIONS	11/22/24	G.S.W
0	ISSUED FOR REZONING APPLICATION	6/27/24	G.S.W

REVISIONS

DESIGN: G.S.W.
DRAWN: J.R.G.
CHECKED: J.R.G.
DATE: JUNE 27, 2024
B.M.:
ELEV.:
SCALE: Horz. 1:1000 Vert. N/A

PROJECT: Pinnacle Ridge - Phase 2

TITLE: SEPTIC LOCATION & SIZING PLAN (PRELIMINARY LAYOUT REVIEW)

CONSULTANTS No. 2023_013
SHEET No. 1 OF 1
GRID No. REV. No. 4
SKETCH No. SAN–04

Printed: July 04, 2025 - 10:27:49

Memorandum

201-3999 Henning Drive, Burnaby, BC V5C 6P9, T: 604.629.2696

To:	**Village of Anmore**	Date:	**March 25, 2026**
Attention:	**Josh Joseph – Village Planner**	Project No.:	**34054**
Cc:			
Reference:	**Pinnacle Ridge Engineering Review – Revisions**		
From:	**Chris Boit P.Eng**		

This memorandum updates the original ISL engineering review (July 10, 2025) based on revised planning, grading, servicing, and roadway design drawings prepared by EKISTICS, Webster Engineering, and Landmark Engineering.

1.1 Roadway Access

Cul-de-sac road lengths within the proposed hillside subdivision plan, are measured from the last intersection to the turnaround. The analysis is based on the Village of Anmore's Subdivision and Development Control Bylaw No. 633-2020, and the accompanying hillside road design notes.

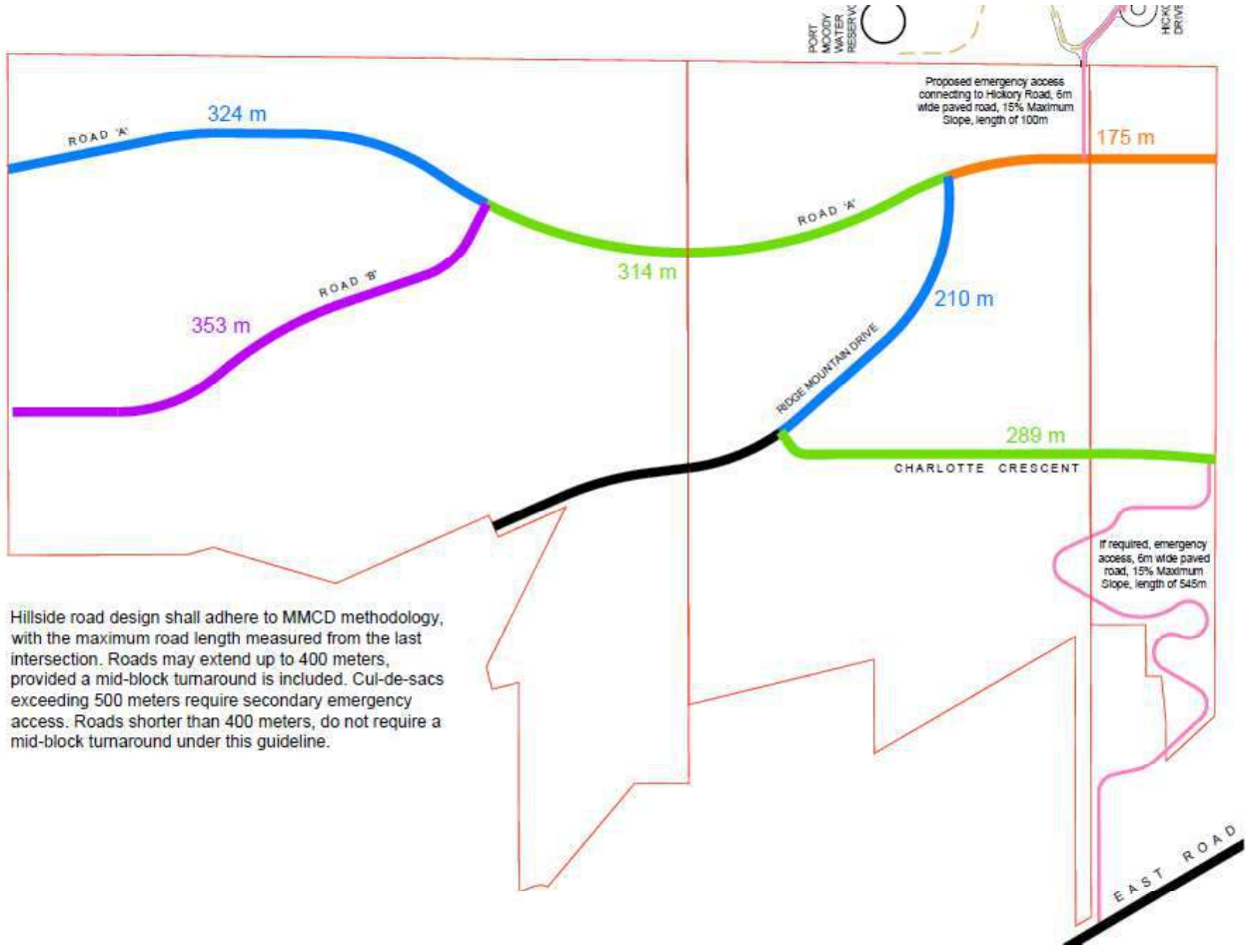


Figure 1 - Original Road plan – Exceeded maximum allowable Cul-de-Sac lengths

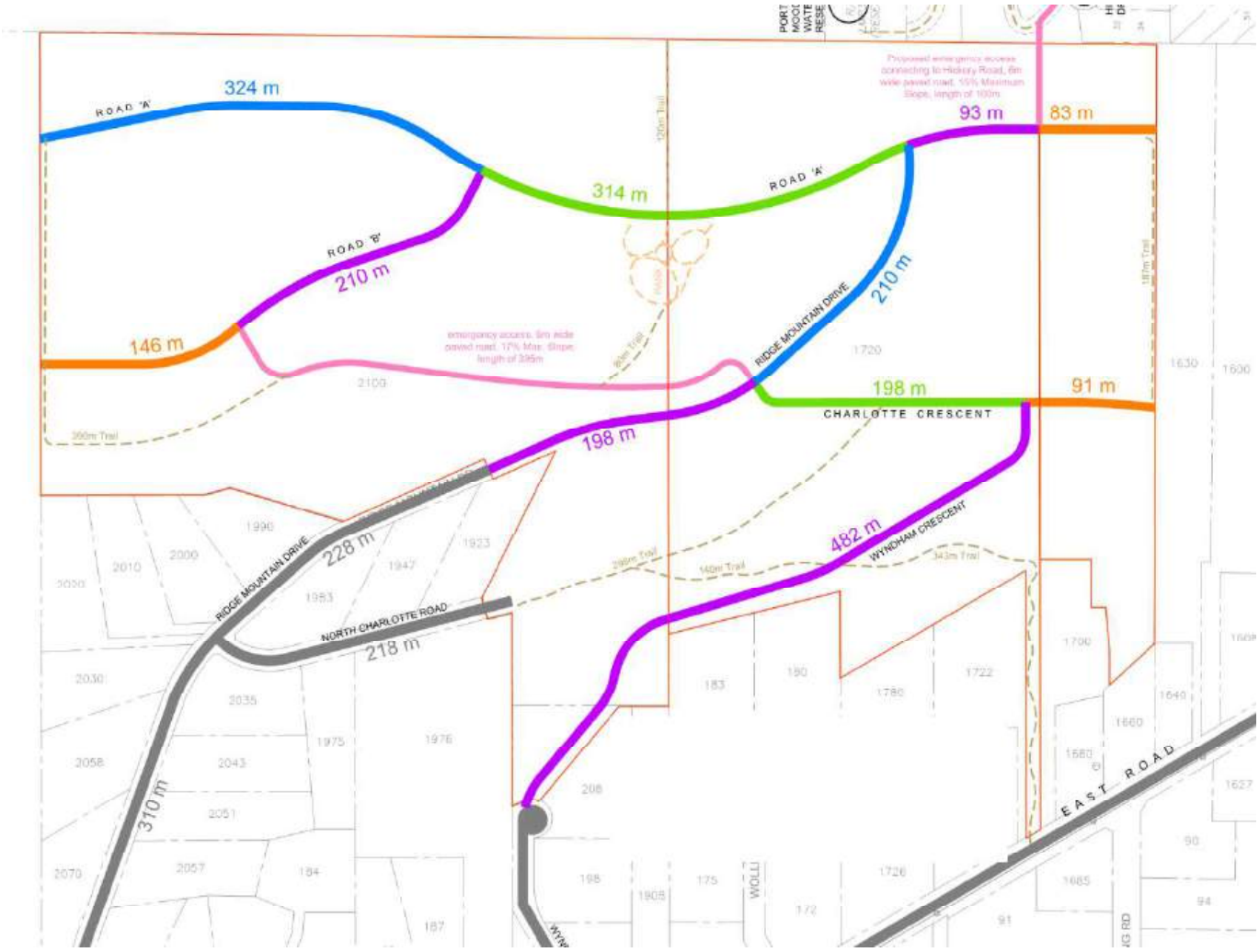


Figure 2 - Revised Roads Masterplan

The revised roads masterplan has identified a proposed 20m road dedication for a Wyndham Crescent extension, as an alternative to the previous emergency access from East Road. This is seen as a significant improvement to public access, as it proves an alternative access point for all users to the main connector route within Anmore.

The proposed 6m wide emergency access between Road B and Ridge Mountain will provide alternative egress for residences, should there be and emergency/closure of the road A. This trail act as an important pedestrian route for the neighborhood.

The proposed emergency access to Port Moody is a vital life safety component for this development as it acts as an additional egress route for the proposed development. It would also provide an egress route to Port Moody residences if required.

1.1.1 Regulatory Context

Under Bylaw No. 633-2020, hillside roads are to follow MMCD standards, interpreted as follows:

- Maximum Cul-de-sac road length: 400m, provided a mid-block turnaround is included.
- Roads exceeding 500m require secondary access.
- Roads shorter than 400m do not require a mid-block turnaround or secondary access.

The proposed development appears to meet the access requirements in principle. During subdivision phase of the development, the applicant will be required to satisfy all engineering requirements as required by the Approving Officer.

1.2 Grading on Steep Slopes

The Pinnacle Ridge Hillside site includes several lots and road segments situated on slopes exceeding 30%, with some localized grades approaching 40%. These hillside conditions present unique challenges related to cut and fill, structural stability, and site servicing. Establishing road corridors and developable building areas will require significant grading, particularly on the upslope side of homes where basement walls may extend up to two levels below grade. To manage grade transitions and protect slope integrity, retaining walls will be required along both building foundations and driveways. While most walls are anticipated to remain below the 4.0 m threshold, isolated exceedances may occur depending on final design. The site is generally underlain by very dense glacial till over bedrock, and a detailed geotechnical review confirms that, with proper design and construction, these conditions are considered geotechnically stable and suitable for hillside development.

Roadway creation on steep terrain also demands careful grading and slope transitions. The proposed extensions of the roadways generally follow the natural topography where possible but will require a combination of cut-and-fill and engineered retaining structures to achieve safe roadway grades.

1.3 Septic Servicing

Septic systems on steep slopes have an elevated risk of effluent moving through the soil and coming out on the surface downhill prior to sufficient effluent treatment. This can potentially pollute the environment and create health risks. As there is often less soil on a hillside than on a flatter surface, such as the Village's Valley floor. The combination of limited vertical soil treatment depth and concentrated hydraulic loading along the slope can increase the likelihood of effluent breakout, erosion, and localized slope instability if not carefully designed and managed.

The steep terrain necessitates additional grading beyond building footprints to accommodate septic dispersal fields. These systems will require horizontal terracing, setbacks from slopes, and careful placement to prevent downslope daylighting of untreated effluent. Consideration of the existing/proposed topographical contouring of the site is important because if the water table or natural drainage paths intersect with a septic system, they can carry untreated wastewater beyond the treatment area, increasing the risk of groundwater contamination and localized flooding.

In many cases, downslope retaining walls and drainage ditches will serve as interception points to manage infiltration safely. Final design of septic infrastructure during subdivision will require detailed infiltration testing and lot-specific grading plans to ensure alignment with environmental and health regulations. As septic systems are regulated by health authorities or the Ministry of Environment, the Village does not approve the design of these systems. However, through the rezoning process, the Village may wish to investigate imposing conditions on title, to ensure the systems are adequately designed and they are maintained and operated in accordance with the regulating authority (assumed to be the ministry of environment due to the concentration of the septic systems).

1.4 Water Reservoir

The proposed water reservoir for the Pinnacle Ridge Hillside development is a critical infrastructure element that supports fire protection, potable supply, and long-term operational resiliency for the proposed development and existing Anmore residents. It will provide fire flow capacity, emergency storage, and pressure balancing across the hillside terrain.

Water servicing for the development is governed by the 2018 Anmore–Port Moody Water Supply Agreement, under which the City of Port Moody conveys Greater Vancouver Water District (GVWD) water to the Village of Anmore. While the agreement enables this intermunicipal connection, it also requires the Village to consult with Port Moody prior to expanding or materially altering its water demands. Importantly, Port Moody retains the discretion to refuse or limit service under certain circumstances, particularly if capacity, infrastructure, or governance concerns arise. It is important to note that the water agreement with Port Moody does not contain any minimum/maximum volumetric values or pressure data, other than the supply line is associated with its 290m HGL pressure zone.

The Village has formally engaged with Port Moody staff to confirm the viability of the increased demand of water and an additional connection to their system. Section 2.2 outlines the process for this connection

2.2 Second Connection

a) Anmore may request that Port Moody construct a Second Connection to Port Moody's System, and Port Moody may in its sole discretion agree to the same.

b) Both parties shall work cooperatively to assess the proposed Second Connection in a timely manner. Anmore shall be solely responsible for costs to assess the proposed Second Connection.

c) Port Moody may in its sole discretion agree to the proposed Second Connection. If both parties agree to the Second Connection, then:

i. In good faith and in a timely manner, Port Moody shall design and construct the Second Connection in accordance with the standards and specifications ordinarily used and applied by Port Moody in the Port Moody System; and

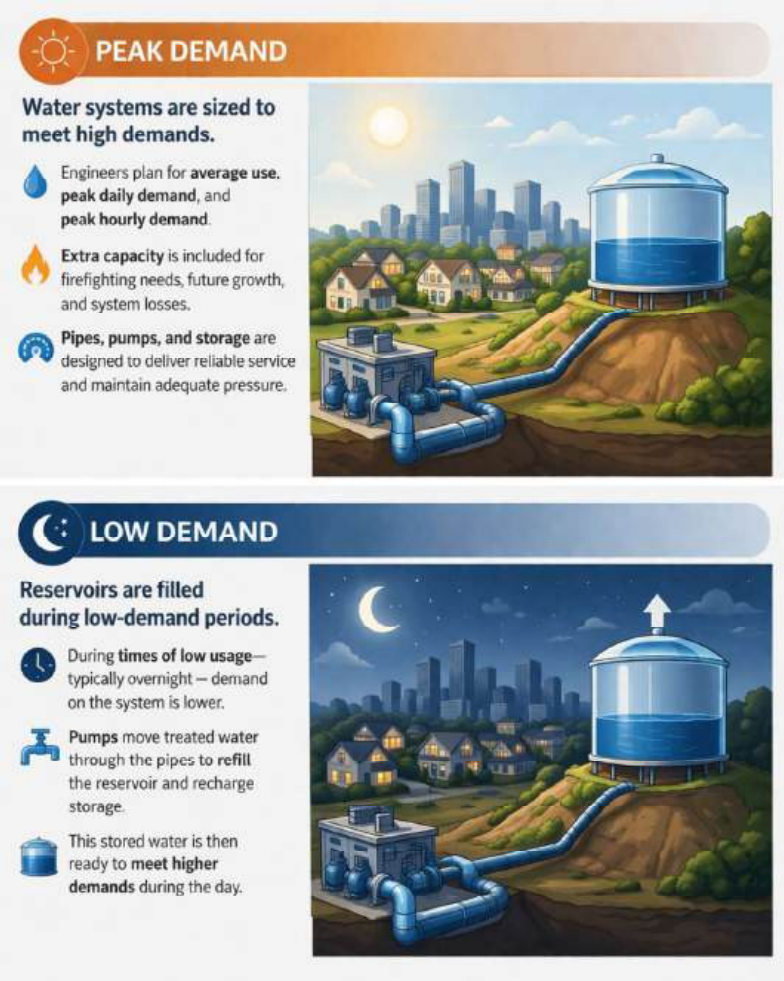
ii. Anmore shall pay the full amount of the costs for the design and construction of the Second Connection. The costs under Section 2.2 must be paid by Anmore in a timely manner.

Figure 3 - Extract from Village of Anmore Water agreement

As per the agreement Staff have contacted Port Moody Staff and the conversation has been positive. Staff will continue to liaise with one another to determine legal and practical requirements of such a connection.

ISL is aware that questions have been raised by both Council and the Public regarding whether Port Moody has capacity to supply additional water to Anmore in relation to the Pinnacle ridge development. To answer this question, it's important to understand how water systems are designed. Potable water systems are sized by estimating average demand as well as peak daily demand, and then adding capacity for fire flows, future growth, and system losses. Pipes, pumps, and reservoirs are designed to meet these combined demands while maintaining adequate pressure throughout the system.

Port Moody are supplied water by Metro Vancouver. Metro Vancouver is the regional body responsible to deliver treated water to all the member municipalities, of which both Anmore and Port Moody are members. Therefore, it is reasonable to assume that Metro Vancouver's projections include Anmore's and Port Moody's future growth requirements, of which Anmore's water usage is insignificant when compared to the broader demand numbers. Therefore, it is a reasonable statement to say there is potable water for resident consumption.



The next question is whether Port Moody can supply the additional peak demand and fire flow requirements to Anmore. This is a difficult answer to provide without extensive modelling of both systems. However, as the development is providing a reservoir, this question is irrelevant. As the proposed reservoir should be designed to ensure these needs are met independently of Port Moody's ability to provide them during peak flow periods, because the reservoir will be filled typically outside of peak flow periods, such as overnight, when system usage is lower, allowing pumps to replenish storage so it is available to meet higher demands during peak times for Anmore residents.

Anmore's independent reservoir would provide a dedicated and reliable source of stored water specifically for its own system, which helps ensure that required fire flows can be maintained for all residences during emergency conditions. Because this storage is not shared, it is not affected by simultaneous high-demand events in neighboring systems such as Port Moody, meaning Anmore can continue to supply adequate pressure and volume for firefighting even if regional demand is elevated elsewhere. Currently, Anmore does not have this capacity and Port Moody are within their rights to decrease the flow to Anmore residences during an emergency event in their Municipality.

The addition of a reservoir while beneficial to Anmore, may have a benefit to Port Moody residences also, as it potentially provides redundancy to their system during emergency events or during maintenance periods to their existing reservoir.

1.5 Storm water Management

Stormwater management for the Pinnacle Ridge hillside development will require careful design to address the steep terrain, variable slopes, and potential for increased runoff velocities. Landmark Engineering has prepared a conceptual stormwater management plan, which identifies detention systems to control peak flows and reduce downstream impacts. The design approach should be based on established MMCD (Master Municipal Construction Documents) guidelines, which provide standardized criteria for stormwater systems. These guidelines typically require hydrologic analysis using defined design storm events (e.g., 1-in-5 year to 1-in-100 year return periods) to assess system capacity, major/minor conveyance pathways, and overland flow routes under both frequent and extreme rainfall conditions.

The overall design approach should aim to mimic natural drainage patterns where possible, while incorporating features such as interception ditches, roadway drainage, and controlled conveyance systems to safely direct runoff.

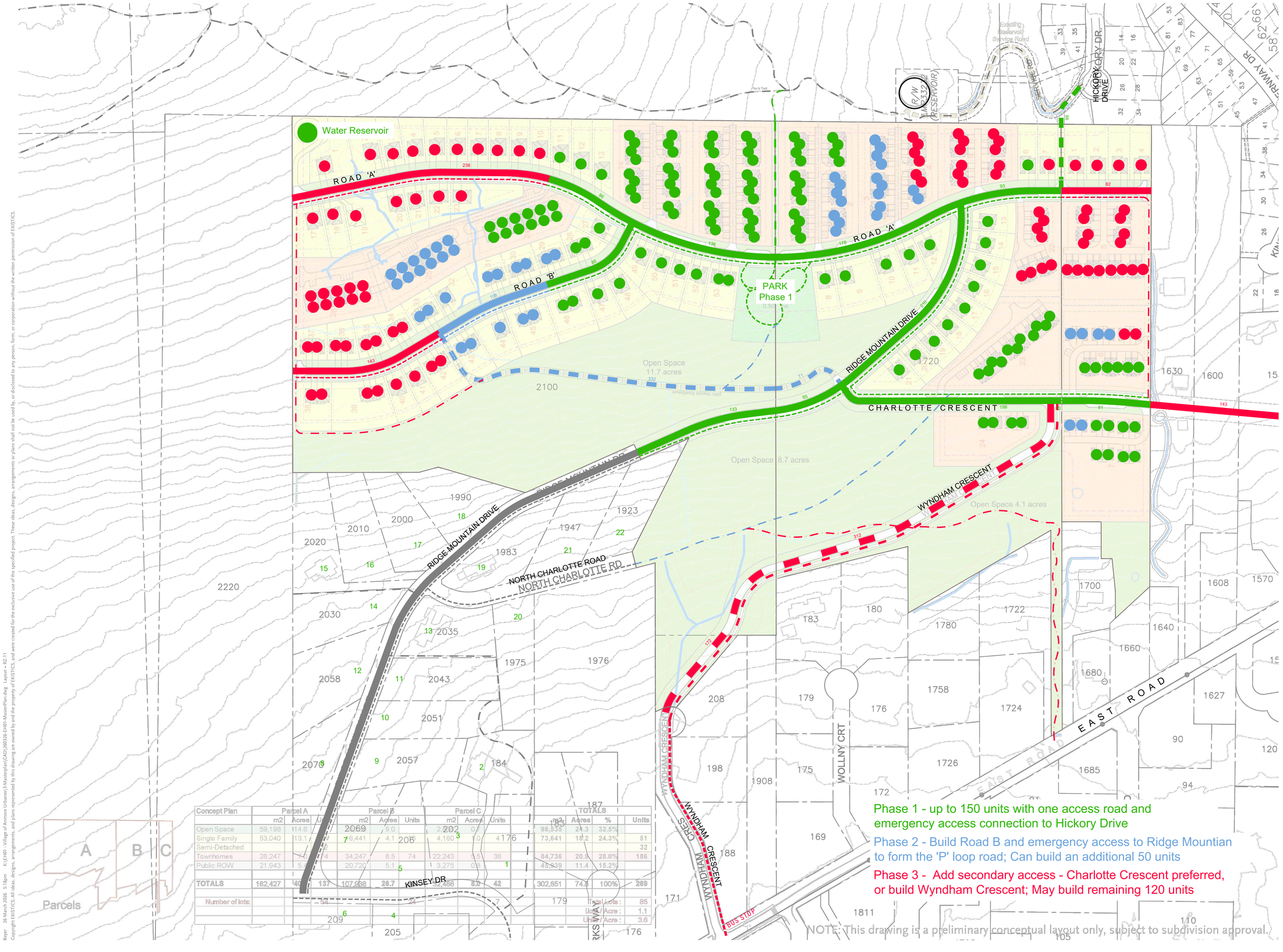
Given the slope conditions, erosion control and energy dissipation will be critical to prevent infrastructure damage and sediment transport. In addition, downstream impacts from the development must be carefully reviewed, and any identified increases in flow, erosion risk, or drainage impacts will need to be mitigated through appropriate design measures. While the conceptual plan provides a sound framework, detailed hydrologic and hydraulic analysis at the subdivision stage will be required to confirm system sizing, performance, and compliance with applicable standards.

1.6 Conclusion

Overall, based on the revised planning, grading, access, and servicing information provided, the proposed Pinnacle Ridge hillside development appears to be feasible in principle from an engineering perspective. The updated road network improves access and emergency egress, geotechnical review indicates that the site can be developed safely with appropriate design, and the proposed servicing strategy including on-site septic systems and a dedicated water reservoir can address key infrastructure needs if properly implemented.

However, the complexity of the site, particularly with respect to steep slope grading, septic system performance, storm water management and water servicing integration, will require detailed technical analysis and design at the subdivision stage. Final feasibility will depend on confirmation through detailed engineering, geotechnical investigation, hydraulic modelling, and regulatory approvals at the subdivision stage to ensure all systems meet applicable standards and long-term performance requirements.

Christopher Boit, P.Eng
Senior Engineer



Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	59,198	14.6		9.0			2,202	0.5		98,535	24.3	32.5%	
Single Family	53,040	13.1	47	16,441	4.1	206	4,160	1.0	4176	73,641	18.2	24.3%	51
Semi-Detached													32
Townhomes	28,247	7.0	74	34,247	8.5	74	22,243	5.5	38	84,736	20.9	28.0%	186
Public ROW	21,943	5.4		20,720	5.1		3,275	0.8		45,939	11.4	15.2%	
TOTALS	162,427	40.1	121	107,888	26.7		32,486	8.0	42	302,851	74.8	100%	269
Number of lots:			54			74			7		Total Units:		85
											Units / Acre:		1.1
											Units / Acre:		3.6

Phase 1 - up to 150 units with one access road and emergency access connection to Hickory Drive

Phase 2 - Build Road B and emergency access to Ridge Mountian to form the 'P' loop road; Can build an additional 50 units

Phase 3 - Add secondary access - Charlotte Crescent preferred, or build Wyndham Crescent; May build remaining 120 units

NOTE: This drawing is a preliminary conceptual layout only, subject to subdivision approval.

EKISTICS
Town Planning

201 - 103 West 6th Avenue
Vancouver, BC
Canada, V5Y 1K3
+1 604 739 7532
ekistics.ca

- Subject Sites
- Existing Roads and Trails
- Phase 1
- Phase 2
- Phase 3

Color by phase

- Public Roads
- Emergency Access Roads
- Alternate Road
- Individual Units
- Sidewalks
- Tertiary Trails

REV	DESCRIPTION	DATE
7	Rezoning Addendum 7	March 6, 2026
6	Rezoning Addendum 6	December 12, 2025
5	Rezoning Addendum 5	November 3, 2025
4	Rezoning Addendum 4	July 16, 2025
3	Rezoning Addendum 3	July 3, 2025
2	Rezoning Addendum 2	April 22, 2025
1	Rezoning Addendum 1	June 27, 2024

DATE December 19, 2023

PROJECT NUMBER EH01

NORTH SCALE 1:1500

0 25 50 100

PINNACLE RIDGE HILLSIDE

ANMORE, BC

CONCEPTUAL PHASING PLAN

RZ-11

Beyrr 26 March 2026 5:18pm K:\(EH0) - Village of Anmore Urbanes\3-Masterplan\CAD\26326-EH01-MasterPlan.dwg Layout = RZ-11
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bunt & associates

Pinnacle Ridge Anmore

Transportation Impact Assessment

Version 6

Prepared for

Anmore Hillside Landowners (Trez/MNP, Anmore Gate LP, and BellaTerra 2)

Date

December 12, 2025

Project No.

04-23-0326

December 12, 2025
04-23-0326

Aaron Baerg
Ekistics
201 – 103 W 6th Avenue
Vancouver, BC
V5Y 1K3

Dear Aaron:

Re: Pinnacle Ridge Anmore
Transportation Impact Assessment – Version 6

Bunt & Associates Engineering Ltd. (Bunt) has completed a Transportation Impact Assessment (TIA) study for the proposed residential development located in southeast Anmore, BC. Our report is provided and addresses the potential transportation impacts related to the proposed development. This report has been updated to reflect the current development statistics and road network plan.

We trust that the TIA report will be of assistance with the approval process. Please do not hesitate to contact us should you have any questions regarding this report.

Yours truly,
Bunt & Associates

Michael McNish, EIT
Transportation Analyst

Yulia Liem, P.Eng., PTOE
Principal, Regional Manager BC

CORPORATE AUTHORIZATION

Prepared By: Michael McNish, EIT
Transportation Analyst
Amanda Reale, EIT
Transportation Analyst

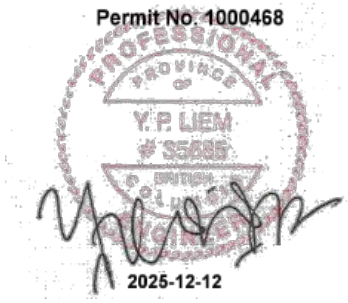
Bunt & Associates Engineering Ltd.
1550-1050 West Pender Street
Vancouver, BC V6E 3S7
Canada

Reviewed By: Yulia Liem, P.Eng, PTOE
Principal, Regional Manager BC

Telephone: +1 604 685 6427
Facsimile: +1 604 685 6579

Date: 2025-12-12
Project No. 04-23-0326
Version 6

Approved By: Yulia Liem, P.Eng., PTOE
Principal, Regional Manager BC



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1. INTRODUCTION

1.1 Study Purpose & Objectives

Ekistics is representing a group of three landowners (Trez/MNP, Anmore Gate LP, and BellaTerra 2) to develop lands east of East Road in the Village of Anmore, BC. The project, known as Pinnacle Ridge, is proposing to subdivide the land for development of a combination of single-family homes, semi-detached dwellings, and townhouses through an Official Community Plan (OCP) Amendment. To support the approval process, the following study will review the estimated traffic impacts of this development.

1.2 Study Scope & Area

The study area for this project includes two intersections:

- East Road and Kinsey Drive
- East Road and Wyndham Crescent

Note that although originally part of the scope, the East Road & Charlotte Crescent intersection was no longer analyzed as the plan has been updated to provide a secondary access through Wyndham Crescent instead of Charlotte Crescent in response to the Village of Anmore's comment to provide a secondary access that does not rely on neighbouring properties' redevelopment.

The site is located in the southeast corner of the Village of Anmore which borders the City of Port Moody. The site location and study area are shown in **Exhibit 1.1**, and the current site plan is shown in **Exhibit 1.2**. As shown in both exhibits, the new development will include a connection to Kinsey Drive and to Wyndham Crescent, as well as additional local roads within the site. The site will be accessed from either Wyndham Crescent, or Kinsey Drive/Ridge Mountain Drive via East Road.

1.3 Proposed Development

The proposed residential development includes a combination of single-family homes, semi-detached dwellings, and townhouses. **Table 1.1** summarizes the proposed residential development composition. Note that for analysis purposes it was assumed that all single-family homes contained a secondary suite.

Table 1.1: Proposed Land Uses

LAND USE	UNITS
Single Family Homes	51 (+51 secondary suites)
Semi-Detached Dwellings and Townhouses	218
TOTAL	**269 (+51 SECONDARY SUITES)**

Exhibit 1.1
Study Area

Pinnacle Ridge Anmore
November 2025

04-23-0326

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Concept Plan	Parcel A			Parcel B			Parcel C			TOTALS			
	m2	Acres	Units	m2	Acres	Units	m2	Acres	Units	m2	Acres	%	Units
Open Space	59,198	14.6		36,530	9.0		2,808	0.7		98,536	24.3	32.5%	
Single Family	53,040	13.1	31	16,441	4.1	16	4,160	1.0	4	73,641	18.2	24.3%	51
Semi-Detached			32										32
Townhomes	28,247	7.0	74	34,247	8.5	74	22,243	5.5	38	84,736	20.9	28.0%	186
Public ROW	21,943	5.4		20,720	5.1		3,275	0.8		45,938	11.4	15.2%	
TOTALS	162,427	40.1	137	107,938	26.7	90	32,486	8.0	42	302,851	74.8	100%	269
Number of lots			54			24			7	Total Lots			85
										Lots / Acre			1.1
										Units / Acre			3.6

Exhibit 1.2
Site Plan

Pinnacle Ridge Anmore
November 2025

04-23-0326

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Item 6.b

Attachment 12

2. EXISTING CONDITIONS

2.1 Land Use

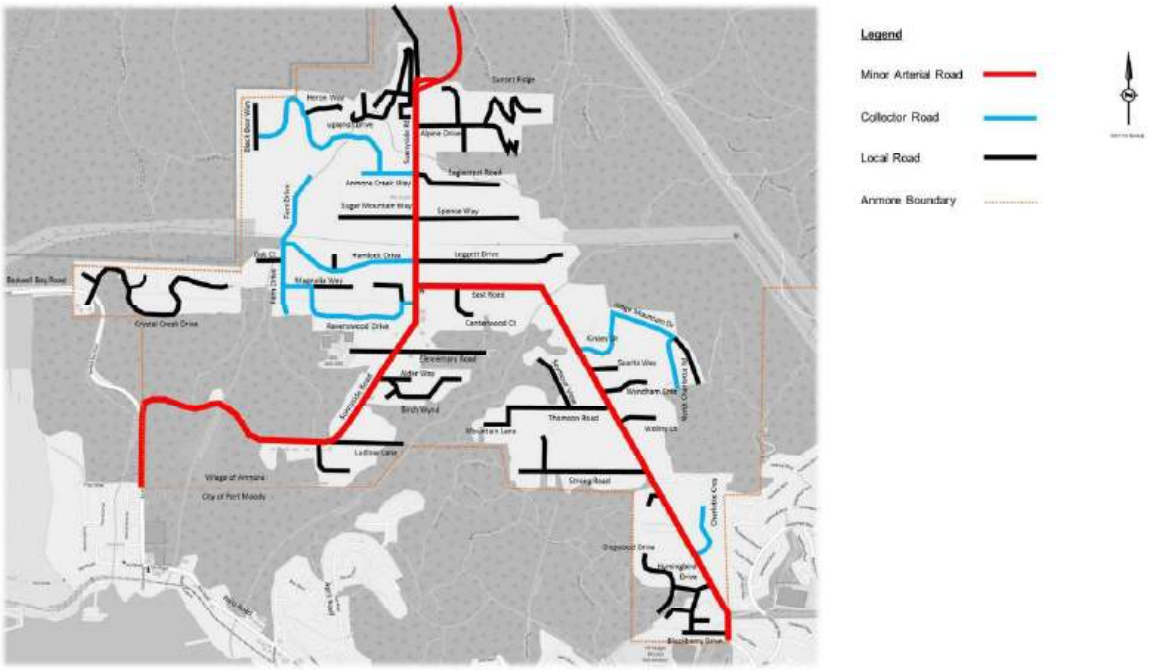
The area surrounding the site is generally residential. There are few amenities within Anmore, with residents travelling into surrounding areas to access most services.

2.2 Existing Transportation Network

2.2.1 Road Network

Figure 2.1, taken from the Village of Anmore *Road Network Plan*[1], illustrates current roadways and their classification in Anmore. East Road, classified as a minor arterial road, is a main corridor for the site area connecting Anmore to Port Moody and Coquitlam via Heritage Mountain Road and David Avenue, respectively. Kinsey Drive, and Ridge Mountain Drive will connect the site to East Road and are classified as collectors. Additional site access will be provided via Wyndham Crescent, which is classified as a local road.

Figure 2.1: Village of Anmore Existing Road Network and Classification



Source: ISL, 2017.

[1] *Village of Anmore: Road Network Plan*. ISL, 2017. http://anmore.com/wp-content/uploads/2017/08/Road-Network-Plan-2017.pdf

Table 2.1 summarizes the existing street network in the immediate site area.

Table 2.1: Existing Street Characteristics

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED	PARKING FACILITIES
East Road	Minor Arterial Road	2	30-50 Km/h	None
Kinsey Drive	Collector Road	2	30 Km/h	North side
Ridge Mountain Drive	Collector Road	2	30 Km/h	South side
Wyndham Crecent	Local Road	2	30 Km/h	None

2.2.2 Transit Network

The area is currently directly served by bus routes 179 and 182. Route 182 runs from Belcarra in the west, through East Road, south to connect to Moody Centre Station. Route 179 is a seasonal (summer) route which runs from Coquitlam Central Station to Buntzen Lake.

2.2.3 Pedestrian and Cycling Facilities

The area is generally not pedestrian or cyclist oriented, with little pedestrian and cycling facilities. Most roads within the area, including East Road, have narrow sidewalks on one side of the street.

2.3 Current Relevant Policies and Plans

Village of Anmore OCP

The Village of Anmore Official Community Plan (OCP)[2] focuses on achieving faster rates of development in the short term, providing more flexible lot size restrictions, and supporting denser forms of development, while keeping population growth carefully monitored.

Anmore residents are currently dependent on private vehicles for most of their daily activities. To tackle this issue and to provide more sustainable transportation modes, the Village of Anmore relies on TransLink's Northeast Sector Area Transit Plan (NESATP).

Transportation 2050 – Regional Transportation Strategy

Metro Vancouver adopted the Transport 2050 Regional Transportation Strategy (RTS) in early 2022. The five overarching goals of Transportation 2050 are to provide transportation that is convenient, reliable, affordable, safe & comfortable, and carbon-free. The Plan identifies a wide range of action items to achieve these goals, and include among others:

- Quadrupling the size of the rapid transit network, from 100 to 400 kilometres

[2] *Official Community Plan*. Village of Anmore, 2014. http://anmore.com/wp-content/uploads/2017/06/Official-Community-Plan.pdf

- Building out an 850-kilometre traffic-protected Major Bikeway Network
- Putting frequent transit within a short walk of most homes and jobs
- Dedicating more streets to walking, biking, rolling, and transit
- Promoting electrified and shared bikes, scooters, and cars

Northeast Sector Area Transit Plan (NESATP)

TransLink's Northeast Sector Area Transit Plan (NESATP)[3] provides for a 30-year long-term vision for service and infrastructure priorities for Coquitlam, Port Moody, Port Coquitlam, Anmore, and Belcarra. This plan, developed over the period from 2013-2015, acknowledges that transit in this area has not been properly aligned with recent land developments.

Stakeholder and public consultation input was used to develop a long-term vision and identify short-term priorities for transit improvements, further improved by the Evergreen Extension of the Millennium Line, which initiated service in 2016.

As part of the near-term priorities, new routes were proposed for the study area and identified as *medium priority*, for which TransLink will seek additional funding before being able to provide any new services. It is expected for the implementation of these new routes to increase transit mode share in the mid-term future. Currently at Phase 4, efforts are being made towards monitoring and reporting on the progress of the Area Transit Plan to ensure land use and transportation planning continue to be coordinated.

2.4 Existing Traffic Volumes

Bunt & Associates collected weekday traffic volumes at East Road & Kinsey Drive and East Road & Charlotte Crescent on Wednesday October 25, 2023 in sunny and dry road conditions. The traffic volumes in this area vary due to seasonal activities such as visiting Buntzen Lake recreation area. Bunt has collected traffic volumes at East Road and Sunnyside during summer (Tuesday August 1st, 2023) and earlier fall (Tuesday September 19th, 2023) periods for other studies within the area. The summer and fall counts collected at Sunnyside and East Road showed link volumes of 236 and 291 during the AM peak, and 317 and 255 during the PM peak, respectively. The traffic volumes collected for this study (Tuesday October 25th, 2023) showed link volumes of 467 during the AM peak and 395 during the PM peak. The traffic volumes collected October 25th exceed those collected during summer and earlier fall and were therefore utilized in the analysis without any adjustments for seasonal variation, as the highest volumes would allow for the most conservative analysis. Note that turning volumes at East Road & Wyndham Crescent were assumed to be the same as Kinsey Drive for conservative analysis as no counts were collected at Wyndham and there are much less single-family houses along Wyndham Crescent than Kinsey Drive. The traffic volume data sheets can be found in **Appendix A**. **Exhibit 2.1** presents the existing peak hour vehicle traffic volumes.

[3] *Northeast Sector Area Transit Plan*. TransLink, 2015. https://www.translink.ca/Plans-and-Projects/Area-Planning/Northeast-Sector-Area-Transit-Plan.aspx

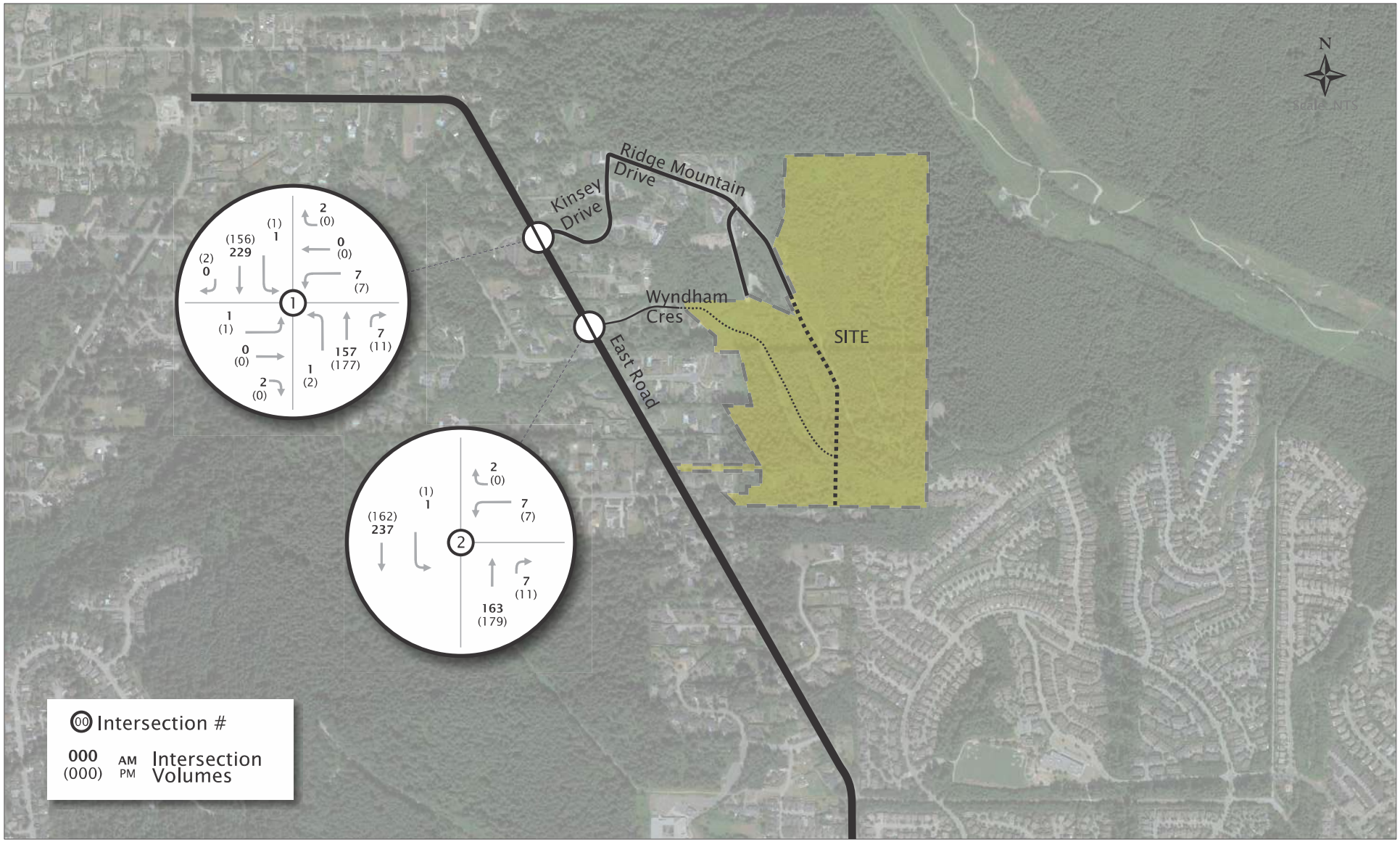


Exhibit 2.1

Existing Peak Hour Traffic Volumes

Pinnacle Ridge Anmore
04-23-0326 November 2025

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Existing Operations

2.4.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 11 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio. Where volume-to-capacity ratio is unavailable for unsignalized intersections, the degree of utilization is referenced.

The LOS rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. LOS "A" represents optimal, minimal delay conditions while a LOS "F" represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.2 below summarizes the LOS thresholds for the six Levels of Service for unsignalized intersections.

Table 2.2: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
	UNSIGNALIZED
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance. SimTraffic estimated queues and delays have also been reported.

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix B**.

2.4.2 Existing Conditions Analysis Assumptions

The heavy vehicle percentages and peak hour factors observed during data collection were applied to the Synchro Model. The study area is generally not a pedestrian or cyclist-oriented area, as such, low volumes of pedestrians and cyclists were observed and included in the analysis.

2.4.3 Existing Operational Analysis Results

Table 2.3 shows the existing condition operations for each of the two study intersections during the AM and PM peak-hour traffic periods. As shown, no intersections or individual movements exceed thresholds for mitigation consideration.

Table 2.3: Existing Traffic Operations 2023

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive/Private Road *(Minor Stop Control)*	EBLTR	B	0.00	5	B	0.00	5
	WBLTR	B	0.02	10	B	0.01	10
	NBLTR	A	0.00	5	A	0.00	5
	SBL	A	0.00	0	A	0.00	0
	SBTR	A	0.16	0	A	0.10	0
East Road and Wyndham Crescent *(Minor Stop Control)*	WBLR	B	0.02	10	A	0.01	10
	NBTR	A	0.11	0	A	0.12	0
	SBLT	A	0.00	0	A	0.00	0

3. FUTURE TRAFFIC CONDITIONS

3.1 Traffic Forecasts

3.1.1 Background Traffic Forecasts

Background traffic is traffic that would be present on the road network if the site did not redevelop. The future background traffic was estimated by applying a 2% yearly linear growth rate. For the purposes of the study, the opening day of the development was assumed to be 2027. **Exhibit 3.1** shows the estimated background traffic forecasts for the future horizon year, opening day plus five years (2032).

3.1.2 Site Traffic

Trip Generation

Table 3.1 provides the ITE trip rates for both single-family attached and detached housing land uses which were selected as the most appropriate uses for the proposed development. The rates used are representative of an auto-oriented General Urban/Suburban area with minimal use of alternate modes. The existing homes and traffic observed during each peak period were analyzed to generate an existing trip generation rate. The calculated rates were determined to be lower than the ITE trip rates, and therefore the ITE rates were used as a conservative measure. It is estimated that the semi-detached dwellings may generate similar trip volumes to single family detached housing. Given that the trip generation rate of single-family detached housing is significantly higher than that of single-family attached housing, 50% of the semi-attached/townhouse units were classified as detached housing and utilized the higher trip rate as a conservative measure. Based on information provided by the client, and to provide a more conservative analysis, it was assumed that all of the single family units contained an additional secondary suite. The ITE Single-Family detached housing rate (ITE 210) was used for these additional secondary suites.

Table 3.1: Peak Hour Vehicle Trip Rates

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing (ITE 215)	25%	75%	0.48	59%	41%	0.57
Single-Family Detached Housing (ITE 210)	25%	75%	0.70	63%	37%	0.94

Table 3.2 summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates.

Table 3.2: Estimated Peak Hour Site Vehicle Trips

UNIT TYPE	LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Homes	ITE 210	51	9	27	36	30	18	48
Secondary Suites	ITE 215	51	6	18	24	17	12	29
Semi-Detached Homes	ITE 215	16	2	6	8	5	4	9
Semi-Detached Homes	ITE 210	16	3	8	11	9	6	15
Townhomes	ITE 215	93	11	33	45	31	22	53
Townhomes	ITE 210	93	16	49	65	55	32	87
	TOTAL	320 (269 +51 SEC. SUITES)	47	142	189	149	93	242

Exhibit 3.1

Opening Day + 5 (2032) Background Traffic Forecasts

Pinnacle Ridge Anmore
04-23-0326 November 2025

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Attachment 12

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In conclusion, the site is estimated to generate approximately 189 two-way trips in the AM peak traffic hour and 242 two-way trips in the PM peak traffic hour.

Access Locations

The proposed site will be accessed from either Wyndham Crescent or Kinsey Drive/Ridge Mountain Drive. The addition of a second access to the site improves both typical day-to-day access as well as improving emergency access. The second access reduces the single-point-of-failure risk providing a greater level of safety to the proposed development.

Trip Distribution & Assignment

The trip distribution is based upon the existing turning movements of vehicles travelling in and out of the existing residential roads of Kinsey Drive/Ridge Mountain Drive and Charlotte Crescent and is summarized in **Table 3.3**. Note that counts were originally conducted at the East Road & Charlotte Crescent intersection rather than at the Wyndham Crecent intersection based on previous site plans that provided different connections to the proposed development. The distribution based on the counts conducted at Charlotte Crescent were maintained for the analysis in this report.

Table 3.3: Estimated Trip Distribution

ORIGIN/DESTINATION	AM PEAK HOUR		PM PEAK HOUR	
	IN (%)	OUT (%)	IN (%)	OUT (%)
East Road North	15	25	20	15
East Road South	85	75	80	85
TOTAL	100%	100%	100%	100%

The forecasted site generated traffic is shown in **Exhibit 3.2**. Trips to and from East Road south are assumed to mainly use Kinsey Drive/Ridge Mountain Drive to access the site (85%) with limited trips (15%) using Wyndham Crescent. The same has been assumed for trips to and from the north, these trips are mainly assumed to utilize Kinsey Drive/Ridge Mountain Drive to access the site (85%), with limited trips utilizing the Wyndham Crescent intersection (15%). In general, vehicles tend to travel in the direction of the ultimate destination, however, the site plan arrangement may cause vehicles to utilize the intersection which is closest to home regardless of the origin/destination of the trip.

3.1.3 Total Traffic

Total traffic has been estimated by summing the background traffic with the assumed growth rate of 2% per year, with the estimated generated site traffic. The estimated total traffic for opening day plus five years (2032) is shown in **Exhibit 3.3**.

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Exhibit 3.2

Site Traffic Forecasts

Pinnacle Ridge Anmore
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Exhibit 3.3

Opening Day + 5 (2032) Total Traffic Forecasts

Pinnacle Ridge Anmore
04-23-0326 November 2025

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3.2 Future Traffic Operations

Future Conditions Analysis Assumptions

The same analysis assumptions regarding heavy vehicle percentages, pedestrian conflicts, and peak hour factors as the existing conditions have been used in the future conditions analysis.

Future Background Traffic Operations

Table 3.4 summarizes the traffic operations for the study area intersections for the background traffic without the subject development.

Table 3.4: Opening Day + 5 Years (2032) Background Traffic Estimated Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive *(Minor Stop Control)*	EBLTR	B	0.00	5	B	0.00	5
	WBLTR	B	0.02	10	B	0.25	35
	NBLTR	A	0.00	5	A	0.00	0
	SBL	A	0.00	5	A	0.01	5
	SBTR	A	0.19	0	A	0.12	0
East Road and Wyndham Crescent *(Minor Stop Control)*	WBLR	B	0.02	10	B	0.06	15
	NBTR	A	0.13	0	A	0.17	5
	SBLT	A	0.00	0	A	0.00	0

Future Traffic Operations

Table 3.5 shows the traffic operations for the study area intersections for Opening Day + 5 Years (2032). The table displays the operations with background traffic growth, as well as the site generated traffic.

Table 3.5: Opening Day + 5 Years (2032) Total Traffic Estimated Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive *(Minor Stop Control)*	EBLTR	B	0.01	5	B	0.00	5
	WBLTR	C	0.34	30	C	0.21	20
	NBLTR	A	0.00	5	A	0.00	5
	SBL	A	0.01	5	A	0.02	10
	SBTR	A	0.19	5	A	0.12	0
East Road and Wyndham Crescent *(Minor Stop Control)*	WBLR	B	0.08	13	B	0.06	15
	NBTR	A	0.15	5	A	0.22	0
	SBLT	A	0.00	5	A	0.01	5

Summary of Traffic Impacts

As noted in **Tables 3.4** and **3.5**, the additional vehicle traffic generated from the subject development slightly increased the v/c ratios at the study intersections with longer delays and queues expected on the westbound (outbound) movements on Kinsey Drive, but all movements are well within acceptable thresholds. No capacity constraints are expected due to the additional traffic generated.

4. CONCLUSIONS

Based on Bunt's analysis, the following is concluded:

- The site development proposes a combination of 51 single-family homes (with 51 secondary suites) and 218 semi-attached dwellings and townhouses.
- The site is estimated to generate approximately 189 two-way trips in the AM peak traffic hour (47 inbound and 142 outbound) and 242 two-way trips in the PM peak traffic hour (149 inbound and 93 outbound).
- The study area intersections are not expected to experience any capacity constraints with the additional traffic generated from the site. Longer delays and queues are expected on the westbound (outbound) movements of Kinsey Drive, but still within the acceptable thresholds.

The attached information is provided to support the agency's review process and shall not be distributed to other parties without written consent from Bunt & Associates Engineering Ltd.

APPENDIX A

Traffic Data

East Rd @ Charlotte Cres – Anmore, BC

Project#:	04-23-0326	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Oct 25, 2023 (Wed)	**Road Cond:**	Dry	**Intersection Peak:**	8:30 - 9:30
Notes:					

TIME	AUTOMOBILE COUNT												PEDESTRIANS			
INTERVAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:30 - 7:45	0	11	0	1	39	0	0	0	0	0	0	1	0	0	0	0
7:45 - 8:00	0	23	0	0	57	0	0	0	0	2	0	0	0	0	0	0
8:00 - 8:15	0	34	1	0	46	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	33	1	0	53	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	28	0	0	63	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	53	0	1	69	0	0	0	0	0	0	1	0	0	0	0
9:00 - 9:15	0	52	3	0	95	0	0	0	0	1	0	0	0	0	0	0
9:15 - 9:30	0	56	0	0	46	0	0	0	0	1	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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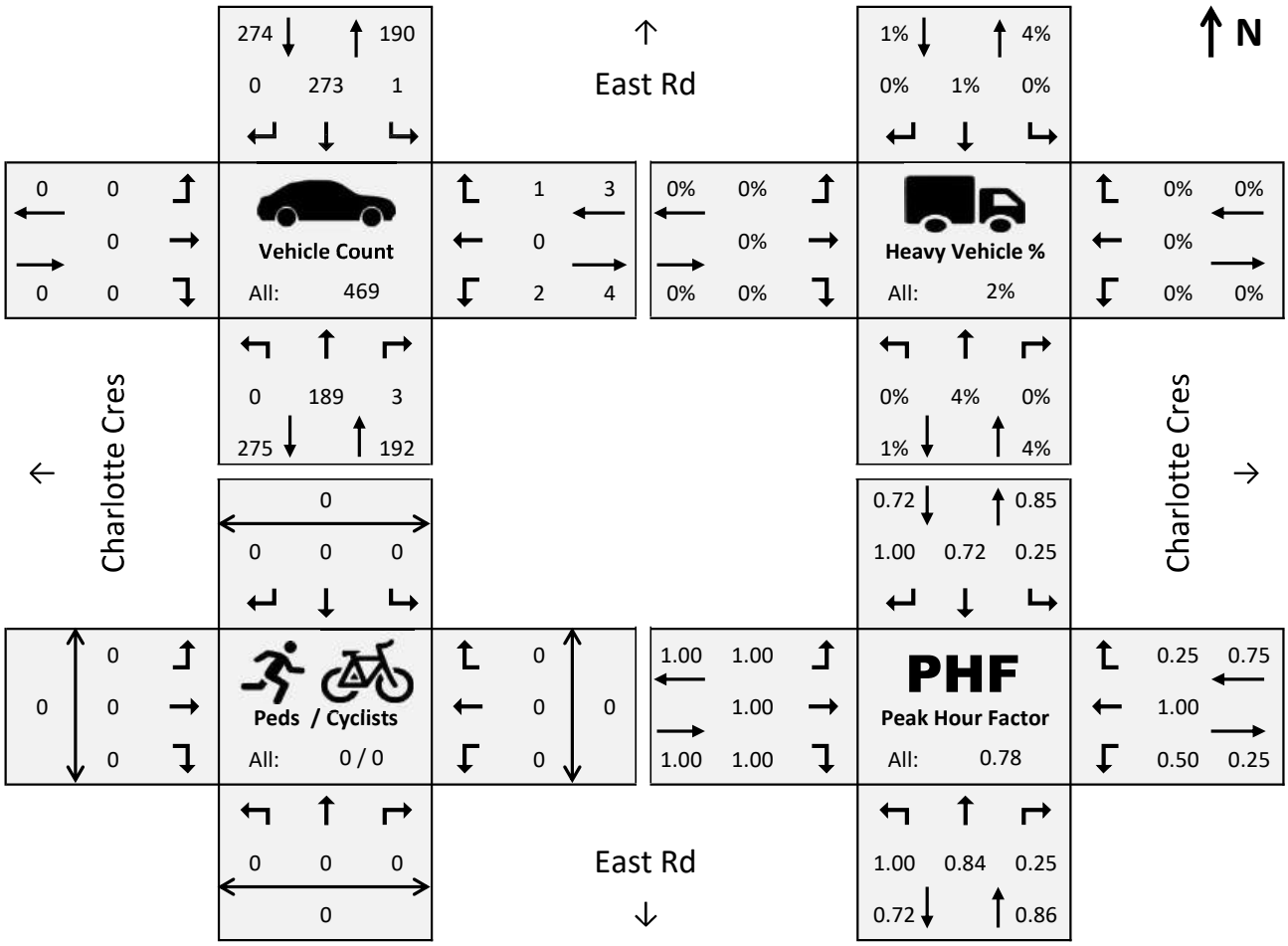

East Rd @ Charlotte Cres – Anmore, BC

Project#: 04-23-0326 **Weather:** Sunny **Analysis Period:** 15:30 - 16:30
Date: Oct 25, 2023 (Wed) **Road Cond:** Dry **Intersection Peak:** 15:15 - 16:15
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:30 - 14:45	0	68	0	0	33	0	0	0	0	1	0	0	0	0	0	0
14:45 - 15:00	0	41	1	0	37	0	0	0	0	2	0	0	0	0	0	0
15:00 - 15:15	0	33	0	0	48	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	44	3	0	58	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:45	0	68	0	0	43	0	0	0	0	0	0	1	0	0	0	0
15:45 - 16:00	0	59	1	2	39	0	0	0	0	1	0	1	0	0	0	0
16:00 - 16:15	0	33	1	0	46	0	0	0	0	2	0	0	0	0	1	0
16:15 - 16:30	0	50	0	0	51	0	0	0	0	1	0	0	0	0	0	0
16:30 - 16:45	0	53	2	0	39	0	0	0	0	0	0	1	0	0	0	0
16:45 - 17:00	0	54	2	0	41	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	48	1	0	30	0	0	0	0	1	0	0	0	0	0	0
17:15 - 17:30	0	42	1	0	40	0	0	0	0	2	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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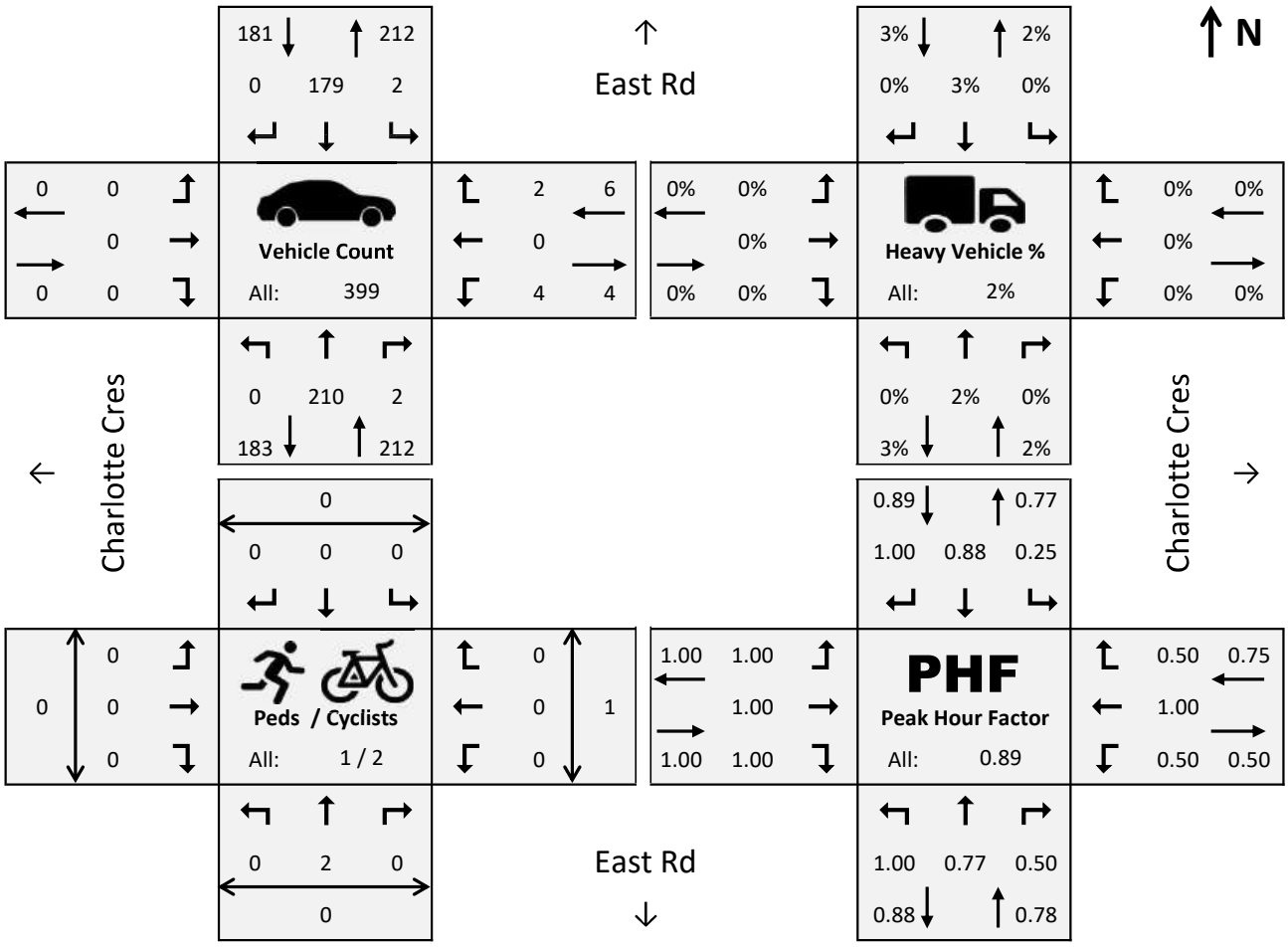
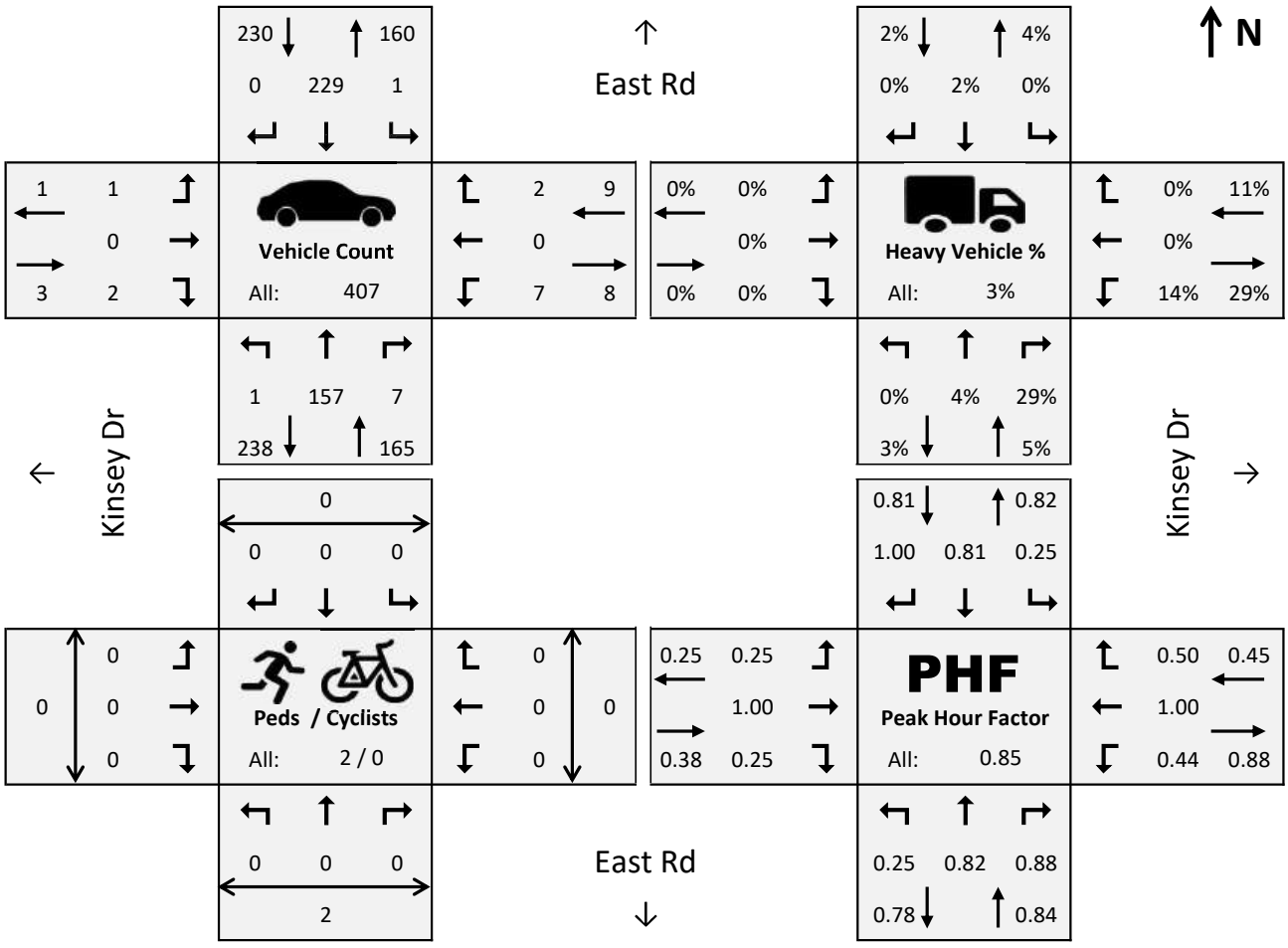


East Rd @ Kinsey Dr – Anmore, BC

Project#:	04-23-0326	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Oct 25, 2023 (Wed)	**Road Cond:**	Dry	**Intersection Peak:**	8:30 - 9:30
Notes:					

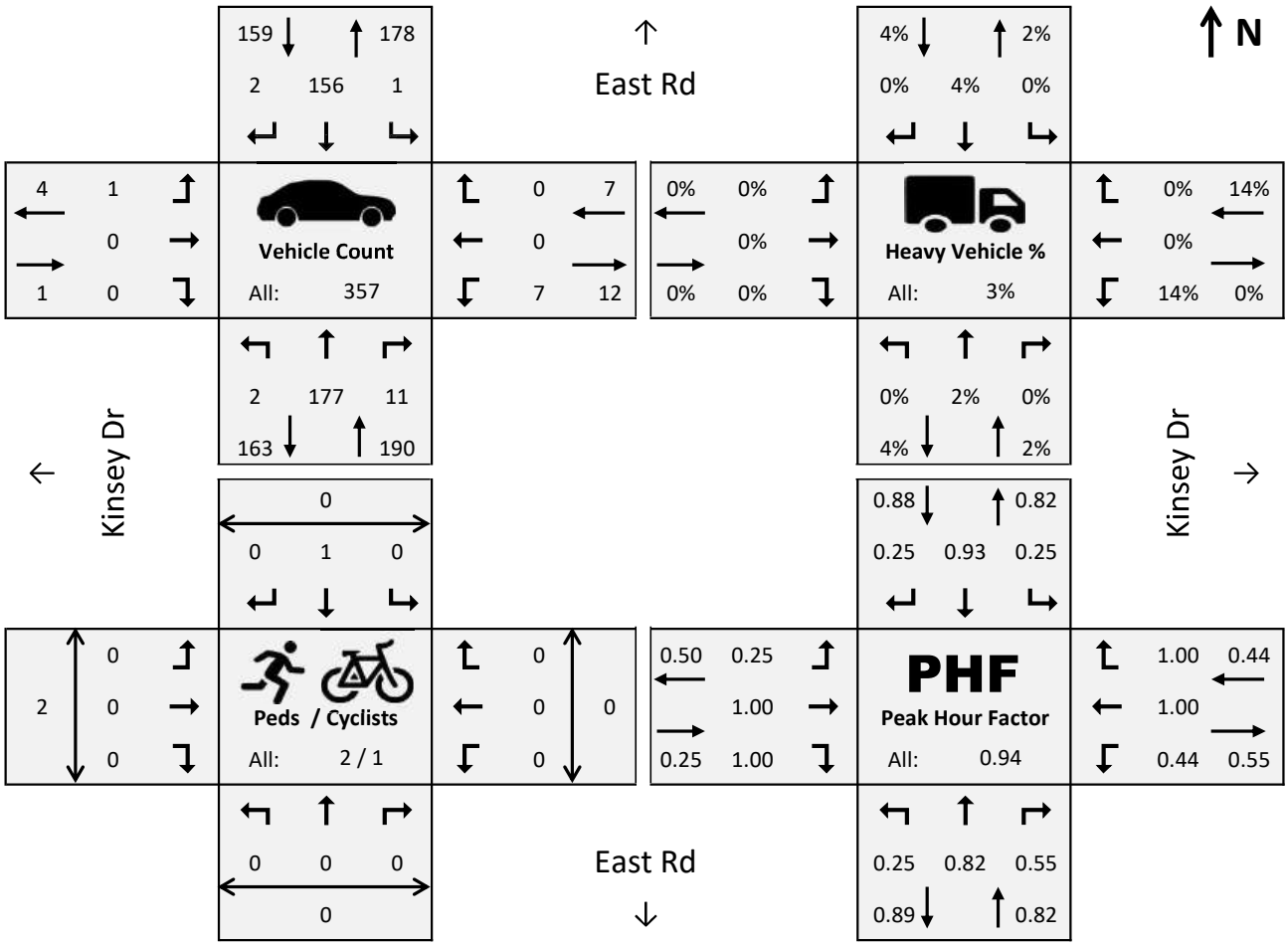
TIME	AUTOMOBILE COUNT												PEDESTRIANS			
INTERVAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:30 - 7:45	0	7	0	1	30	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	17	1	0	40	0	0	0	0	5	0	1	0	0	0	0
8:00 - 8:15	0	27	0	0	38	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	29	0	0	48	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	23	2	0	47	0	0	0	0	0	0	0	0	2	0	0
8:45 - 9:00	0	45	2	1	60	0	1	0	0	4	0	1	0	0	0	0
9:00 - 9:15	1	41	2	0	71	0	0	0	2	3	0	0	0	0	0	0
9:15 - 9:30	0	48	1	0	51	0	0	0	0	0	0	1	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



East Rd @ Kinsey Dr – Anmore, BC

Project#:	04-23-0326	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Oct 25, 2023 (Wed)	**Road Cond:**	Dry	**Intersection Peak:**	15:30 - 16:30
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:30 - 14:45	0	54	4	0	28	0	0	0	0	2	0	0	0	0	0	0
14:45 - 15:00	0	38	0	1	29	0	0	0	0	2	0	0	0	0	0	0
15:00 - 15:15	0	23	2	0	40	0	0	0	0	1	0	0	0	0	0	0
15:15 - 15:30	0	21	1	0	51	0	0	0	0	1	0	0	1	0	0	0
15:30 - 15:45	0	54	4	0	34	0	0	0	0	2	0	0	0	0	0	0
15:45 - 16:00	2	48	5	0	38	0	1	0	0	1	0	0	0	0	0	0
16:00 - 16:15	0	33	0	1	42	2	0	0	0	0	0	0	0	0	0	2
16:15 - 16:30	0	42	2	0	42	0	0	0	0	4	0	0	0	0	0	0
16:30 - 16:45	0	42	1	0	27	0	0	0	0	3	0	1	0	0	0	0
16:45 - 17:00	0	45	3	0	36	0	0	0	0	2	0	1	0	0	0	0
17:00 - 17:15	1	36	0	0	27	0	0	0	0	2	0	0	2	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



The attached information is provided to support the agency's review process and shall not be distributed to other parties without written consent from Bunt & Associates Engineering Ltd.

APPENDIX B

Synchro and Sim Traffic Reports

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

AM Existing 2023
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	7	0	2	1	157	7	1	229	0
Future Volume (Veh/h)	1	0	2	7	0	2	1	157	7	1	229	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	8	0	2	1	185	8	1	269	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	464	466	271	466	462	189	269			193		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	464	466	271	466	462	189	269			193		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	100	100			100		
cM capacity (veh/h)	510	496	771	485	499	858	1306			1392		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	3	10	194	1	269
Volume Left	1	8	1	1	0
Volume Right	2	2	8	0	0
cSH	659	531	1306	1392	1700
Volume to Capacity	0.00	0.02	0.00	0.00	0.16
Queue Length 95th (m)	0.1	0.5	0.0	0.0	0.0
Control Delay (s)	10.5	11.9	0.0	7.6	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	10.5	11.9	0.0	0.0	
Approach LOS	B	B			

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	22.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

AM Existing 2023
Timing Plan: AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	2	163	7	1	237
Future Volume (Veh/h)	7	2	163	7	1	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	177	8	1	258
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	443	181			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	443	181			185	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	549	867			1402	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	185	259
Volume Left	8	0	1
Volume Right	2	8	0
cSH	593	1700	1402
Volume to Capacity	0.02	0.11	0.00
Queue Length 95th (m)	0.4	0.0	0.0
Control Delay (s)	11.2	0.0	0.0
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		23.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

PM Existing 2023
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	7	0	0	2	177	11	1	156	2
Future Volume (Veh/h)	1	0	0	7	0	0	2	177	11	1	156	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	7	0	0	2	188	12	1	166	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	369	375	169	366	370	194	170			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	369	375	169	366	370	194	170			200		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	589	557	879	567	561	853	1417			1384		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	1	7	202	1	168
Volume Left	1	7	2	1	0
Volume Right	0	0	12	0	2
cSH	589	567	1417	1384	1700
Volume to Capacity	0.00	0.01	0.00	0.00	0.10
Queue Length 95th (m)	0.0	0.3	0.0	0.0	0.0
Control Delay (s)	11.1	11.4	0.1	7.6	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	11.1	11.4	0.1	0.0	
Approach LOS	B	B			

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	21.6%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

PM Existing 2023
Timing Plan: PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	0	179	11	1	162
Future Volume (Veh/h)	7	0	179	11	1	162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	195	12	1	176
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	379	201			207	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	201			207	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	600	845			1376	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	8	207	177
Volume Left	8	0	1
Volume Right	0	12	0
cSH	600	1700	1376
Volume to Capacity	0.01	0.12	0.00
Queue Length 95th (m)	0.3	0.0	0.0
Control Delay (s)	11.1	0.0	0.0
Lane LOS	B		A
Approach Delay (s)	11.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		20.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

AM Background 2032
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	8	0	2	1	185	8	1	270	0
Future Volume (Veh/h)	1	0	2	8	0	2	1	185	8	1	270	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	9	0	2	1	218	9	1	318	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	546	549	320	548	544	222	318			227		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546	549	320	548	544	222	318			227		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	100	100			100		
cM capacity (veh/h)	450	445	724	426	448	822	1253			1353		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	3	11	228	1	318
Volume Left	1	9	1	1	0
Volume Right	2	2	9	0	0
cSH	602	467	1253	1353	1700
Volume to Capacity	0.00	0.02	0.00	0.00	0.19
Queue Length 95th (m)	0.1	0.6	0.0	0.0	0.0
Control Delay (s)	11.0	12.9	0.0	7.7	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	11.0	12.9	0.0	0.0	
Approach LOS	B	B			

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	24.9%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

AM Background 2032
Timing Plan: AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	2	192	8	1	280
Future Volume (Veh/h)	8	2	192	8	1	280
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	2	209	9	1	304
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	522	214			218	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	214			218	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	494	832			1364	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	11	218	305
Volume Left	9	0	1
Volume Right	2	9	0
cSH	533	1700	1364
Volume to Capacity	0.02	0.13	0.00
Queue Length 95th (m)	0.5	0.0	0.0
Control Delay (s)	11.9	0.0	0.0
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

PM Background 2032
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	99	0	30	2	214	47	7	185	2
Future Volume (Veh/h)	1	0	0	99	0	30	2	214	47	7	185	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	105	0	32	2	228	50	7	197	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	503	496	200	468	472	253	201			278		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	503	496	200	468	472	253	201			278		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	79	100	96	100			99		
cM capacity (veh/h)	459	474	845	499	489	791	1381			1296		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	1	137	280	7	199
Volume Left	1	105	2	7	0
Volume Right	0	32	50	0	2
cSH	459	546	1381	1296	1700
Volume to Capacity	0.00	0.25	0.00	0.01	0.12
Queue Length 95th (m)	0.1	7.9	0.0	0.1	0.0
Control Delay (s)	12.9	13.8	0.1	7.8	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	12.9	13.8	0.1	0.3	
Approach LOS	B	B			

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	29.1%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

PM Background 2032
Timing Plan: PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	5	245	19	2	281
Future Volume (Veh/h)	24	5	245	19	2	281
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	5	266	21	2	305
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	586	276			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	276			287	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	94	99			100	
cM capacity (veh/h)	453	767			1287	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	31	287	307
Volume Left	26	0	2
Volume Right	5	21	0
cSH	485	1700	1287
Volume to Capacity	0.06	0.17	0.00
Queue Length 95th (m)	1.6	0.0	0.0
Control Delay (s)	12.9	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	12.9	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		26.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

AM Total 2032
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	99	0	32	1	191	42	7	271	0
Future Volume (Veh/h)	1	0	2	99	0	32	1	191	42	7	271	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	116	0	38	1	225	49	8	319	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	624	611	321	590	586	250	319			274		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	624	611	321	590	586	250	319			274		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	71	100	95	100			99		
cM capacity (veh/h)	379	409	723	398	422	794	1252			1301		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	3	154	275	8	319
Volume Left	1	116	1	8	0
Volume Right	2	38	49	0	0
cSH	555	454	1252	1301	1700
Volume to Capacity	0.01	0.34	0.00	0.01	0.19
Queue Length 95th (m)	0.1	11.9	0.0	0.1	0.0
Control Delay (s)	11.5	17.0	0.0	7.8	0.0
Lane LOS	B	C	A	A	
Approach Delay (s)	11.5	17.0	0.0	0.2	
Approach LOS	B	C			

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

AM Total 2032
Timing Plan: AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	8	226	14	2	370
Future Volume (Veh/h)	24	8	226	14	2	370
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	9	246	15	2	402
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	662	254			261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662	254			261	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	94	99			100	
cM capacity (veh/h)	408	790			1315	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	35	261	404
Volume Left	26	0	2
Volume Right	9	15	0
cSH	466	1700	1315
Volume to Capacity	0.08	0.15	0.00
Queue Length 95th (m)	1.9	0.0	0.0
Control Delay (s)	13.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: East Road & Private Road/Kinsey Drive

PM Total 2032
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	75	0	12	2	211	114	26	189	2
Future Volume (Veh/h)	1	0	0	75	0	12	2	211	114	26	189	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	80	0	13	2	224	121	28	201	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	562	609	204	546	550	284	205			345		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	562	609	204	546	550	284	205			345		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	81	100	98	100			98		
cM capacity (veh/h)	424	402	840	422	434	759	1376			1225		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	1	93	347	28	203
Volume Left	1	80	2	28	0
Volume Right	0	13	121	0	2
cSH	424	450	1376	1225	1700
Volume to Capacity	0.00	0.21	0.00	0.02	0.12
Queue Length 95th (m)	0.1	6.1	0.0	0.6	0.0
Control Delay (s)	13.5	15.1	0.1	8.0	0.0
Lane LOS	B	C	A	A	
Approach Delay (s)	13.5	15.1	0.1	1.0	
Approach LOS	B	C			

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	31.0%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

PM Total 2032
Timing Plan: PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	312	31	6	258
Future Volume (Veh/h)	20	2	312	31	6	258
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	339	34	7	280
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	650	356			373	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	650	356			373	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	95	100			99	
cM capacity (veh/h)	413	693			1197	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	373	287
Volume Left	22	0	7
Volume Right	2	34	0
cSH	427	1700	1197
Volume to Capacity	0.06	0.22	0.01
Queue Length 95th (m)	1.4	0.0	0.1
Control Delay (s)	13.9	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	13.9	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Queuing and Blocking Report
AM Existing 2023

Pinnacle Ridge Anmore
11/05/2025

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	7.4	8.9	2.8
Average Queue (m)	0.6	2.7	0.1
95th Queue (m)	4.0	9.3	1.6
Link Distance (m)	117.7	245.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	15.1
Average Queue (m)	2.2
95th Queue (m)	8.5
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
PM Existing 2023

Pinnacle Ridge Anmore
11/05/2025

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	2.6	15.7	3.0
Average Queue (m)	0.2	2.7	0.1
95th Queue (m)	2.1	10.1	1.7
Link Distance (m)	117.7	245.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	8.3
Average Queue (m)	1.4
95th Queue (m)	6.0
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
AM Background 2032

Pinnacle Ridge Anmore
11/05/2025

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (m)	7.7	10.8	5.2	3.0
Average Queue (m)	0.6	2.8	0.3	0.1
95th Queue (m)	4.0	9.6	3.4	1.7
Link Distance (m)	117.7	245.7	219.3	123.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	10.7
Average Queue (m)	2.0
95th Queue (m)	7.9
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
PM Background 2032

Pinnacle Ridge Anmore
11/05/2025

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (m)	5.0	33.5	3.0
Average Queue (m)	1.0	15.6	0.6
95th Queue (m)	5.2	33.0	4.4
Link Distance (m)	117.7	245.7	123.8
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (m)	12.0	2.2
Average Queue (m)	6.2	0.4
95th Queue (m)	13.2	3.1
Link Distance (m)	136.9	868.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (m)	4.9	41.8	2.8	6.1	5.2
Average Queue (m)	0.5	16.0	0.1	0.3	0.2
95th Queue (m)	3.4	29.3	1.5	3.0	2.9
Link Distance (m)	117.7	245.7	219.3	123.8	123.8
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: East Road & Wyndham Cres

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (m)	16.4	2.2	3.0
Average Queue (m)	5.5	0.1	0.1
95th Queue (m)	13.6	1.6	1.7
Link Distance (m)	136.9	868.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
PM Total 2032

Pinnacle Ridge Anmore
11/05/2025

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (m)	5.1	21.0	5.4	9.1
Average Queue (m)	0.4	11.4	0.2	2.7
95th Queue (m)	3.2	20.0	3.0	9.3
Link Distance (m)	117.7	245.7	219.3	123.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: East Road & Wyndham Cres

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (m)	15.0	9.2
Average Queue (m)	4.3	0.4
95th Queue (m)	11.6	3.6
Link Distance (m)	136.9	219.3
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Fiscal Impact Study

Proposed Application_Anmore Hillside

Prepared For:
Village of Anmore
Planning Department

Prepared By:
Urbanics Consultants Ltd.
2368 – 666 Burrard Street
Vancouver, BC, V6C 2X8

March 9, 2026

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1. Executive Summary

This enclosed updated Fiscal Impact Study evaluates the potential long-term financial implications to the Village of Anmore associated with the **Proposed Anmore Hillside Application (CD-8)** compared with the **current zoning scenario consisting of approximately 60 one-acre residential lots**.

The proposed development contemplates **269 residential units** to be constructed over approximately **9 years in three phases**, including a mix of single-family homes, multiplex units, and townhomes. Financial modelling was undertaken using 2025 Village tax rates, with no inflation or real estate appreciation assumed, to present a conservative and stable financial comparison between development scenarios.

Key Fiscal Findings

The analysis indicates that the **Proposed Application generates a substantially larger municipal tax base** and produces a stronger long-term fiscal outcome for the Village compared with the current zoning scenario.

Over a 30-year period:

- The **Village's cumulative share of property tax revenue** from the 269-unit development is estimated at approximately **$21.5 million**.
- Under the **60-unit current zoning scenario**, Village property tax revenue is estimated at approximately **$10.5 million**.

After accounting for estimated infrastructure operations and maintenance costs as well as long-term asset replacement costs:

- The **269-unit scenario generates a net fiscal surplus of approximately $5.9 million** to the Village over 30 years.
- The **60-unit scenario results in a projected *"deficit" of approximately $2.9 million***, as the lower-density tax base does not fully offset long-term infrastructure replacement obligations.

In stabilized years following full build-out, the Proposed Application is projected to generate approximately **$776,000 annually in Village-direct property tax revenue**, compared with approximately **$377,000 annually under the 60-unit scenario**.

Additional Municipal Revenues

In addition to property taxes, the Proposed Application is expected to generate **approximately $3.7 million in other municipal revenues/fees**, including development cost charges, building permit fees, inspection fees, and other development-related charges – excluding any community amenity contribution. By comparison, the 60-unit scenario is expected to generate approximately **$1.5 million** in such revenues.

Property taxes generated by the project would also provide approximately **$25 million in additional revenues to non-Village authorities** over the same 30-year period.

Municipal Service Considerations

Discussions with key service providers indicate that the proposed development can generally be accommodated within existing municipal service frameworks:

- **Policing:** The proposed development alone would not push the Village beyond the 5,000 population threshold requiring independent policing under the Police Act.
- **Fire Services:** Existing equipment is currently sufficient to serve the development, though future growth may require increased staffing over time.
- **Schools:** The projected student population from the Hillside development alone is expected to be manageable within the School District's existing capacity, though cumulative growth from other developments could require future planning coordination.

In our opinion, the significantly larger fiscal pool generated under the Proposed Application would provide larger capacity to accommodate incremental increases in municipal service provision costs associated with future population growth in the Village.

Overall Conclusion

Based on the analysis undertaken, the **Proposed 269-unit development scenario is fiscally favourable for the Village of Anmore**. The proposed project would generate a significantly larger and more sustainable municipal revenue base, enabling the Village to cover infrastructure maintenance and replacement costs while supporting incremental service demands associated with population growth.

In contrast, the **current zoning scenario produces a smaller tax base that does not fully offset long-term infrastructure obligations**, potentially creating financial pressure on municipal budgets over time.

From a long-term municipal finance perspective, the Proposed Application would therefore **strengthen the Village's financial position**, while the lower-density scenario is projected to leave the Village with funding shortfalls related to infrastructure upkeep and replacement.

2. Methodology & Assumptions

Real Estate Valuation Method Used as the Basis for Taxation

We have broken down the value of each housing form including single family, multiplex, and townhomes based on serviced land value, construction costs, and the resulting total completed value of the delivered units. A weighted average has been applied across these components to reflect what we believe to be the most realistic development scenario in our assessment.

Type	Number of Homes
Single Family	51
Semi-Detached	32
Townhomes	186
TOTAL:	**269**

Land - Units	Average Lot Size [SF]/Unit	Average Land Value/SF	Average Value/SF
Single Family - 51	11,553	$108	$1,250,000
Semi-Detached - 32	6,841	$110	$750,000
Townhomes - 186	5,130	$68	$350,000
Weighted Average Value of Serviced Land:			**$568,216**

Improvement	Average Building Size [SF],	Average Building Value/S	Average Value/SF
Single Family - 51	4,339	$431	$1,871,064
Semi-Detached - 32	3,000	$456	$1,367,925
Townhomes - 186	2,343	$463	$1,085,797

	Blended Value		Blended Value		Blended Value	
Land + Improvement	**PHASE 1**		**PHASE 2**		**PHASE 3**	
Single Family - 51	25	78,026,612	26	81,147,676	-	-
Semi-Detached - 32	24	50,830,200	8	16,943,400	-	-
Townhomes - 186	101	145,015,511	16	22,972,754	69	99,070,003
	150	273,872,323	50	121,063,831	69	99,070,003
Blended Value:	**$1,825,815**		**$2,421,277**		**$1,435,797**	

Larger Single Family	Units		
Larger Single Family Lots	60	Lot Value:	$1,700,000
	60	Built Value:	$4,000,000

Estimated Operation and Maintenance Cost & Replacement

The tables below summarize the Webster Engineering estimates for both the proposed 269-unit scenario and the 60-unit development scenario. The estimates include initial capital costs for the Hillside infrastructure, annual Operations and Maintenance costs (O&M), and the 30-Year adjusted annualized replacement cost of assets. No inflation factor has been applied to these estimates in order to remain consistent with the real estate valuation assumptions, which also exclude inflation.

Since we understand that the Village uses the lifecycle estimates below for its financial forecasting purposes, **we have applied a more conservative lifecycle of 50 years**, based on the Village's table, rather than **75 years** as suggested by the Webster Engineering lifecycle methodology.

269 UNITS

A	B	C	D	E	F	G
	INITIAL CAPITAL COSTS OF MAINTAINABLE WORKS (CLIC CALCULATED)	LIFE CYCLE TERM (YRS)	ANNUALIZED **REPLACEMENT** COST ($/ YRS) [=B/C]	ANNUAL **O&M** COSTS (CLIC CALCULATED)	30-YR CUMULATIVE **O&M** COSTS [=Ex30]	ANNUALIZED REPLACEMENT + O+M COSTS ($) [=(D+E]
INTERNAL ROADS	$ 4,752,856	30	$ 158,429	$ 22,820	$ 684,600	$ 181,249
POTABLE WATER DIST & TRTMT	$ 3,355,200	50	$ 67,104	$ 98,602	$ 2,958,060	$ 165,706
STORM SEWER COLLECTION	$ 3,467,250	50	$ 69,345	$ 16,184	$ 485,505	$ 85,529
PARKS & OPEN SPACES	$ 500,000	50	$ 10,000	$ 23,672	$ 710,160	$ 33,672
USER DEFINED COSTS ****	$ 2,060,000	50	$ 41,200	$ 12,400	$ 372,000	$ 53,600
	$ 14,135,306		**$ 346,078**	**$ 173,678**	**$ 5,210,325**	**$ 519,755**
30-Year Adjusted Replacement Cost:			**$ 10,382,326**			

****_User Defined Costs_ account for Lump Sum Items within the CLIC Tool as described above in _Step 7_ (Water Reservoir, PRV's, Storm Detention Tanks, etc.). The CCE costs include approx. $1,000,000 for Water Reservoir site preparation and earthworks costs, these costs

Life cycle timelines in blue are from BC Government CLIC tool

All values for infrastructure replacement were left with default values as recommended by the BC Government. This includes an average 30-year lifecycle timeline for roadways, and 75-year lifecycle timelines for utility distribution and collection networks.

60 UNITS

A	B	C	D	E	F	G
	INITIAL CAPITAL COSTS OF MAINTAINABLE WORKS (CLIC CALCULATED)	LIFE CYCLE TERM (YRS)	ANNUALIZED **REPLACEMENT** COST ($/ YRS) [=B/C]	ANNUAL **O&M** COSTS (CLIC CALCULATED)	30-YR CUMULATIVE **O&M** COSTS [=Ex30]	ANNUALIZED REPLACEMENT + O+M COSTS ($) [=(D+E]
INTERNAL ROADS	$ 4,769,043	30	$ 158,968	$ 20,270	$ 608,100	$ 179,238
POTABLE WATER DIST & TRTMT	$ 3,800,550	50	$ 76,011	$ 42,764	$ 1,282,920	$ 118,775
STORM SEWER COLLECTION	$ 3,723,800	50	$ 74,476	$ 16,690	$ 500,700	$ 91,166
PARKS & OPEN SPACES	$ 339,768	50	$ 6,795	$ 23,672	$ 710,160	$ 30,467
USER DEFINED COSTS ****	$ 1,265,000	50	$ 25,300	$ 6,800	$ 204,000	$ 32,100
	$ 13,898,161		**$ 341,550**	**$ 110,196**	**$ 3,305,880**	**$ 451,746**
30-Year Adjusted Replacement Cost:			**$ 10,246,514**			

Source: Village of Anmore_Statement of Financial Information – SOFI_2023

Estimated useful lives of tangible capital assets are as follows:

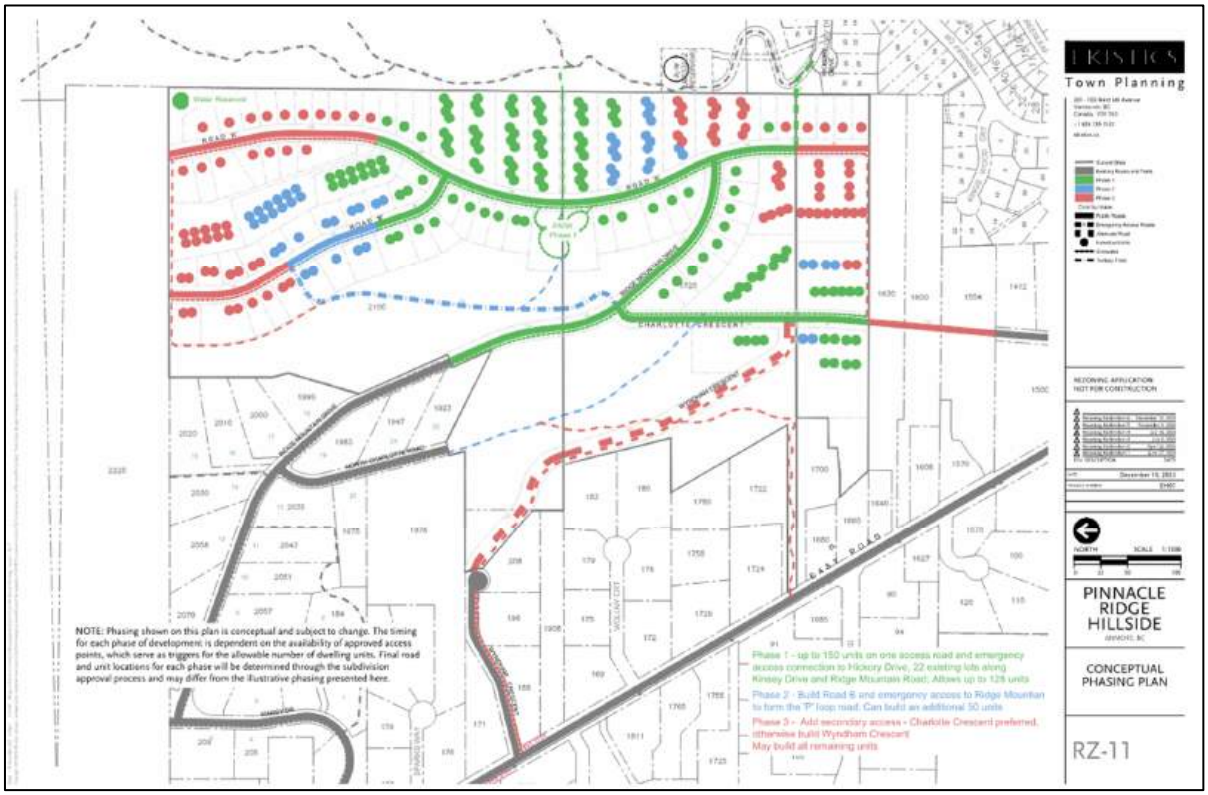
Roads	5 to 50 years
Buildings	15 to 40 years
Machinery and vehicles	8 to 10 years
Equipment and furniture	5 to 10 years
Water infrastructure	15 to 50 years
Other infrastructure	10 to 50 years

Proposed Phasing Plan & Build-Out Period Assumptions

The plan below outlines the proposed 3 development phases, including the breakdown of build forms within each phase. This phasing structure forms the basis of the tax revenue calculations used in the March 2026 financial modelling.

- **Phase 1** is intended to include approximately **150 units**.
- **Phase 2** includes approximately **50 units**.
- **Phase 3** includes approximately **69 units**.

The Financial Impact Study assumes that the full buildout of the 269 units will occur over a **9-year period** beginning at the start of construction, and for the 6-unit would take 7 years.



Below table outlines the corresponding weighted average value of the real estate per phase:

	Blended Value		Blended Value		Blended Value	
Land + Improvement	**PHASE 1**		**PHASE 2**		**PHASE 3**	
Single Family - 51	25	78,026,612	26	81,147,676	-	-
Semi-Detached - 32	24	50,830,200	8	16,943,400	-	-
Townhomes - 186	101	145,015,511	16	22,972,754	69	99,070,003
	150	273,872,323	50	121,063,831	69	99,070,003
Blended Value:	**$1,825,815**		**$2,421,277**		**$1,435,797**	

2025 Mill Rate Breakdown

We have applied the Village's 2025 mill rate, as shown in the table below, and have broken down the estimated revenues into those that would flow directly to the Village and those, shown in grey, that would be allocated to other taxing authorities.

2025 Mill Rate Breakdown	Description	Direct Municipal Tax Rate – Village Share	Indirect Tax Rate	Total [Direct & Indirect]
	Local School	0	1.023	54.97%
	Police Tax	0	0.1556	8.36%
	Gen Munic Tax	0.9037	0	
	Mun Fin Auth Tax	0	0.0002	
	Reg District Tax	0	0.0567	3.05%
	Assessment Auth Tax	0	0.0357	1.92%
	Transit	0	0.3141	16.88%
	Fire Dept. Capital	0	0.1205	6.48%
	Fire Dept. Operation	0	0.1552	8.34%
	Municipal Capital	0.6678	0	
	TOTAL	**1.5715**	**1.861**	**3.4325**

No Escalation Factor

To illustrate a more stable financial picture, the March 2026 modelling assumes no real estate value appreciation over time and no cost escalation.

3. Financial Impact Assessment

Village-Direct Tax Revenue, Less O&M and Replacement Cost

Over a 30-year period, the Village of Anmore's cumulative share of property tax revenue is projected to reach approximately **$21.5 million under the 269 unit Proposed Application** (Appendix A).

In comparison, the Current Zoning scenario consisting of **60 one-acre lots is estimated to generate approximately $10.5 million** over the same period (Appendix C). The higher municipal revenue associated with the Proposed Application reflects the larger residential tax base created through the increased number of housing units.

In practical terms, once the development reaches full build out and stabilizes, the Proposed Application is expected to generate **approximately $776,000 in annual property tax revenue directly to the Village**. This amount would represent **roughly 19% of the Village's 2025 property tax revenue,** which totaled at approximately $3.4 million, as referenced below.

In comparison, the 60-unit scenario is forecast to generate stabilized annual Village-direct property tax revenue of approximately **$377,000 per year**, which is insufficient to fully offset the estimated operations and maintenance costs and long-term asset replacement costs over the 30-year study period.

Source: bylaw to adopt the 2025-2029 Five-Year Financial Plan

Village of Anmore Financial Plan 2025 - 2029		2025	2026	2027	2028	2029
REVENUES						
	Property Tax	$ 3,384,454	$ 3,482,697	$ 3,604,153	$ 3,722,044	$ 3,791,391
	Permits, Fees and Charges	$ 1,582,767	$ 1,611,945	$ 1,641,706	$ 1,672,062	$ 1,703,025
	Grants	$ 764,529	$ 720,509	$ 731,199	$ 742,102	$ 753,224
	Interest & Other	$ 140,523	$ 112,418	$ 89,935	$ 89,935	$ 89,935
	SUBTOTAL REVENUES	$ 5,872,273	$ 5,927,569	$ 6,066,992	$ 6,226,143	$ 6,337,575
EXPENSES						
	General Government	$ 1,654,056	$ 1,638,453	$ 1,636,633	$ 1,665,377	$ 1,695,217
	Public Works	$ 945,760	$ 969,088	$ 992,781	$ 1,012,449	$ 1,032,510
	Protective Services	$ 482,808	$ 270,904	$ 276,102	$ 281,404	$ 286,813
	Planning & Development	$ 394,476	$ 197,165	$ 199,908	$ 202,707	$ 205,561
	Water Utility	$ 661,347	$ 674,574	$ 688,065	$ 701,826	$ 715,863
	Debt Interest	$ 124,250	$ 124,250	$ 124,250	$ 124,250	$ 124,250
	Amortization of TCAs	$ 1,499,260	$ 1,499,260	$ 1,499,260	$ 1,499,260	$ 1,499,260
	SUBTOTAL EXPENSES	$ 5,761,956	$ 5,373,693	$ 5,417,000	$ 5,487,273	$ 5,559,473
SURPLUS / (DEFICIT)		$ 110,317	$ 553,876	$ 649,992	$ 738,870	$ 778,102
INTERNAL TRANSFERS						
	Capital	$ 3,764,506	$ 437,550	$ 623,800	$ 470,050	$ 516,300
	Transfer to (from) Reserves	$ (1,993,825)	$ 1,606,690	$ 1,476,556	$ 1,705,584	$ 1,698,566
	Transfer to (from) Surplus	$ (223,600)	$ (53,600)	$ (13,600)	$ -	$ -
	Debt	$ 62,496	$ 62,496	$ 62,496	$ 62,496	$ 62,496
	Investment in TCA	$ (1,499,260)	$ (1,499,260)	$ (1,499,260)	$ (1,499,260)	$ (1,499,260)
	SUBTOTAL INTERNAL EXPENSE	$ 110,317	$ 553,876	$ 649,992	$ 738,870	$ 778,102
FINANCIAL PLAN BALANCE		$ (0)	$ -	$ 0	$ -	$ (0)

After deducting the estimated 30-year O&M cost of $5.2 million [by Webster Engineering] to service and maintain the developer-provided infrastructure, as well as $10.3 million estimated as a capital reserve for asset replacement over the study period (based on an annualized replacement cost of $346,078 over 30 years), we are of the opinion that the Village would remain in a **net positive financial position of approximately $5.9 million over the 30 year period – based on the 269-unit scenario.**

Under the **60-unit larger single family development scenario**, the Village's net financial position over the 30-year period is projected to result in a **shortfall of approximately $2.9 million,** after accounting for estimated O&M costs of $3.3 million and capital replacement costs of $10.2 million over the same period.

	269 Units	60 Units
Village Direct Revenue	$21,537,309	$10,566,609
Less O&M Cost over 30 years	($5,210,325)	($3,305,880)
Less 30-Yr Adjusted Replacement Cost	($10,382,326)	($10,246,514)
Net Financial Position	$5,944,658	($2,985,785)

Non-Village Tax Revenue

In addition to the Village's share of tax revenue, property taxes from the Proposed development also flow to **other authorities** through the Village including school district, provincial policing, and other regional services. Over a 30-year horizon, the Proposed project is forecasted to generate approximately **$25m** [Appendix B] in these **non-Village tax revenues**, compared to roughly **$12.5m** under the Current Zoning [Appendix D].

	269 Units	60 Units
Non Village Revenues	$25,023,925	$12,513,178

4. Assessment of Additional Scenarios

A. Full Build-Out Assessment [269 units]

Assuming the 269 units are developed continuously over a nine-year period from the start of construction, the Village-direct net financial position is forecast to be approximately **$5.9 million** over the study period.

Full Build Out	
Village Direct Revenue	**$21,537,309**
Less O&M Cost over 30 years	($5,210,325)
Less 30-Yr Adjusted Replacement Cost	($10,382,326)
Net Financial Position	**$5,944,658**

B. Phase 1 Build-Out Assessment [150 units of 269]

If only the first 150 units in Phase 1 are developed, and assuming the associated roads and infrastructure are delivered proportionately at approximately 56% of the total estimated cost, the Village-direct financial position is projected to be approximately **$4.7 million**.

Only 150 Units Built	
Village Direct Revenue	**$13,393,745**
Less O&M Cost over 30 years – assuming 56% of infrastructure is built ($5,210,325 * 150/269)	($2,905,386)
Less 30-Yr Adjusted Replacement Cost ($10,382,326 * 150/269)	($5,789,401)
Net Financial Position	**$4,698,958**

Detailed of the calculations can be found under Appendix E.

5. Additional Municipal Revenues Assessment

Development Cost Charges, Inspection Fee, Building Permit & Other Municipal Fees

The table below presents a high-level comparison of typical municipal revenues associated with the Proposed Application and Current Zoning:

	269 Units (85 lots)	60 Units (60 lots)
Development Cost Charges [$10,718/lot]:	$911,030	$643,080
Inspection Fees [$500/application]:	$134,500	$30,000
Building Permit Fees [$7/$1000 of construction value over $500,001+$2,500 base fee]:	$2,287,759	$780,000
Estimate of Other Municipal Fees [assumed at $1,500/unit]:	$403,500	$90,000
Total Estimated Revenues:	**$3,736,789**	**$1,543,080**

Also, in our opinion, the additional revenue generated under the Proposed Application, estimated at approximately **$2.2 million more than the 60-unit scenario**, would create a sufficiently large fiscal pool to offset incremental municipal costs, including staff resources required for development application processing and additional bylaw enforcement associated with a larger residential population in the future neighbourhood.

Community Amenity Contribution

We understand that the Village may require Community Amenity Contributions as part of any conditional approval of the Proposed project. While the details and potential amount of such contributions are not known to us, any cash or in-kind CAC contribution would be in addition to the municipal revenues identified above under the 269-unit scenario. We understand that such contributions would most likely not arise under the 60-unit outright scenario permitted under the current zoning.

6. High Level Municipal Service Impact Assessment

Police Services

Based on our conversation with Darren Carr, Superintendent of the Coquitlam RCMP, on April 22, 2025, we confirmed that the Proposed Application which expected to accommodate around 1,000 residents at full build-out will not cause the Village's current population to exceed over 5,000. The 5,000 figure is significant, as the *British Columbia Police Act* stipulates that municipalities must provide independent policing services once this population threshold is reached. Until then, policing continues to be delivered by the RCMP under a cost-sharing arrangement. According to the Village's 2023 Financial Statement, we understand that the cost of RCMP services for the entire Village under this arrangement is approximately $300,000 per year.

In our professional opinion, the Proposed Application is expected to generate a sufficiently large fiscal pool through the Police Tax line item to cover the incremental policing costs associated with the anticipated population increase.

Fire Department Services

Based on our conversation with Jay Sharpe, Fire Chief at the Sasamat Fire Department, on May 12, 2025, we understood that the Department's current equipment is sufficient to service the proposed Hillside application, which is expected to be constructed in phases over time. Chief Sharpe noted that the Fire Department's current optimal operational range, its "sweet spot", is managing between 50 to 200 calls annually, with recent volumes averaging approximately 130 calls per year.

While the existing equipment is adequate, the Chief emphasized the future need for transitioning to *full-time* staffing, rather than continuing with part-time personnel, to sustain service levels. Importantly, he highlighted that while the Hillside development alone does not necessitate expanded fire services at the moment, any additional large-scale development such as Anmore South combined with the Hillside application would likely require a broader expansion of fire department resources in the future.

In our opinion, the Proposed Application is expected to generate sufficient revenue through the Fire Department capital and operations line items to offset the incremental fire service costs associated with the anticipated population increase in the future.

School Capacity

Following our meeting of May 13, 2025 with Rimon Estawro Assistant, Director of Capital Projects and Planning, and Ivano Cecchini, Executive Director of Facilities and Planning Services, to discuss school capacity impacts related to the proposed Anmore Hillside application, below outlines our key learning points:

- Impact of Anmore Hillside Proposed Application
    - The Hillside application, with an estimated 300 children, is expected to generate about 150 K–5 students.
    - Based on a standard class size of 23 students, this would translate to a need for 6–7 additional classrooms.
    - There is currently some available capacity at Port Moody Elementary and potentially at Aspenwood Elementary, contingent upon catchment adjustments.
    - The SD43 staff stated that without Anmore South proposal, the Hillside development's impact would be manageable, especially considering that Anmore Elementary is currently under capacity (approximately 120 students).
    - However, if both developments proceed at the same time, the cumulative impact on the school system would be very difficult to accommodate with the current capacity.
- SD43 Primary Concern is Anmore South Proposed Development
    - The Anmore South application, anticipated to add approximately 2,200 units, is the dominant concern for the School District.
    - A letter regarding the proposed project was sent by the District about two weeks prior to our meeting, indicating they are well-informed and have up-to-date data.
    - This proposed development alone is projected to necessitate 10–12 new portables at the local elementary level and fully consume remaining capacity at the middle and secondary school levels.

Therefore, while Anmore Hillside proposal on its own poses a manageable impact on the school system, its development in combination with Anmore South raises concerns about school capacity and infrastructure readiness. We suggest having ongoing dialogue with the SD43 would be important as planning progresses.

Overall, based on the information gathered from the three service providers, it is understood that the proposed Hillside application of 269 units on its own does not necessarily necessitate the provision of independent policing services, nor does it require a significant expansion of current fire department resources - aside from the

need to transition more staff to full-time roles. Additionally, school capacity appears to be manageable to accommodate the anticipated student population from the proposed application; however, continued dialogue with School District 43 is required to support long-term planning and coordination.

7. Conclusion

The table below presents our view of the Fiscal Impact of each development scenario:

	269-Unit Scenario	60-Unit Scenario
Village-Direct Share of Tax Revenue:	$21,537,309	$10,566,609
Less O&M Cost:	($5,210,325)	($3,305,880)
Less Replacement Cost:	($10,382,326)	($10,246,514)
Village Net Financial Position (Surplus/Shortfall):	**$5,944,658**	**-$2,985,785**
Other Revenues/Development Fees:	$3,736,789	$1,543,080
Subtotal of Village Direct Financial Position after 30 Years [A]:	**$9,681,447**	**-$1,442,705**
Non-Village Tax Revenues [B]:	$25,023,925	$12,513,178
Total [A&B]:	**$34,705,372**	**$11,070,473**

Overall Fiscal Impact Finding

According to our analysis, the Proposed density scenario is fiscally favourable for the Village over the long term. The Proposed Application has the potential to generate a much larger net surplus over the 30-year study period, and to provide a significantly higher and more stable stream of municipal revenues.

By comparison, the 60-lot scenario under the current zoning produces a much smaller tax base and therefore limited revenue generation. While it would contribute some property tax revenue, those revenues are not sufficient to support the long-term infrastructure replacement obligations associated with the public assets. When the estimated operations, maintenance, and asset replacement costs are taken into account, the 60-unit scenario is projected to result in a deficit of approximately $2.9 million in public works funding over the 30-year period.

In practical terms, the lower-density scenario would not fully cover the costs required to maintain and replace the infrastructure serving the development. Over time, this could place additional pressure on the Village's operating budget or require service level adjustments. In addition, the lower-density scenario generates relatively limited property tax revenues and municipal fees, which reduces the Village's ability to offset incremental increases in operating costs associated with population growth and other potential service demands.

From a long-term municipal finance perspective, it is therefore our opinion that the Proposed Application of 269 units would significantly strengthen the Village's financial position by generating a broader and more sustainable revenue base. In contrast, the current zoning scenario is projected to leave the Village with funding shortfalls related to long-term infrastructure replacement.

Appendix A_Village Direct Tax Revenue_269 units

Village Share of Tax Revenue										
Vacant Lots Absorption Forecast		*89%*	*74%*	*59%*	*44%*	*35%*	*26%*	*13%*	*3%*	*0%*
Built Lots Absorption Forecast	*100%*	*11%*	*15%*	*15%*	*15%*	*9%*	*9%*	*13%*	*9%*	*3%*
	Year 0 / Total	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**	**Year 8**	**Year 9**
Number of Vacant Lots/Units:	269	239	199	159	119	94	69	34	9	0
Projected Value of Serviced Lots:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):	$568,216	$135,803,532	$113,074,907	$90,346,283	$67,617,658	$53,412,268	$39,206,877	$19,319,331	$5,113,941	$0
Value Escalation/Year:	0.00%									
Projection Value of Improved Lots During the Year:										
Average Value of the Improved Lots	TRUE		$1,825,815			$2,421,277			$1,435,797	
Number of Units Built/Year:	269	30	40	40	40	25	25	35	25	9
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$60,531,915	$60,531,915	$50,252,900	$35,894,929	$12,922,174
Value Escalation/Year:	0.00%									
Projected Value of Vacant + Improved Lots During the Year:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):		$135,803,532	$113,074,907	$90,346,283	$67,617,658	$53,412,268	$39,206,877	$19,319,331	$5,113,941	$0
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$60,531,915	$60,531,915	$50,252,900	$35,894,929	$12,922,174
		$190,577,996	**$186,107,527**	**$163,378,902**	**$140,650,278**	**$113,944,183**	**$99,738,793**	**$69,572,231**	**$41,008,869**	**$12,922,174**
Projected Value of All Real Estate for Taxation:										
Mill Rate [Village Share]:	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
Value Escalation/Year:	0.00%									
Property Tax in Current Year for Vacant and Newly Built:		**$299,493**	**$292,468**	**$256,750**	**$221,032**	**$179,063**	**$156,740**	**$109,333**	**$64,445**	**$20,307**
Property Tax of Improved Lots Completed in Previous Years	Year 1		*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
	Year 2			*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 3				*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 4					*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 5						*$95,126*	*$95,126*	*$95,126*	*$95,126*
	Year 6							*$95,126*	*$95,126*	*$95,126*
	Year 7								*$78,972*	*$78,972*
	Year 8									*$56,409*
	Year 9									
Total Property Tax for the Year		**$299,493**	**$378,546**	**$457,599**	**$536,652**	**$609,454**	**$682,256**	**$729,975**	**$764,060**	**$776,331**
Accumulated Tax		$299,493	$678,039	$1,135,638	$1,672,290	$2,281,743	$2,963,999	$3,693,974	$4,458,034	$5,234,365
Total Village Share of Property Tax Revenue During 30 Years [Proposed Scenario]:	**$21,537,309**									

Phase 1 - 150 units

Phase 2 - 50 units

Phase 3 -

13%	*3%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
13%	*9%*	*3%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 7	**Year 8**	**Year 9**	**Year 10**	**Year 11**	**Year 12**	**Year 13**	**Year 14**	**Year 15**	**Year 16**	**Year 17**	**Year 18**	**Year 19**	**Year 20**
34	9	0											
$19,319,331	$5,113,941	$0											
	$1,435,797												
35	25	9											
$50,252,900	$35,894,929	$12,922,174											
$19,319,331	$5,113,941	$0											
$50,252,900	$35,894,929	$12,922,174											
$69,572,231	**$41,008,869**	**$12,922,174**											
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$109,333	**$64,445**	**$20,307**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$86,078	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$95,126	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*
$95,126	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*
	$78,972	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*
		$56,409	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*
			$20,307	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*
$729,975	**$764,060**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**
$3,693,974	$4,458,034	$5,234,365	$6,010,695	$6,787,026	$7,563,357	$8,339,687	$9,116,018	$9,892,349	$10,668,679	$11,445,010	$12,221,341	$12,997,671	$13,774,002

- 50 units

Phase 3 - 69 units

0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 21	**Year 22**	**Year 23**	**Year 24**	**Year 25**	**Year 26**	**Year 27**	**Year 28**	**Year 29**	**Year 30**
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$86,078	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$95,126	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*
$95,126	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*	*$95,126*
$78,972	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*	*$78,972*
$56,409	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*	*$56,409*
$20,307	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*	*$20,307*
$776,331	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**	**$776,331**
$14,550,333	$15,326,663	$16,102,994	$16,879,325	$17,655,656	$18,431,986	$19,208,317	$19,984,648	$20,760,978	$21,537,309

Net Financial Situation	
Total Village Share of Property Tax Revenue During 30 Years [Proposed Scenario]:	$21,537,309
Less: 30-Yr O&M Cost to the Village:	-$5,210,325
Net Financial Position after O&M Costs	$16,326,984
Less: Replacement Cost of Assets (30 Yr Adjusted)	-$10,382,326
Net Financial Position After 30 Years:	**$5,944,658**

Appendix B_Non-Village Tax Revenue_269 units

Non-Village Tax Revenue Forecast										
Vacant Lots Absorption Forecast		*89%*	*74%*	*59%*	*44%*	*35%*	*26%*	*13%*	*3%*	*0%*
Built Lots Absorption Forecast	*100%*	*11%*	*15%*	*15%*	*15%*	*9%*	*9%*	*13%*	*9%*	*3%*
	Total	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**	**Year 8**	**Year 9**
Number of Vacant Lots/Units:	269	239	199	159	119	94	69	34	9	0
Projected Value of Serviced Lots:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):	$568,216	$135,803,532	$113,074,907	$90,346,283	$67,617,658	$53,412,268	$39,206,877	$19,319,331	$5,113,941	$0
Value Escalation/Year:	0.00%									
Projection Value of Improved Lots During the Year:										
Average Value of the Improved Lots			$1,825,815			$2,421,277			$1,435,797	
Number of Units Built/Year:	269	30	40	40	40	25	25	35	25	9
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$60,531,915	$60,531,915	$50,252,900	$35,894,929	$12,922,174
Value Escalation/Year:	0.00%									
Projected Value of Vacant + Improved Lots During the Year:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):		$135,803,532	$113,074,907	$90,346,283	$67,617,658	$53,412,268	$39,206,877	$19,319,331	$5,113,941	$0
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$60,531,915	$60,531,915	$50,252,900	$35,894,929	$12,922,174
		$190,577,996	**$186,107,527**	**$163,378,902**	**$140,650,278**	**$113,944,183**	**$99,738,793**	**$69,572,231**	**$41,008,869**	**$12,922,174**
Projected Value of All Real Estate for Taxation:										
Mill Rate [Non-Village Share]:	1.861	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
Assumed Mill Rate Escalation:	0.00%									
Property Tax in Current Year for Vacant and Newly Built:		**$354,666**	**$346,346**	**$304,048**	**$261,750**	**$212,050**	**$185,614**	**$129,474**	**$76,318**	**$24,048**
Property Tax for Previous Years Completion	Year 1		*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*
	Year 2			*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
	Year 3				*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
	Year 4					*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
	Year 5						*$112,650*	*$112,650*	*$112,650*	*$112,650*
	Year 6							*$112,650*	*$112,650*	*$112,650*
	Year 7								*$93,521*	*$93,521*
	Year 8									*$66,800*
	Year 9									
Total Property Tax for the Year		**$354,666**	**$448,281**	**$541,897**	**$635,513**	**$721,727**	**$807,940**	**$864,450**	**$904,814**	**$919,345**
Accumulated Tax		$354,666	$802,947	$1,344,844	$1,980,357	$2,702,084	$3,510,024	$4,374,474	$5,279,288	$6,198,634
Total Non-Village Share of Property Tax Revenue During 30 Years [Proposed Scenario]:	**$25,023,925**									

Phase 1 - 150 units

Phase 2 - 50 units

Phase 3 -

13%	*3%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
13%	*9%*	*3%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	0	0	0	0	0
Year 7	**Year 8**	**Year 9**	**Year 10**	**Year 11**	**Year 12**	**Year 13**	**Year 14**	**Year 15**	**Year 16**	**Year 17**	**Year 18**	**Year 19**	**Year 20**
34	9	0											
$19,319,331	$5,113,941	$0											
	$1,435,797												
35	25	9											
$50,252,900	$35,894,929	$12,922,174											
$19,319,331	$5,113,941	$0											
$50,252,900	$35,894,929	$12,922,174											
$69,572,231	**$41,008,869**	**$12,922,174**											
1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
$129,474	**$76,318**	**$24,048**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$101,935	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$112,650	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*
$112,650	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*
	$93,521	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*
		$66,800	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*
			$24,048	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$864,450	**$904,814**	**$919,345**	**$919,345**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**
$4,374,474	$5,279,288	$6,198,634	$7,117,979	$8,013,276	$8,908,574	$9,803,871	$10,699,168	$11,594,466	$12,489,763	$13,385,060	$14,280,357	$15,175,655	$16,070,952

- 50 units

Phase 3 - 69 units

Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$101,935	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*	*$101,935*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$135,914	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*	*$135,914*
$112,650	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*
$112,650	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*	*$112,650*
$93,521	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*	*$93,521*
$66,800	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*	*$66,800*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$895,297	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**	**$895,297**
$16,966,249	$17,861,547	$18,756,844	$19,652,141	$20,547,438	$21,442,736	$22,338,033	$23,233,330	$24,128,628	$25,023,925

Appendix C_Village-Direct Tax Revenue_60 units

Village Share of Tax Revenue									
Vacant Lots Absorption Forecast		*90%*	*78%*	*67%*	*52%*	*37%*	*22%*	*0%*	*0%*
Built Lots Absorption Forecast	*100%*	*10%*	*12%*	*12%*	*15%*	*15%*	*15%*	*22%*	
	Year 0 / Total	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**	**Year 8**
Number of Vacant Lots/Units:	60	54	47	40	31	22	13	0	
Projected Value of Serviced Lots:									
Value of Unabsorbed Serviced Lots (larger single family lots):	$1,700,000	$91,800,000	$79,900,000	$68,000,000	$52,700,000	$37,400,000	$22,100,000	$0	
Value Escalation/Year:	0.00%								
Projection Value of Improved Lots During the Year:									
Large Single Family Homes:	60	6	7	7	9	9	9	13	
Value of large single family homes built During the Year:	$4,000,000	$24,000,000	$28,000,000	$28,000,000	$36,000,000	$36,000,000	$36,000,000	$52,000,000	
Value Escalation/Year:	0.00%								
Projected Value of Vacant + Improved Lots During the Year:									
Value of Unabsorbed Serviced Lots (larger single family lots):		$91,800,000	$79,900,000	$68,000,000	$52,700,000	$37,400,000	$22,100,000	$0	
Value of large single family homes built During the Year:		$24,000,000	$28,000,000	$28,000,000	$36,000,000	$36,000,000	$36,000,000	$52,000,000	
		$115,800,000	**$107,900,000**	**$96,000,000**	**$88,700,000**	**$73,400,000**	**$58,100,000**	**$52,000,000**	
Projected Value of All Real Estate for Taxation:									
Mill Rate [Village Share]:	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
Assumed Mill Rate Escalation:	0.00%								
Property Tax in Current Year for Vacant and Newly completed :		**$181,980**	**$169,565**	**$150,864**	**$139,392**	**$115,348**	**$91,304**	**$81,718**	**$0**
Previous Years Completion	Year 1		*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*
	Year 2			*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
	Year 3				*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
	Year 4					*$56,574*	*$56,574*	*$56,574*	*$56,574*
	Year 5						*$56,574*	*$56,574*	*$56,574*
	Year 6							*$56,574*	*$56,574*
	Year 7								*$81,718*
	Year 8								
	Year 9								
Total Property Tax for the Year		**$181,980**	**$207,281**	**$232,582**	**$265,112**	**$297,642**	**$330,172**	**$377,160**	**$377,160**
Accumulated Tax		$181,980	$389,261	$621,843	$886,955	$1,184,597	$1,514,769	$1,891,929	$2,269,089
Total Village Share of Property Tax Revenue During 30 Years [Base Scenario]:	**$10,566,609**								

Fully build-out
60 units

0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 9	**Year 10**	**Year 11**	**Year 12**	**Year 13**	**Year 14**	**Year 15**	**Year 16**	**Year 17**	**Year 18**	**Year 19**	**Year 20**
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$37,716	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*
$44,002	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
$44,002	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$81,718	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$377,160	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**
$2,646,249	$3,023,409	$3,400,569	$3,777,729	$4,154,889	$4,532,049	$4,909,209	$5,286,369	$5,663,529	$6,040,689	$6,417,849	$6,795,009

0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 21	**Year 22**	**Year 23**	**Year 24**	**Year 25**	**Year 26**	**Year 27**	**Year 28**	**Year 29**	**Year 30**
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$37,716	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*	*$37,716*
$44,002	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
$44,002	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*	*$44,002*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$56,574	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*	*$56,574*
$81,718	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*	*$81,718*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$377,160	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**	**$377,160**
$7,172,169	$7,549,329	$7,926,489	$8,303,649	$8,680,809	$9,057,969	$9,435,129	$9,812,289	$10,189,449	$10,566,609

Net Financial Situation	
Total Village Share of Property Tax Revenue During 30 Years [Base Scenario]:	$10,566,609
Less: 30-Yr O&M Cost to the Village:	-$3,305,880
Net Financial Position after O&M Costs	$7,260,729
Less: Replacement Cost of Assets (30 Yr Adjusted)	-$10,246,514
Net Financial Position After 30 Years:	**-$2,985,785**

Appendix D_Non Village Tax Revenue_60 units

Non-Village Tax Revenue Forecast										
Vacant Lots Absorption Forecast		*90%*	*78%*	*67%*	*52%*	*37%*	*22%*	*0%*	*0%*	*0%*
Built Lots Absorption Forecast	*100%*	*10%*	*12%*	*12%*	*15%*	*15%*	*15%*	*22%*	*0%*	*0%*
Non-Village Tax Revenue Modelling	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9
Number of Vacant Lots/Units:	60	54	47	40	31	22	13	0		
Projected Value of Serviced Lots:										
Value of Unabsorbed Serviced Lots (larger single family lots):	$1,700,000	$91,800,000	$79,900,000	$68,000,000	$52,700,000	$37,400,000	$22,100,000	$0		
Value Escalation/Year:	0.00%									
Projection Value of Improved Lots:										
Large Single Family Homes:	60	6	7	7	9	9	9	13		
Value of Improved Lots (large single family homes):	$4,000,000	$24,000,000	$28,000,000	$28,000,000	$36,000,000	$36,000,000	$36,000,000	$52,000,000		
Value Escalation/Year:	0.00%									
Projected Value of Vacant + Improved Lots During the Year:										
Value of Unabsorbed Serviced Lots (larger single family lots):		$91,800,000	$79,900,000	$68,000,000	$52,700,000	$37,400,000	$22,100,000	$0		
Value of Improved Lots (large single family homes):		$24,000,000	$28,000,000	$28,000,000	$36,000,000	$36,000,000	$36,000,000	$52,000,000		
Aggregate Value of Properties (Vacant+Built Homes during the Year):		**$115,800,000**	**$107,900,000**	**$96,000,000**	**$88,700,000**	**$73,400,000**	**$58,100,000**	**$52,000,000**		
Projected Value of All Real Estate for Taxation:										
Mill Rate [Non-Village Share]:	1.861	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
Assumed Mill Rate Escalation:	0.00%									
Property Tax in Current Year for Vacant and Newly completed :		**$215,504**	**$200,802**	**$178,656**	**$165,071**	**$136,597**	**$108,124**	**$96,772**	**$0**	**$0**
Previous Years Completion	Year 1		*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*
	Year 2			*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
	Year 3				*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
	Year 4					*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
	Year 5						*$66,996*	*$66,996*	*$66,996*	*$66,996*
	Year 6							*$66,996*	*$66,996*	*$66,996*
	Year 7								*$96,772*	*$96,772*
	Year 8									*$0*
	Year 9									
Total Property Tax for the Year		**$215,504**	**$245,466**	**$275,428**	**$313,951**	**$352,473**	**$390,996**	**$446,640**	**$446,640**	**$446,640**
Accumulated Tax		$215,504	$460,970	$736,398	$1,050,348	$1,402,822	$1,793,818	$2,240,458	$2,687,098	$3,133,738
Total Non-Village Tax Revenue During 30 Years [Base Scenario]:	**$12,513,178**									

Fully build-out
60 units

0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
0%	*0%*	*0%*	*0%*	*0%*	*0%*	0%	0%	0%	0%	0%
Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$44,664	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*
$52,108	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
$52,108	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$96,772	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$446,640	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**
$3,580,378	$4,027,018	$4,473,658	$4,920,298	$5,366,938	$5,813,578	$6,260,218	$6,706,858	$7,153,498	$7,600,138	$8,046,778

0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610	1.8610
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$44,664	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*	*$44,664*
$52,108	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
$52,108	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*	*$52,108*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$66,996	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*	*$66,996*
$96,772	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*	*$96,772*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$446,640	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**	**$446,640**
$8,493,418	$8,940,058	$9,386,698	$9,833,338	$10,279,978	$10,726,618	$11,173,258	$11,619,898	$12,066,538	$12,513,178

Appendix E_Assessment of Fiscal Impact if only 150 units built

Village Share of Tax Revenue										
Vacant Lots Absorption Forecast		*89%*	*74%*	*59%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*
Built Lots Absorption Forecast	*56%*	*11%*	*15%*	*15%*	*15%*	*0%*	*0%*	*0%*	*0%*	*0%*
	Year 0 / Total	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**	**Year 8**	**Year 9**
Number of Vacant Lots/Units:	269	239	199	159	119	119	119	119	119	119
Projected Value of Serviced Lots:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):	$568,216	$135,803,532	$113,074,907	$90,346,283	$67,617,658	$67,617,658	$67,617,658	$67,617,658	$67,617,658	$67,617,658
Value Escalation/Year:	0.00%									
Projection Value of Improved Lots During the Year:										
Average Value of the Improved Lots	FALSE		$1,825,815			$2,421,277			$1,435,797	
Number of Units Built/Year:	150	30	40	40	40	0	0	0	0	0
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$0	$0	$0	$0	$0
Value Escalation/Year:	0.00%									
Projected Value of Vacant + Improved Lots During the Year:										
Value of Unabsorbed Serviced Lots (Blend Avg Lot Value of Single Fam+Semi Detached+Towns):		$135,803,532	$113,074,907	$90,346,283	$67,617,658	$67,617,658	$67,617,658	$67,617,658	$67,617,658	$67,617,658
Value of Built Homes during the Year:		$54,774,465	$73,032,620	$73,032,620	$73,032,620	$0	$0	$0	$0	$0
		$190,577,996	**$186,107,527**	**$163,378,902**	**$140,650,278**	**$67,617,658**	**$67,617,658**	**$67,617,658**	**$67,617,658**	**$67,617,658**
Projected Value of All Real Estate for Taxation:										
Mill Rate [Village Share]:	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
Value Escalation/Year:	0.00%									
Property Tax in Current Year for Vacant and Newly Built:		**$299,493**	**$292,468**	**$256,750**	**$221,032**	**$106,261**	**$106,261**	**$106,261**	**$106,261**	**$106,261**
Property Tax of Improved Lots Completed in Previous Years	Year 1		*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
	Year 2			*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 3				*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 4					*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
	Year 5						*$0*	*$0*	*$0*	*$0*
	Year 6							*$0*	*$0*	*$0*
	Year 7								*$0*	*$0*
	Year 8									*$0*
	Year 9									
Total Property Tax for the Year		**$299,493**	**$378,546**	**$457,599**	**$536,652**	**$536,652**	**$536,652**	**$536,652**	**$536,652**	**$536,652**
Accumulated Tax		$299,493	$678,039	$1,135,638	$1,672,290	$2,208,941	$2,745,593	$3,282,244	$3,818,896	$4,355,547
Total Village Share of Property Tax Revenue During 30 Years [Proposed Scenario]:	**$13,393,745**									

Phase 1 - 150 units

Phase 2 - 50 units

Phase 3 -

44%	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*
0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 10	**Year 11**	**Year 12**	**Year 13**	**Year 14**	**Year 15**	**Year 16**	**Year 17**	**Year 18**	**Year 19**	**Year 20**
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$86,078	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$430,390	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**
$4,785,938	$5,216,328	$5,646,718	$6,077,109	$6,507,499	$6,937,889	$7,368,280	$7,798,670	$8,229,060	$8,659,451	$9,089,841

44%	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*	*44%*
0%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Year 21	**Year 22**	**Year 23**	**Year 24**	**Year 25**	**Year 26**	**Year 27**	**Year 28**	**Year 29**	**Year 30**
1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715	1.5715
$0	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
$86,078	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*	*$86,078*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$114,771	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*	*$114,771*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$0	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
$430,390	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**	**$430,390**
$9,520,231	$9,950,622	$10,381,012	$10,811,403	$11,241,793	$11,672,183	$12,102,574	$12,532,964	$12,963,354	$13,393,745

Net Financial Situation	
Total Village Share of Property Tax Revenue During 30 Years [Proposed Scenario]:	$13,393,745
Less: 30-Yr O&M Cost to the Village:	-$2,905,386
Net Financial Position after O&M Costs	$10,488,359
Less: Replacement Cost of Assets (30 Yr Adjusted)	-$5,789,401
Net Financial Postion After 30 Years:	**$4,698,958**

Capital Cost of Developer-Provided-Assets (Full-build)	
Internal Roads:	$4,752,856
Potable Water Distribution & Trtmt:	$3,355,200
Storm Sewer Collection:	$3,467,250
User Defined Costs:	$2,060,000
Parks & Open Space:	$500,000
Capital Cost of Developer-Provided-Assets:	**$14,135,306**

30-Yr O&M Cost to the Village	**$5,210,325**
Utilization Rate	56%

Appendix F_Webster Engineering O&M and Replacement Cost Summary

(adjusted to more conservative 50 years lifecycle as opposed to 75 years)

269 UNITS

A	B	C	D	E	F	G
	INITIAL CAPITAL COSTS OF MAINTAINABLE WORKS (CLIC CALCULATED)	LIFE CYCLE TERM (YRS)	ANNUALIZED **REPLACEMENT** COST ($/ YRS) [=B/C]	ANNUAL **O&M** COSTS (CLIC CALCULATED)	30-YR CUMULATIVE **O&M** COSTS [=Ex30]	ANNUALIZED REPLACEMENT + O+M COSTS ($) [=(D+E]
INTERNAL ROADS	$ 4,752,856	30	$ 158,429	$ 22,820	$ 684,600	$ 181,249
POTABLE WATER DIST & TRTMT	$ 3,355,200	50	$ 67,104	$ 98,602	$ 2,958,060	$ 165,706
STORM SEWER COLLECTION	$ 3,467,250	50	$ 69,345	$ 16,184	$ 485,505	$ 85,529
PARKS & OPEN SPACES	$ 500,000	50	$ 10,000	$ 23,672	$ 710,160	$ 33,672
USER DEFINED COSTS ****	$ 2,060,000	50	$ 41,200	$ 12,400	$ 372,000	$ 53,600
	$ 14,135,306		**$ 346,078**	**$ 173,678**	**$ 5,210,325**	**$ 519,755**
30-Year Adjusted Replacement Cost:			**$ 10,382,326**			

****User Defined Costs* account for Lump Sum Items within the CLIC Tool as described above in *Step 7* (Water Reservoir, PRV's, Storm Detention Tanks, etc.). The CCE costs include approx. $1,000,000 for Water Reservoir site preparation and earthworks costs, these costs

Life cycle timelines in blue are from BC Government CLIC tool

All values for infrastructure replacement were left with default values as recommended by the BC Government. This includes an average 30-year lifecycle timeline for roadways, and 75-year lifecycle timelines for utility distribution and collection networks.

60 UNITS

A	B	C	D	E	F	G
	INITIAL CAPITAL COSTS OF MAINTAINABLE WORKS (CLIC CALCULATED)	LIFE CYCLE TERM (YRS)	ANNUALIZED **REPLACEMENT** COST ($/ YRS) [=B/C]	ANNUAL **O&M** COSTS (CLIC CALCULATED)	30-YR CUMULATIVE **O&M** COSTS [=Ex30]	ANNUALIZED REPLACEMENT + O+M COSTS ($) [=(D+E]
INTERNAL ROADS	$ 4,769,043	30	$ 158,968	$ 20,270	$ 608,100	$ 179,238
POTABLE WATER DIST & TRTMT	$ 3,800,550	50	$ 76,011	$ 42,764	$ 1,282,920	$ 118,775
STORM SEWER COLLECTION	$ 3,723,800	50	$ 74,476	$ 16,690	$ 500,700	$ 91,166
PARKS & OPEN SPACES	$ 339,768	50	$ 6,795	$ 23,672	$ 710,160	$ 30,467
USER DEFINED COSTS ****	$ 1,265,000	50	$ 25,300	$ 6,800	$ 204,000	$ 32,100
	$ 13,898,161		**$ 341,550**	**$ 110,196**	**$ 3,305,880**	**$ 451,746**
30-Year Adjusted Replacement Cost:			**$ 10,246,514**			

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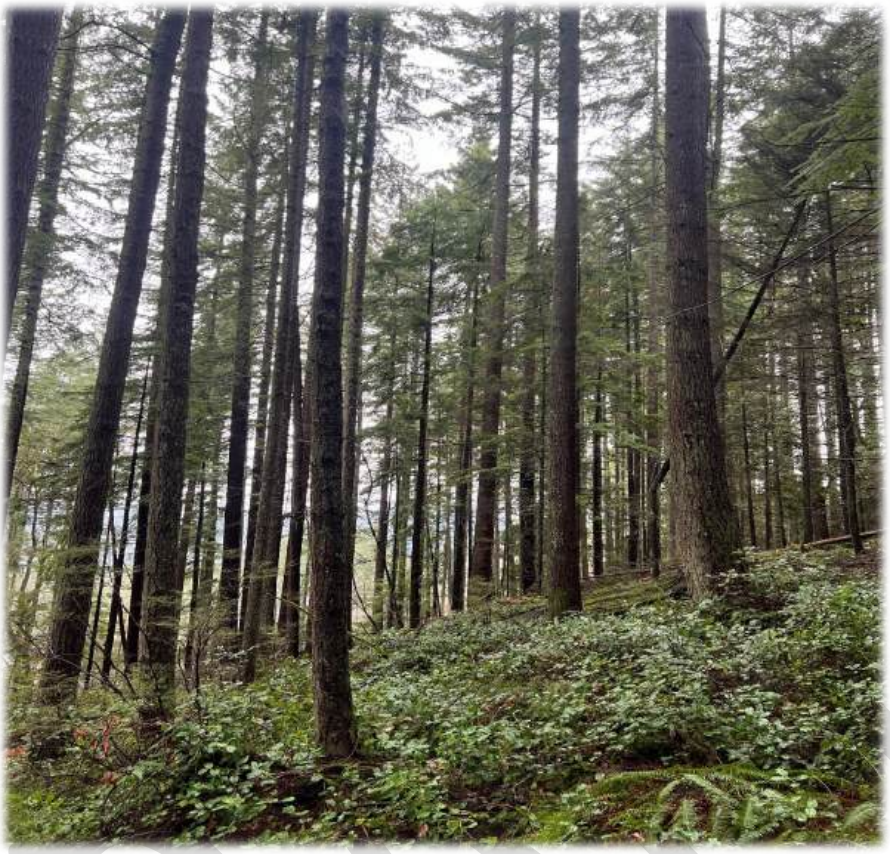

Wildfire Hazard Assessment

Pinnacle Ridge Hillside

Village of Anmore, BC

December 11, 2025

Submitted by:

Blackwell Consulting Ltd.
270 – 18 Gostick Place
North Vancouver, BC V7M 3G3
Phone: 604-986-8346
Email: bablackwell@bablackwell.com

Submitted to:

Aaron Baerg
EKISTICS Town Planning
201 – 103 West 6th Avenue
Vancouver, BC V5Y 1K3
Phone: 604-739-7532
Email: abaerg@ekistics.ca

BLACKWELL

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EXECUTIVE SUMMARY

Blackwell Consulting Ltd. (the Consultant) were retained by Philip Pincus (Trez Capital), Mohammad Basefat (Anmore Gate Ltd. Partnership), and Tony Barone (Bella Terra Invest. 2 Inc.) [the Clients] to provide a wildfire hazard assessment and report for the Pinnacle Ridge Hillside development within the Village of Anmore, BC. At the time this report was prepared, the site plan for the development was in the preliminary phase. The wildfire prevention measures outlined in this report adhere to FireSmart guidelines for communities within the wildland-urban interface.

It has been found that during extreme wildfire events, most home destruction has been a result of low-intensity surface fire flame exposures, usually ignited by flying embers (firebrands). Firebrands can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate in densities that can exceed 600 embers per square meter. Combustible materials found on the exterior of, and surrounding homes (the FireSmart Home Ignition Zone) combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Because ignitability of structures and landscaping vegetation is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart compliant homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events. Increasing ignition resistance will reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.[1] It is for this reason that the key to reducing fire structure loss in the wildland-urban interface is to reduce structure ignitability.

A total of 23 recommendations are presented in Table 1 and are more thoroughly discussed in their respective sections within the report. Ultimately, these recommendations should be considered as a toolbox of options to help reduce the wildfire risk and consequence to the development. The clients will need to further prioritize the implementation of recommendations based on available resources, strengths, and constraints.

[1] Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. Proc Natl Acad Sci U.S.A. Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/

Table 1. Pinnacle Ridge Hillside wildfire hazard assessment recommendations

Item #	Recommendation
Section 3.1.2	
1	Adhere to FireSmart guidelines when selecting exterior construction materials for structures.
Section 3.1.3	
2	All structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge. The setback for structures (including all attachments such as decks, eaves, etc.) may be reduced to an absolute minimum of 5 metres, subject to the installation of exterior roof-top sprinkler systems and adherence to all FireSmart exterior construction guidelines for these structures (roof-top sprinkler systems discussed further in Section 3.6). See Appendix C – Covenant and Registered Building Scheme for the requirements that property owners and/or builders must follow for any structures that encroach past the recommended 10 metre setback from the forest interface (to an absolute minimum setback of 5 metres).
Section 3.1.4	
3	Establish and maintain an Immediate Zone around each structure (including any outbuildings).
4	Within the Intermediate Zone: • Remove all conifer ladder fuels within the Intermediate Zone. • Within the Intermediate Zone, prune any retained mature conifers to a height of at least 3 metres (ground to branch tip) and at least 5 metres away from any structures. Ensure they are sufficiently spaced (3 metres or more between crowns of adjacent conifers). • Maintain grass to a height of 10 centimetres or less within the Intermediate Zone. • Combustible materials should be moved out of the Intermediate Zone and into the Extended Zone and stored in non-combustible structures. • Combustible structures should be moved out of the Intermediate Zone and into the Extended Zone. • Accumulations of fine woody debris should be removed from the Intermediate Zone.
5	Within the Extended Zone: • Remove all conifer ladder fuels (except if open grown; *i.e.,* not under dripline of retained conifer) within the Extended Zone. • Accumulations of fine woody debris should be removed from the Extended Zone. • Within the Extended Zone, prune retained conifers to a height of at least 3 metres (ground to branch tip). Ensure there is 3 metres of spacing between crowns of adjacent conifers. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future.
6	Avoid planting coniferous vegetation within the Home Ignition Zone (*i.e.,* within 30 metres of structures).

Item #	Recommendation
7	The HIZ of each property should be regularly maintained following FireSmart guidelines and recommendations noted in Section 3.1.4.
Section 3.3	
8	Create another alternate access/egress route for the development.
9	Ensure all roads are wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround in the event of a wildfire.
10	Regularly inspect and maintain all access and egress routes in the development.
11	Create a comprehensive map of the existing (and proposed) trail network. Identify the usage (motorized, non-motorized, or both), and collect attributes (width, surface type, and clearance) for all trails to determine their suitability as surface fuel breaks and equipment access routes. Share this information with relevant agencies that may find it useful for suppression or planning purposes.
12	To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris that are immediately adjacent to the edge of trails should be removed.
13	Perform a tree risk assessment to reduce the risk of tree failure during wildfires.
14	Remove all debris resulting from pruning, thinning, or trail maintenance from the site.
Section 3.4	
15	There should be an adequate number of fire hydrants in the development, and all fire hydrants should be inspected and maintained as per their inspection schedule.
16	Continue the underground cable network to supply electrical power to the development.
Section 3.5.1	
17	Retain a QEP if any proposed development is expected to occur adjacent to streams or riparian areas.
18	The removal of fuel within the SPEA of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.
Section 3.5.2	
19	It is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. Invasive plants should not be planted in any of the parcels.
Section 3.6	
20	Consider installing exterior roof-top sprinkler systems in interface areas throughout the development. This should be a requirement for buildings that don't have 10 metre setbacks from the adjacent forest edge.
21	Exterior roof-top sprinkler systems should be tested prior to the fire season. They also should be independent of the internal water system.
22	Exterior roof-top sprinkler systems should have alternate power (*i.e.,* generator) and water sources.
Section 3.7	

Item #	Recommendation
23	The following recommendations should be implemented throughout the community: • Ensure all roads and trails have a unique name and visible signage. • Home addresses should be located close to the road. • A “Fire Danger Rating” sign should be installed and updated throughout the fire season. • Interpretive signage should be installed throughout trail networks to educate residents and visitors about wildfire risk.

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1.0 INTRODUCTION

Blackwell Consulting Ltd. (the Consultant) were retained by Philip Pincus (Trez Capital), Mohammad Basefat (Anmore Gate Ltd. Partnership), and Tony Barone (Bella Terra Invest. 2 Inc.) [the Clients] to provide a wildfire hazard assessment and report for the Pinnacle Ridge Hillside development within the Village of Anmore, BC. To assist the proposed development in falling within an acceptable range of risk from wildfire for the intended use as a residential development, the objectives of this project are to:

1. Increase the effectiveness of fire suppression and emergency response,
2. Reduce the potential impacts and losses to homes from wildfire,
3. Evaluate egress and evacuation routes for the development, and
4. Provide FireSmart guidelines for construction and vegetation management.

1.1 QUALIFICATIONS

Bruce Blackwell, MSc, RPF (#2073) has over 30 years of experience in fire and forest ecology, and fire and fuels management. Mr. Blackwell is a recognized wildfire risk analyst and planning specialist in BC and has managed numerous innovative projects related to fire risk identification and mitigation for the public and private sectors on both large and small scales. Mr. Blackwell has also been on the leading edge of developing large urban forest strategies for communities in BC, Alberta, and Ontario. Max Catt, RPF (#5687), BSF in Forest Resource Management, will lead the assessment and development of the report. Ali Rahi, RPF (#5215), ISA Certified Arborist, will provide field assistance and relevant research to the project. Both Ali and Max hold Local FireSmart Representative status with Partners in Protection – FireSmart Canada.

1.2 PROVIDED DOCUMENTS

The following documents were reviewed for the purpose of this assessment and report:

- Preliminary concept plan, prepared by EKISTICS Town Planning, dated June 27, 2024
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated April 22, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, provided to Blackwell Consulting Ltd. on May 26, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated July 3, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated July 16, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated November 3, 2025
- Revised preliminary concept plan, prepared by EKISTICS Town Planning, dated December 12, 2025
- Legal topographic survey, prepared by Papove Professional Land Surveying Inc., dated August 20, 2024

2.0 SITE DESCRIPTION

The Area of Interest (AOI) is the Pinnacle Ridge Hillside development, situated within the southeastern extent of the Village of Anmore's municipal boundary. The AOI consists of three parcels; A, B, and C (see Figure 1). 'Parcel A' consists of PID # 028-861-256. 'Parcel B' consists of PID #s 027-687-309 and 002-811-626. 'Parcel C' consists of PID # 028-856-589. The total area of the AOI is 30.29 hectares in size.

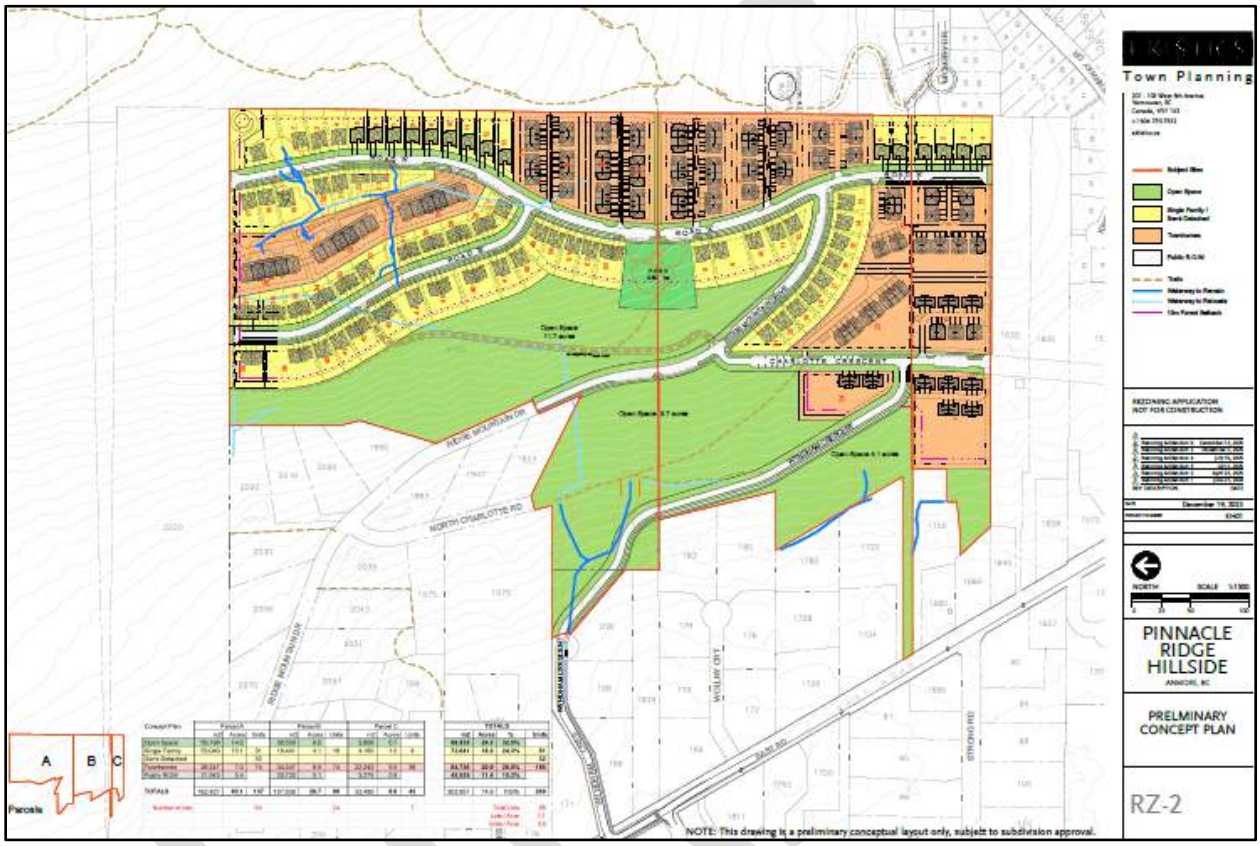

Figure 1. Revised preliminary concept plan for the Pinnacle Ridge Hillside development

The AOI is located within the Coastal Western Hemlock (CWH) zone as defined by the Biogeoclimatic Ecosystem Classification (BEC) system of British Columbia.[2] The site falls within the Dry Maritime (CWHdm) subzone, which is defined by wet winters, relatively dry and mild summers. The site ranges from ~200 - 350 metres in elevation, and the slope is generally quite steep with a western aspect. The AOI contains conifer dominated stands consisting primarily of Douglas fir (*Pseudotsuga menziesii*), western redcedar (*Thuja plicata*), and western hemlock (*Tsuga heterophylla*), as well as deciduous stands consisting primarily of red alder (*Alnus rubra*) and bigleaf maple (*Acer macrophyllum*). Mixed stands containing both conifer and deciduous trees are also present.

[2] Field Guide for Site Identification and Interpretation for the Vancouver Forest Region https://www.for.gov.bc.ca/hfd/pubs/docs/lmh/lmh28.pdf

2.1 DEVELOPMENT PLAN

Based on the most recent revised preliminary concept plan, there will be a mixture of single family homes, semi-detached homes, and townhomes built within the AOI (see Figure 1). Throughout the entire AOI, there are a total of 51 single family homes, 32 semi-detached homes, and 186 townhomes proposed to be constructed.

This development is within the wildland-urban interface (WUI), where human development and the presence of structures are adjacent to contiguous forest land, compliance with FireSmart landscaping and constructure principles are integral to lower the risk of wildfire to the development. Figure 2 (below) displays the difference between intermix and interface developments. The Pinnacle Ridge Hillside development primarily consists of interface development.

1. Intermix development – where structures are embedded within the forest and surrounded by wildland on two or more sides.
2. Interface development – where structures are adjacent to continuous forest on at least one side.

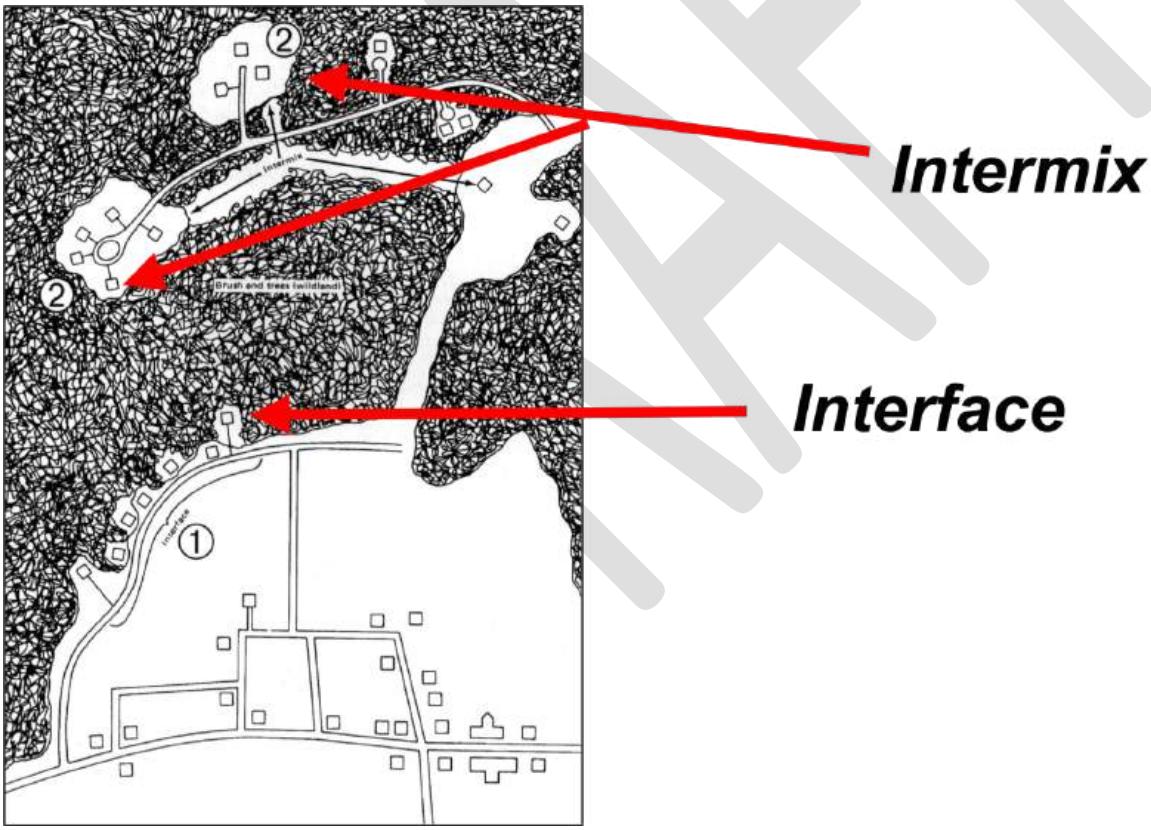

Figure 2. Illustrated example showing the difference between intermix and interface development

2.2 METHODOLOGY

Prior to the site visit, field maps were drawn based on the *initial* preliminary concept plan and legal topographic survey. Important features including orthophotography, topography, BEC zones, provincial fuel types, streams, and existing road networks were incorporated into the maps.

During the two-day site visit, the following data/information was collected:

- Wildfire threat assessment (WTA) plots/worksheets[3] completed in areas where there is no proposed development (*i.e.,* forest will remain)
    - To determine site-level wildfire threat throughout different parts of the AOI
- Fuel types updated/verified throughout the AOI
- Existing road networks evaluated and recorded
    - Potential access/egress routes discussed further with client
- General forest stand characteristics
- Presence of invasive species
- Water features (streams, reservoirs, fire hydrants)

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines sixteen fuel types based on characteristic fire behaviour under defined conditions.[4] The fuel types were first identified in the office using available data from BC Data Catalogue.[5]

Results of the wildfire threat assessment (WTA) plots/worksheets were used to help guide recommendations for vegetation treatment (Section 3.1.4).

All recommendations regarding exterior construction materials for the new buildings and associated landscaping will be in accordance with FireSmart guidelines.[6] FireSmart™ is the leading program in the country aimed at reducing wildfire hazards to people, buildings and infrastructures through a series of science-based mitigation measures. It has been formally adopted by almost all Canadian provinces and territories, including British Columbia in 2000.

[3] Using the most recent 2020 WTA worksheets and methodology: https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/fire-fuel-management/fuels-management/2020-wildfire-threat-assesment-guide-final.pdf

[4] Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

[5] https://catalogue.data.gov.bc.ca/

[6] https://firesmartbc.ca/wp-content/uploads/2021/04/FireSmartBC_LandscapingGuide_Web_v2.pdf

3.0 GENERAL FINDINGS AND GUIDELINES

Field work was conducted by Max Catt and Ali Rahi on February 20, 2025, and by Max Catt on February 26, 2025. During the site visits, the weather varied from overcast to sun and clouds, with highs of 12°C. The following sections discuss recommendations for new buildings/landscaping, fuel types/fuel modifications, roads/egress, water availability/fire suppression, and ecological values.

3.1 FIRESMART GUIDELINES FOR STRUCTURES AND LANDSCAPING

FireSmart strategies are intended to manage wildfire risk for development within the WUI by minimizing the chance of ignition and the spread of fire between the buildings and the surrounding forested areas. The area adjacent to homes/structures is referred to as the Home Ignition Zone (HIZ), and includes the structure itself and three concentric, progressively wider zones. For structures, FireSmart mitigation strategies typically focus on eliminating the use of combustible construction materials, which reduces the chance of fire igniting the building. An approaching wildfire would most likely spread to homes by means of spotting. Spotting is a process by which embers are carried aloft by thermal air currents and ignite flammable material beyond the advancing fire.

The three zones within the HIZ are based upon the distance from the structure: 0 - 1.5m (Immediate Zone), 1.5 - 10m (Intermediate Zone), and 10 - 30m (Extended Zone). These zones help guide risk reduction activities, with recommended FireSmart guidelines being stringent closest to the structure and constitute the “defensible space”: a buffer between the home and flammable vegetation that provides a safe space for firefighters to work.[7] In the event of a wildfire, firefighters may have to choose which homes they do or do not act on. Homes with defensible space are safer for firefighters to work at and are more likely to survive a fire event. These homes may be prioritized over homes without defensible space. Within the FireSmart Home Ignition Zone, mitigation measures typically involve landscaping, vegetation, and fuel management to become compliant with FireSmart guidelines and ultimately reduce wildfire risk immediately surrounding structures.

3.1.1 EXISTING BUILDINGS

No existing buildings were noted within the AOI during the site visits.

3.1.2 PROPOSED NEW BUILDINGS

As of the date of this report, no details regarding the construction materials for the new structures were provided. **Blackwell should be involved regarding the selection of exterior materials and design choices to ensure that all homes are compliant and will result in a community that is within an acceptable range of fire risk for its intended use. It is at the risk of the Clients to choose the design and exterior materials without input from Blackwell or another QP.**

[7] Cal Fire, Defensible Space: https://www.fire.ca.gov/programs/communications/defensible-space-prc-4291/

The below information provides guidelines for the use of FireSmart compliant materials with regards to the exterior of buildings. **These guidelines should be followed during the design of the new buildings.**

Recommendation 1: Adhere to the below FireSmart guidelines when selecting exterior construction materials for structures.

Cladding

Untreated flammable materials, such as wood, may not make up more than 20% surface area per exterior elevation. Up to 30% flammable materials per elevation may be used if sealed with Class A Fire Resistive sealant such as Flame Stop II or approved alternative. Cladding should have minimum 6" (15cm) clearance from the ground.

Class A fire resistance is defined by the following:

- The test must be extended for a 30-minute duration;
- Exhibits a flame spread index (FSI) of not more than 25;
- Shows no evidence of significant progressive combustion;
- Flame front does not progress more than 10.5ft (3.2m) beyond the centerline of the burn at any time during the test;
- Durability of material under exterior conditions; and
- Compatibility of fire test rating procedures and results acceptable to the Canadian Standards Association.

The fire resistive sealant product must be approved by Blackwell prior to application. If fire resistive sealant will be used, proof of purchase (a copy of the invoice) and photos of application are required to ensure compliance and to receive sign-off. Retardant requires re-application every 4-5 years.

Window and door trim, eaves, fascia, soffits, the underside of decks, and siding are included in the determination of 20% flammable surface area per elevation, while roofing and glazing (windows) are excluded.

Roofing

Roofing must be tested and rated Class A in accordance with American Society for Testing and Materials standards for fire tests of roof coverings (ASTM E 108)[8], or equivalent. The ASTM E 108 rating standard is used to determine the relative combustibility of roof coverings. Non-combustible materials such as asphalt shingles, torch-on membrane, and metal (except for aluminum) are acceptable.

Torch-on application should be avoided during the fire season, if possible, as the flames from torches have ignited nearby flammable material and been the source of house fires in the Lower Mainland in recent

[8] ASTM International https://www.astm.org/Standards/E108.htm

years. Construction fire watch will be used to reduce the risk from incidental ignitions associated with torch-on or other hot works construction if applied during the fire season.

Roofs and gutters should be cleaned periodically to prevent build-ups from occurring, preferably prior to the start of the typical wildfire season (May – October).

Soffits, Trim, and Windows

Soffits must be closed or have ventilation strips with openings less than 3mm in diameter and be made of an ignition-resistant material. Eaves may not be open. Windows should be tempered or multi-glazed glass to reduce heat and protect against wind and debris capable of breaking windows and allowing fire to enter the building.

Decking and Overhanging Projections

Balconies, decks, and porches must be sheathed in (no exposed joists) and made of an ignition-resistant[9] material (non-combustible or receiving a Class A fire rating). Acceptable materials include stone, tile, rated composites, and concrete. Exposed timber posts and beams must be a minimum of 4x4". The underfloor of all exposed floors (*i.e.* the underside of balconies, decks, open roof, patio, crawlspaces, etc.) and all exposed structural columns, beams, and supporting walls, must be enclosed or sheathed with a one-hour fire-rated construction material (such as 5/8" type x gypsum board), ignition resistant material, or non-combustible material. This eliminates areas for embers to accumulate underneath and get trapped (common interface ignition point).

Outdoor Burning Devices

Outdoor burning devices must not be fueled by wood, charcoal, or briquettes. All chimneys require approved spark arrestors.

Exterior Wall Vents

Vents must be accessible and screened with a metal 3mm wire cloth or mesh to avoid the entry of sparks and embers, which have the potential under extreme heat to ignite combustible materials within the wall assembly and to spread up and through the building. Standard exterior vent models typically have openings greater than 3mm and must therefore have screening attached post-installation as illustrated in Figure 3. Alternatively, vents with mobile flaps over the pipe outlet are also effective at eliminating the entry of sparks and embers into the building interior.

[9] NFPA 1144 Standard for Reducing Structure Ignition Hazards from Wildland Fire. 2013 Edition.

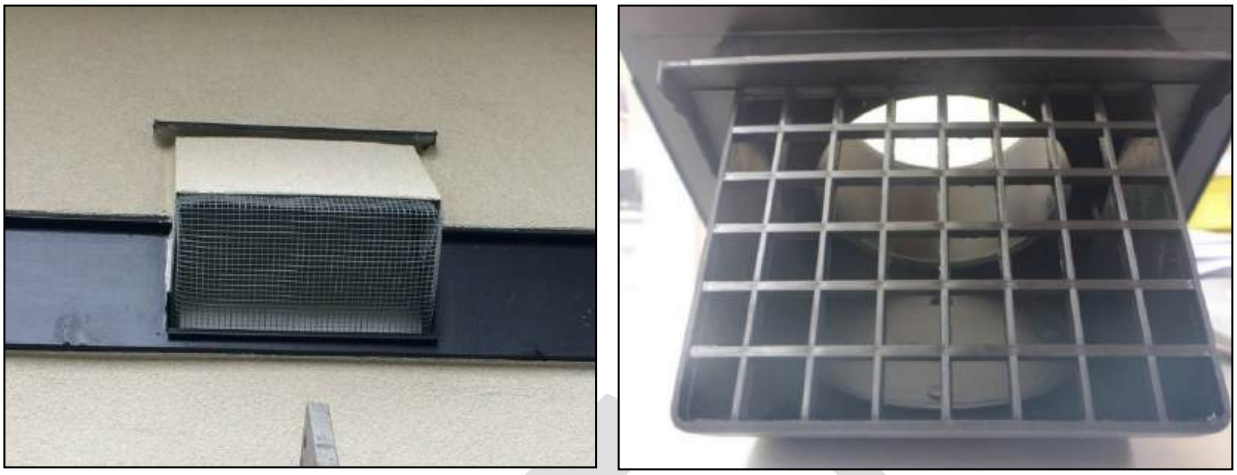

Figure 3. Standard exterior vent models. Left: Covered with 3mm wire mesh. Right: Vent with open flap (>3mm mesh)

Building design and construction should be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor, or replacement body that may exist from time to time.

Changes in building materials or design that increase susceptibility to fire are not permitted.

3.1.3 TOPOGRAPHY AND SETBACKS

Slope steepness influences a fire's trajectory and rate of spread, while slope position relates to the ability of a fire to gain momentum uphill. Other factors of topography that influence fire behaviour include aspect, elevation, and configuration of features on the landscape that can restrict (*i.e.,* water bodies, rock outcrops) or drive (*i.e.,* valleys, exposed ridges) the movement of a wildfire. Steep slopes can significantly accelerate the rate of fire spreading *uphill*, posing increased fire behavior challenges in those areas. Values located in the middle and upper slopes are also threatened by faster rates of fire spread due to the pre-heating of fuels from fire below and longer flame lengths reaching uphill.

As the entire development is located on steep ground with slopes often over 30%, setbacks should be implemented. Ideally, a single-story building should have a setback of at least 10 metres from the crest of the slope, while taller buildings should have a proportionately greater setback distance.[10] However, since there is a continuous slope and no slope crest within the AOI, all structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge.

Recommendation 2: All structures that are forest interface should be setback 10 metres from vegetation on all sides facing the forest edge. The setback for structures (including all attachments such as decks, eaves, etc.) may be reduced to an absolute minimum of 5 metres, subject to the

[10] https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/prevention-home-community/bcws_homeowner_firesmart_manual.pdf

installation of exterior roof-top sprinkler systems and adherence to all FireSmart exterior construction guidelines for these structures (roof-top sprinkler systems discussed further in Section 3.6).

See Appendix C – Covenant and Registered Building Scheme for the requirements that property owners and/or builders must follow for any structures that encroach past the recommended 10 metre setback from the forest interface (to an absolute minimum setback of 5 metres).

3.1.4 VEGETATION

Multiple studies have shown that the principal factors regarding home and structure loss to wildfire are the structure's characteristics and immediate surroundings. The area that determines the ignition potential of a structure to wildfire is referred to as (for residences) the Home Ignition Zone (HIZ).[11,12] The HIZ includes the structure itself and three concentric, progressively wider areas (the Immediate, Intermediate, and Extended Zones) that **extend 30 metres outwards from the structure** (Figure 4 below). Since ignitability of the HIZ is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community have not been found to necessarily correspond to loss potential. For example, FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower-intensity surface fire events.[12] Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.[13] *It is for this reason that the key to reducing WUI fire structure loss is to reduce structure ignitability.*

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[11] Reinhardt, E., R. Keane, D. Calkin, J. Cohen. 2008. *Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States*. Forest Ecology and Management 256:1997 - 2006. Retrieved from: Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States | Treesearch (usda.gov)

[12] Cohen, J. *Preventing Disaster Home Ignitability in the Wildland-urban Interface.* Journal of Forestry. p 15 - 21. Retrieved from: Preventing Disaster: Home Ignitability in the Wildland-Urban Interface | Journal of Forestry | Oxford Academic (oup.com)

[13] Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. Proc Natl Acad Sci U.S.A. Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/

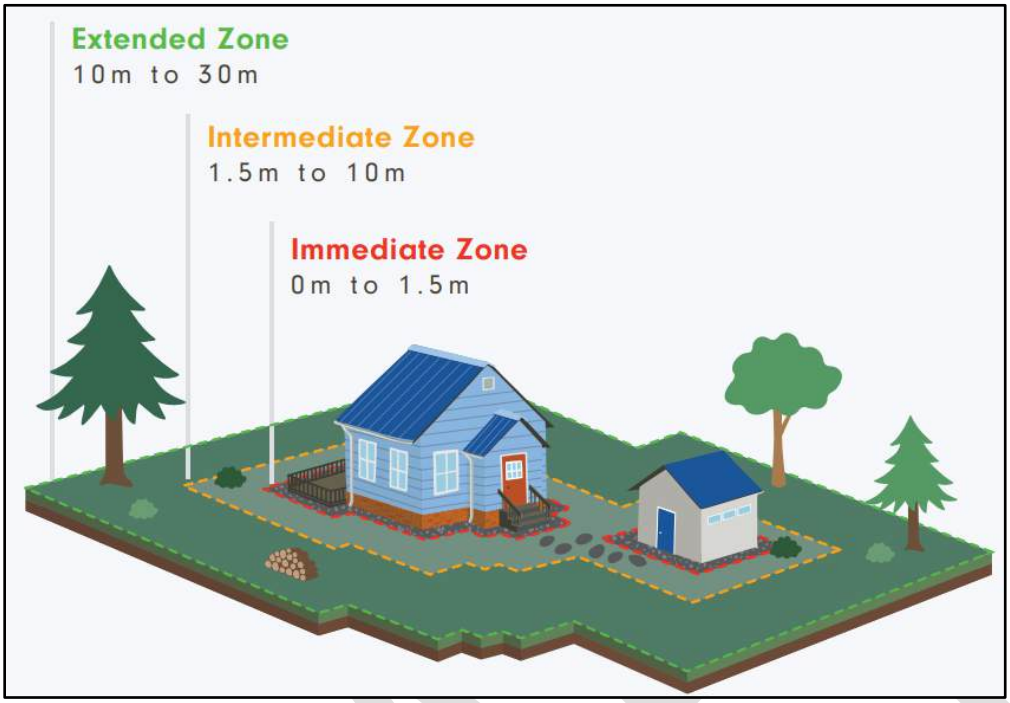

Figure 4. FireSmart Home Ignition Zone

The *Immediate Zone* is a 1.5 metre combustible-free zone around the structure. This zone should be free of any vegetation and flammable materials such as bark mulch. This zone should only include non-flammable landscaping materials such as gravel, brick, or concrete, and should be cleaned regularly to prevent accumulation of leaf litter or other combustible materials. Items such as construction materials, propane tanks, firewood, and combustible furniture should not be stored here.

Recommendation 3: Establish and maintain an Immediate Zone around each structure (including any outbuildings).

The *Intermediate Zone* extends from 1.5 to 10 metres from the structure and should be free of combustible debris and coniferous vegetation. This ensures that direct flame contact with the building is unlikely to occur and reduces the potential for radiative heat to ignite the building.[14] Combustible materials such as firewood, lumber, construction materials, wood patio furniture, and decorative pieces should not be stored in this zone. Trailers, recreational vehicles, storage sheds, and other combustible structures should be moved outside the Intermediate Zone and into the Extended Zone. Any combustible materials should be moved into the Extended Zone and stored within a non-combustible structure. Coniferous vegetation is highly flammable and should not be planted in this zone. Conifer ladder fuels (*i.e.,* understory trees that provide a pathway for a surface fire to move into the crown of the tree) should be removed. Mature coniferous trees can be retained if they are sufficiently spaced (3 metres between crowns) and also have a crown base height of at least 3 metres (ground to branch tip) to prevent a surface fire transitioning into the crown (can be achieved by pruning). Mature conifer crowns should also be at

[14] https://www.firesmartcanada.ca/wp-content/uploads/2022/01/FireSmart-Protecting-Your-Community.pdf

least 5 metres away from any structures. Any accumulations of fine woody debris (*i.e.,* less than 7 centimetres in diameter) should be removed from this zone. Lawns should be maintained to 10 centimetres height or less to minimize fire intensity and rate of spread.

Recommendation 4:

- Remove all conifer ladder fuels within the Intermediate Zone.
- Within the Intermediate Zone, prune any retained mature conifers to a height of at least 3 metres (ground to branch tip) and at least 5 metres away from any structures. Ensure they are sufficiently spaced (3 metres or more between crowns of adjacent conifers).
- Maintain grass to a height of 10 centimetres or less within the Intermediate Zone.
- Combustible materials should be moved out of the Intermediate Zone and into the Extended Zone and stored in non-combustible structures.
- Combustible structures should be moved out of the Intermediate Zone and into the Extended Zone.
- Accumulations of fine woody debris should be removed from the Intermediate Zone.

The *Extended Zone* extends from 10 metres to 30 metres from the structure. In this zone, deciduous species should be favoured over coniferous vegetation as deciduous trees have much lower flammability. Retained conifer trees should have a minimum of 3 metres of spacing between mature crowns and be pruned to at least 3 metres from ground to branch tip. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future. Any accumulations of fine woody debris (*i.e.,* less than 7 centimetres in diameter) should be removed from this zone. Conifer ladder fuels should be removed.

Recommendation 5:

- Remove all conifer ladder fuels (except if open grown; *i.e.,* not under dripline of retained conifer) within the Extended Zone.
- Accumulations of fine woody debris should be removed from the Extended Zone.
- Within the Extended Zone, prune retained conifers to a height of at least 3 metres (ground to branch tip). Ensure there is 3 metres of spacing between crowns of adjacent conifers. Mature conifer crowns should also be maintained to be at least 5 metres away from any structures in the future.

Up until 2023, the HIZ included an additional area that extended out to 100 metres from the structure, but this zone was removed as radiant heat is unlikely to ignite a structure at 30 metres and beyond. More details on FireSmart zones can be found in the FireSmart Manual.[15]

It is recognized that in urban settings, homeowners have little or no influence or control over fuels and/or landscaping beyond their property boundaries, though it may influence the fire hazard of their property. The HIZ of one property often extends into neighbouring properties. Recommendations in this report are limited to actions that can be implemented on the subject properties.

[15] Available for download here: FireSmartBC_HomeownersManual_Printable.pdf

FireSmart Landscaping

Landscaping choices within the Intermediate and Extended Zones (1.5 – 30 metres from structures) should be limited to plant species with low flammability (deciduous vegetation). Coniferous vegetation such as juniper, cypress, yew, and cedar should not be planted within these zones, as these species are considered highly flammable under extreme fire hazard conditions.

Figure 5. Examples of common coniferous vegetation planted within the urban landscape

In addition to choosing species with low flammability, other factors such as sun exposure, hardiness zone, available space, water usage, and ease of maintenance should also be considered in the landscaping design and plans.

It is best to discuss options with a professional landscaper for aesthetics of the landscape design, suitability for the climate and site, and fire resistance. Plants that are fire resistant generally have the following characteristics:

- Foliage with high moisture content (moist and supple),
- Little dead wood and do not tend to accumulate dry and dead foliage or woody materials, and
- Sap that is water-like and without a strong odor.

Recommendation 6: Avoid planting coniferous vegetation within the Home Ignition Zone (*i.e.,* within 30 metres of structures).

Maintenance of Property

To ensure that a low fire hazard rating is maintained throughout the development, landscaping should be properly maintained in low hazard conditions for each property. This may require periodic maintenance including crown raising and/or reduction of trees (thinning). Crowns of coniferous trees should be kept at a minimum of 3 metres from the ground and 5 metres from structures, and also have a minimum spacing of at least 3 metres from adjacent conifer trees. All pruning should be completed by

an ISA Certified Arborist to meet industry standards. The roof and gutters should be kept clean of combustible debris to reduce the potential for spotting embers igniting these materials during a wildfire event. Dead woody material should be removed periodically, ideally before the fire season.

FireSmart guidelines[16] and recommendations for each zone mentioned in Section 3.1.4 should be followed.

Grass, shrubs, and herbs should be maintained in a state that reduces fire hazard by maintaining foliar moisture content. This can be accomplished by:

- Choosing plant species that are well-adapted to the site (microclimate and soil conditions of the parcel),
- Incorporating a landscape design where shrubs, herbs, and grasses are planted in discrete units manageable by hand watering, and/or
- Installing irrigation.

It should be recognized that relying on irrigation to maintain landscaping in a healthy state is limiting and may actually increase the fire hazard on the parcel, particularly in times of drought and watering restrictions. Lack of irrigation in times of watering restrictions may create a landscape that is unhealthy and unsightly, as well as dead, dry, and highly flammable.

Recommendation 7: The HIZ of each property should be regularly maintained following FireSmart guidelines and recommendations noted in Section 3.1.4.

3.2 FUEL TYPES

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines sixteen fuel types based on fire behaviour characteristic under defined conditions.[17] In general, fuel types are defined based on overall vegetation structure (*e.g.,* conifer vs. deciduous forest), dominant species, and understory, ladder fuel, and forest floor characteristics. Each respective fuel type varies in the type of wildfire behaviour demonstrated under high wildfire danger levels (see Appendix A – Fuel Type Descriptions). The AOI primarily consists of C-5 and M-1/2 fuel types, with lesser parts D-1/2 fuel types (Map 1).

C-5 fuel types within the AOI are characterized by mature Douglas fir stands, with lesser parts western hemlock and western redcedar. Surface fuel loading is fairly low, but areas with higher surface fuel accumulations are present due to deadfall in the understory/codominant layers. Horizontal continuity of conifer ladder fuels is generally discontinuous, but there are some more dense areas present especially where higher amounts of light is coming through the canopy (roadside, deadfall areas). Crown base

[16] https://firesmartbc.ca/wp-content/uploads/2021/04/FireSmartBC_LandscapingGuide_Web_v2.pdf
[17] Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

heights on mature conifer trees are generally quite high. This fuel type is typically associated with low hazard but has a moderate potential for active crown fire when wind-driven.

Figure 6. General C-5 characteristics in the AOI (left); higher amounts of surface fuel loading (right)

M-1/2 fuel types within the AOI are characterized by a mix of coniferous and deciduous species, to varying degrees. Surface fuel loading is typically low, but like some of the C-5 areas, higher surface fuel accumulations are present in spots due to deadfall in the understory/codominant layers. Although the crown base heights on some mature conifers are low, the horizontal continuity of conifer ladder fuels is generally discontinuous. An M-1/2 fuel type can sometimes be considered hazardous, depending on the proportion of conifers within the forest stand; conifer fuels include those in the overstory, as well as those in the understory.

Figure 7. General M-1/2 stand characteristics in the AOI

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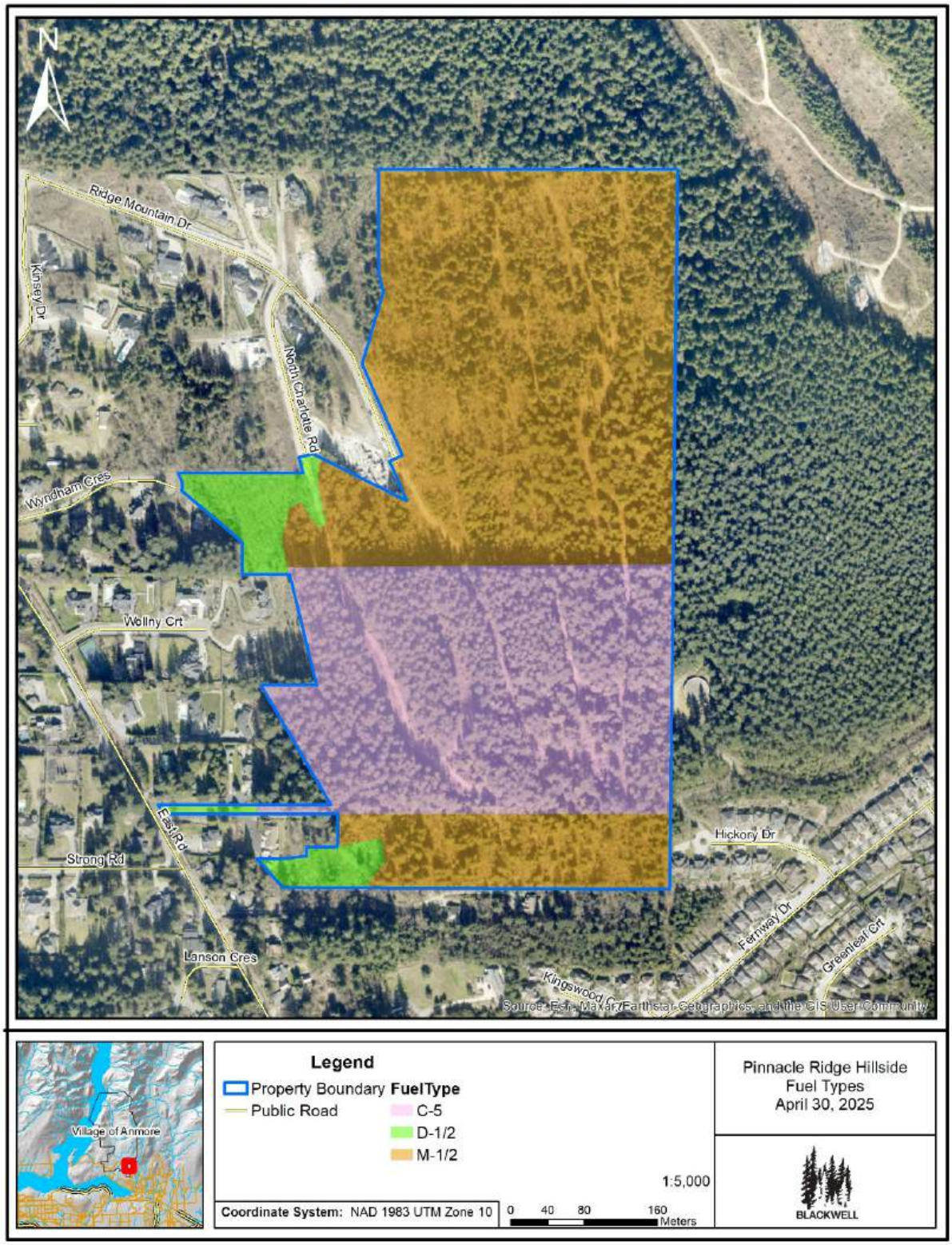
D-1/2 fuel types within the AOI are characterized by deciduous dominated stands. Surface fuel loading is low, conifer ladder fuel horizontal continuity is low, and the presence of overstory conifers is minimal. This fuel type is generally considered as the least hazardous forest type as a result of deciduous trees' higher moisture content and general lack of flammable ladder fuels. However, the hazard of a D-1/2 stand can greatly increase if there is an accumulation of surface fuels or flammable ladder fuels/shrubs.

Figure 8. General D-1/2 stand characteristics in the AOI



Map 1. Current fuel types within the Area of Interest (AOI)

Wildfire Threat Assessment Plots

A total of 6 Wildfire Threat Assessment (WTA) plots/worksheets were completed throughout the AOI. The WTA plots were recorded in interface areas where natural forest is expected to remain (based on the *initial* preliminary concept plan) in order to determine the current wildfire threat (see Map 2).[18] At least 1 WTA plot was completed in each respective fuel type. The results of the WTA worksheets can be seen in Appendix B – WTA Plot Forms.

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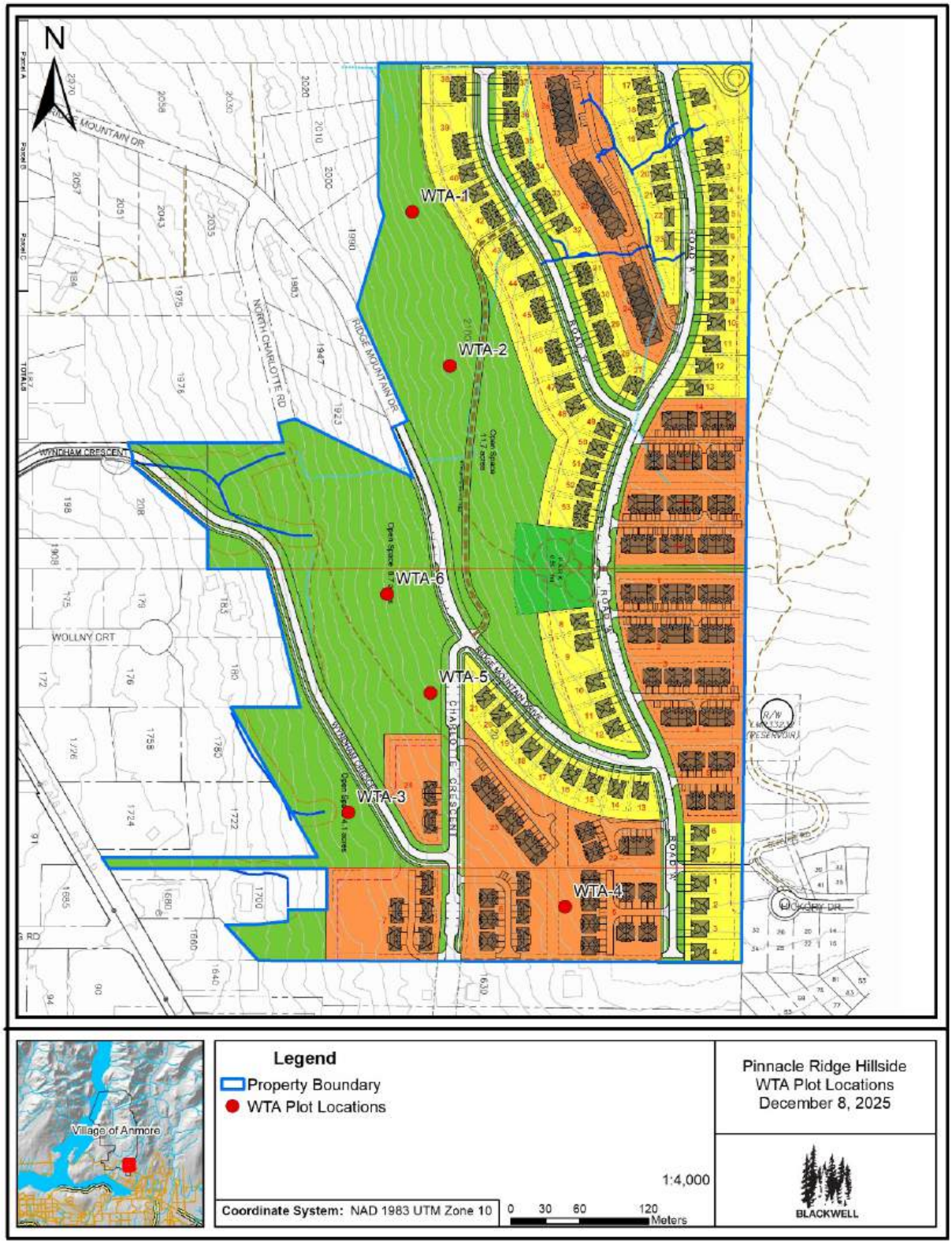
[18] Plot WTA-4 was completed in a location where natural forest was expected to remain; however, the preliminary concept plan was revised post field work.



Map 2. WTA plot locations

3.3 ACCESS AND EGRESS

Access and egress during a wildfire emergency often happen simultaneously and road networks should have the capacity to handle both. Having multiple access/egress routes is the number one subdivision FireSmart consideration for decreasing loss of life in a wildfire emergency. In general, road networks serve three functions during a wildfire:[19, 20]

- As access routes for emergency responders and their vehicles and equipment. Access routes should be wide enough to deal with large, heavy equipment and vehicles (*e.g.,* 20 tonne firetrucks),
- As evacuation (or egress) routes for residents, and
- As firebreaks to interrupt or slow the progress of the fire and assist firefighting efforts.

Currently, there are two access/egress routes available to vehicles; Ridge Mountain Drive and Wyndham Crescent. Having multiple access/egress routes can help prevent severe congestion issues in the event of an evacuation. However, if any point on these routes becomes completely impassible, then air is the only other means of evacuation. Evacuation via air can be challenging due to the amount of time and resources required. Having several access/egress routes is extremely important as it can lead to increased evacuation efficiencies and emergency response in the event of a wildfire.

The following location is the ideal option for adding another alternate access/egress route to the development, based on discussions with Mohammad Basefat of Anmore Gate Ltd. Partnership and Steven Beyer of Ekistics Town Planning:

1) The spur off of Ridge Mountain Drive (Charlotte Crescent) should be extended to the south, outside of the development, and intersect with the southern part of Charlotte Crescent.

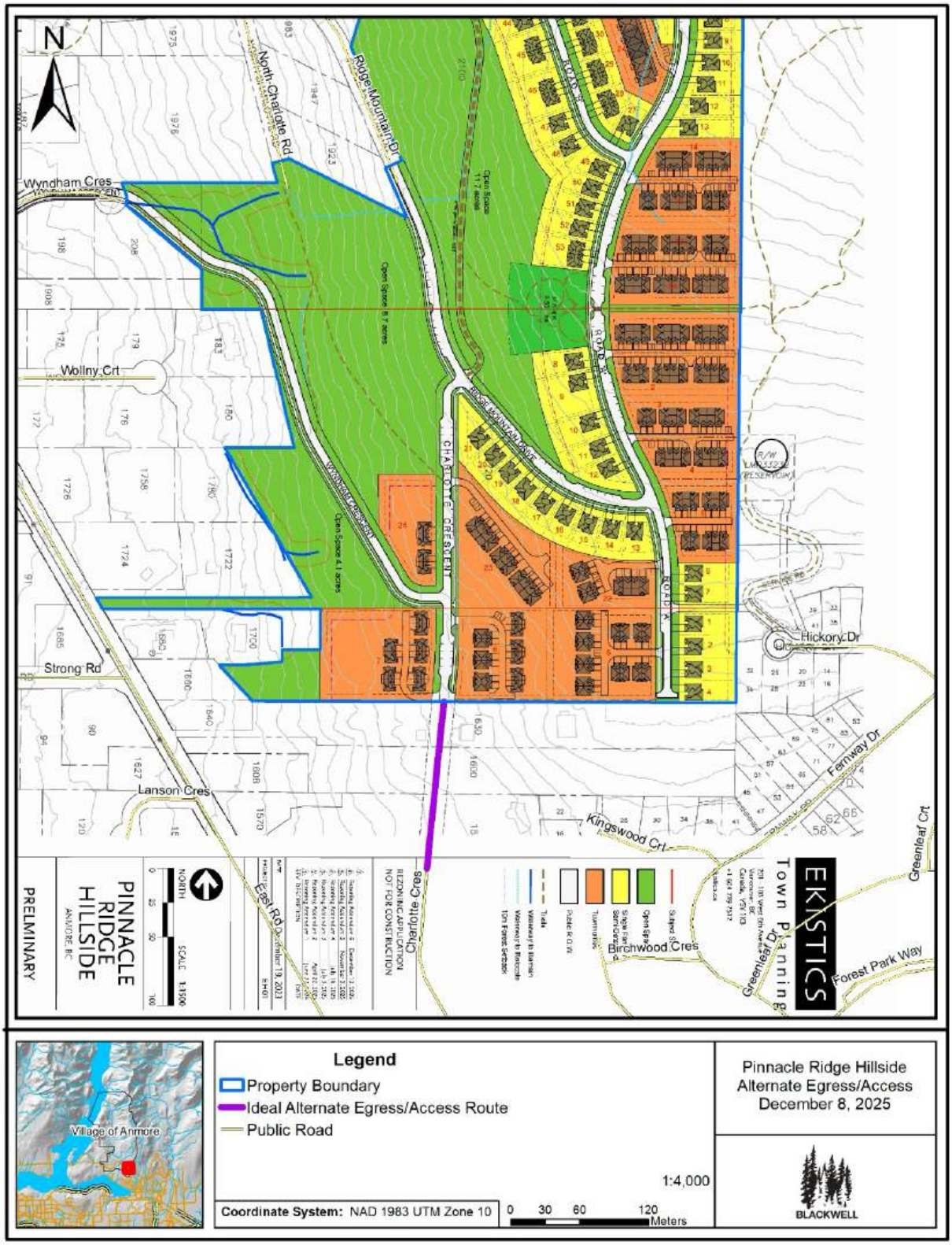
This alternate access/egress route is highly recommended in order to further increase evacuation efficiencies and emergency response in the event of a wildfire. Also, as per communications with Aaron Baerg of Ekistics Town Planning, another emergency access route at the east side of the property is being considered, connecting Road 'A' to Hickory Drive.

This ideal option for the alternate access/egress route requires consultation with respective property/landowners in areas where the proposed road extends outside of the Pinnacle Ridge Hillside development's property line.

Map 3 below displays the potential location of the ideal option for the alternate access/egress route (purple).

Recommendation 8: Create another alternate access/egress route for the development.

[19] https://www.crd.bc.ca/service/fire-and-emergency-programs/ssi-emergency-program
[20] https://nrc-publications.canada.ca/eng/view/ft/?id=3a0b337f-f980-418f-8ad8-6045d1abc3b3



Map 3. Alternate access/egress route for the development

Maintenance of Access and Egress Routes

Easy access to all parts of the development plays an important role in increased suppression efficiencies and access of fire trucks to structures.[21] All roads should be wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround.

Recommendation 9: Ensure all roads are wide enough with large enough turnarounds for fire trucks and other suppression equipment to easily drive and turnaround in the event of a wildfire.

All access and egress routes in the development should be maintained year-round. Lessons learned from past wildfires have highlighted the need for orderly and efficient evacuation during a wildfire event, and the difficulties of conducting evacuations during extreme wildfire events. This requires the development of adequate planning for evacuation and egress during wildfire events. Grading of any gravel access and egress routes should be periodically inspected and maintained to keep the surface in good shape, particularly prior to the fire season. Drainage structures such as water bars, ditches, and culverts should also be regularly inspected along all access and egress routes to ensure substantial damage to roads during heavy rain events does not occur. Downed logs and debris in ditches, as well as brush along edges of roads should be cleared.

Recommendation 10: Regularly inspect and maintain all access and egress routes in the development.

Trail Management

All of the existing (and proposed) trails within the development and their use (motorized, non-motorized, or both) should be identified. It should be recognized that trails can act as effective fuel breaks for surface fires and, depending on width, clearance, and surfacing, can provide access for equipment and control lines for suppression efforts. Comprehensive mapping of the trail network should be completed, including an inventory of attributes of each trail serving for suppression planning purposes such as width, surface type, and clearance, which could be used to determine accessibility as well as utility as a surface fire fuel break. Additionally, comprehensive mapping could be useful in the event of trail closures or evacuations in a wildfire event. This information should be available to relevant agencies who may find it useful for suppression or planning purposes (*e.g.,* BCWS, Village of Anmore, and Sasamat Volunteer Fire Department).

Recommendation 11: Create a comprehensive map of the existing (and proposed) trail network. Identify the usage (motorized, non-motorized, or both), and collect attributes (width, surface type, and clearance) for all trails to determine their suitability as surface fuel breaks and equipment access routes. Share this information with relevant agencies that may find it useful for suppression or planning purposes.

[21] https://catalog.extension.oregonstate.edu/sites/catalog/files/project/supplemental/pnw618/pnw618-chapter5.pdf

To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers (~5 metres from edge of trails) should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris (<7 centimetres diameter) that are immediately adjacent (~5 metres) to the edge of trails should be removed. As mentioned above, trails should be reviewed and prioritized for their suitability to act as surface fuel breaks and points of access.

Recommendation 12: To reduce the chance of accidental ignitions and associated fire spread, as well as to act as a fuel break for surface fires, trailside conifers should be pruned to a minimum of 3 metres from the ground. Also, conifer ladder fuels and pockets of fine woody debris that are immediately adjacent to the edge of trails should be removed.

To minimize the risk of tree failure and blockage of the access and egress roads during a wildfire, it is recommended to conduct a tree risk assessment on both sides of the roads. Depending on the tree length and slope, the area of assessment should extend up to 1.5 times the length of the tallest trees. This will result in an area that covers all trees that may hit the target (*i.e.*, access and egress roads).

Recommendation 13: Perform a tree risk assessment to reduce the risk of tree failure during wildfires.

It is important to note that trail building and maintenance should not result in residual fuels and an increase in fire hazard, especially in high use areas where the ignition potential is higher. Moderate and coarse woody debris (>7 centimetres diameter) can be scattered at a distance of more than 5 metres from the trail as long as individual pieces are not touching and nor elevated. All fine woody debris resulting from pruning, thinning, or trail maintenance operations should be removed off-site. Small amounts of biomass may be chipped and spread, but moderate to large accumulations should be removed due to the increase in fuel loading and potential ecological impacts. Fuels, if left to accumulate from trail work, can significantly increase the chance of ignition and increase the potential fire behaviour should an accidental ignition occur, such as from an errant cigarette butt or other human-caused ignition.

Recommendation 14: Remove all debris resulting from pruning, thinning, or trail maintenance from the site.

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3.4 FIRE SUPPRESSION, WATER, AND ELECTRICAL POWER

In case of a fire within the development, the Sasamat Volunteer Fire Department will provide the initial fire suppression. Reliable water supply should be available during the entire fire season. It should be accessible by firefighters and capable of sustaining water demands during interface fire events with power outages. During the site visits, fire hydrants were noted all the way up until the start of the new development. The fire hydrant network should continue into the new development with an adequate number of hydrants. Having working fire hydrants is critical in allowing for fast suppression of house fire events, and aiding fire departments/BCWS with the suppression of wildfires. If applicable, high-volume community wells or irrigation systems can be considered available if they are accessible for quick hookup by firefighters. Residential wells and seasonal creeks should not be considered to be reliable water supply.

Recommendation 15: There should be an adequate number of fire hydrants in the development, and all fire hydrants should be inspected and maintained as per their inspection schedule.

Field visits noted that electrical power to the adjacent development is supplied by BC Hydro through a network of underground cables. This is ideal as there is a lower probability of power outages during a wildfire event due to the lack of wooden poles and overhead power lines. The underground cable network should be continued into the Pinnacle Ridge Hillside development.

Recommendation 16: Continue the underground cable network to supply electrical power to the development.

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3.5 ECOLOGICAL VALUES

3.5.1 STREAMS/RIPARIAN AREAS

During the site visits, several streams were noted in the AOI (Figure 9). A qualified environmental professional (QEP) should be retained for any development that is expected to occur adjacent to streams or riparian areas.

Recommendation 17: Retain a QEP if any proposed development is expected to occur adjacent to streams or riparian areas.

If required, the removal of fuel (vegetation and woody debris) within the Streamside Protection and Enhancement Area (SPEA)[22] of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.

Recommendation 18: The removal of fuel within the SPEA of riparian areas should be done by hand and any soil disturbance that may cause sediments to enter riparian areas should be avoided.

Figure 9. Streams within the AOI

[22] https://www2.gov.bc.ca/assets/gov/environment/plants-animals-and-ecosystems/fish-fish-habitat/riparian-areas-regulations/rar_assessment_methods.pdf

3.5.2 INVASIVE PLANT MANAGEMENT

It was noted during site visits that several areas throughout the property, mostly in places that have been disturbed, are overrun with invasive species. The most prominent invasive plant species noted were Himalayan blackberry (*Rubus armeniacus*), English ivy (*Hedera helix*), and common holly (*Ilex aquifolium*) [see Figure 10 below]. To prevent the further spread of these plants, it is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. All of the vegetation parts should be disposed of off-site at an approved green waste disposal facility; dumping onto adjacent land is not acceptable.

Figure 10. Himalayan blackberry (left) and common holly (right)

In the landscaped portion of each parcel, plant selections should be made carefully, ensuring that the plants are suitable for the available size and sun exposure at their location. **Rapidly spreading, invasive plants should be avoided in all locations.**[23] Invasive plants for sale in nurseries should be avoided and include, but are not limited to:

- English ivy (*Hedera helix*)
- English laurel (*Prunus laurocerasus*)
- Deadnettle (*Lamium sp.*)
- Common holly (*Ilex aquifolium*)
- Butterfly bush (*Buddleia davidii*)
- Periwinkle (*Vinca minor*)
- Morning glory (*Calystegia sepium*)

[23] Refer to the District of North Vancouver's Invasive Plant Management Strategy March 2015: https://www.dnv.org/sites/default/files/edocs/draft-invasive-plant-strategy.pdf

Recommendation 19: It is recommended that all invasive plants on each respective parcel are removed, and the roots dug out. Invasive plants should not be planted in any of the parcels.

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3.6 ROOF-TOP SPRINKLER SYSTEMS

In forest interface areas, exterior roof-top sprinklers can play an important role in emergency response during WUI fires.[24] Roof-top sprinkler systems should be capable of creating a humid dome around the structure for at least 2 hours. The sprinkler systems are most effective when used on structures that are already FireSmart. Sprinkler systems should include robust sprinkler components (such as Rainbird) with limited plastic materials. Three main mounting types exist: temporary mounted sprinklers (fully removable), permanently mounted sprinklers, and permanent sprinkler mounts that sprinklers can then be attached to/removed from (Figure 11). Sprinkler systems should be tested prior to the fire season. The external sprinkler system must be independent of the internal water system to allow for manual use during wildfire. Also, an operational switch that is accessible from outside would assist firefighters to operate the sprinkler from outside of the building should the homeowner or resident be seasonal or evacuated from the premises.

Recommendation 20: Consider installing exterior roof-top sprinkler systems in interface areas throughout the development. This should be a requirement for buildings that don't have 10 metre setbacks from the adjacent forest edge.

Recommendation 21: Exterior roof-top sprinkler systems should be tested prior to the fire season. They also should be independent of the internal water system.

Figure 11. Examples of rooftop mounted sprinkler systems: temporary (left) and permanent (right)

[24] https://firesmartbc.ca/resource/structure-protection-sprinklers-and-water-usage/

In the event of a wildfire, exterior roof-top sprinklers should be turned on (if safe to do so) a minimum of two hours before the fire reaches the residence to wet the roof and adjacent forested vegetation. The use of sprinklers also raises the relative humidity around the residence. This will help reduce fire behaviour adjacent to the home by making fuels less flammable and reduce the probability of spotting igniting adjacent vegetation or structures.

Power supply to the property is vulnerable to disruption during a wildfire which has implications for water supply (*i.e.,* fire hydrants may not work). Also, to ensure that water supply for fire suppression is available, a designated alternate water source for use during a fire is essential.

Recommendation 22: Exterior roof-top sprinkler systems should have alternate power (*i.e.,* generator) and water sources.

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3.7 GENERAL EVACUATION GUIDELINES

A master plan for evacuation should be prepared and be available to all residents in the Pinnacle Ridge Hillside development. All residents should be familiar with the evacuation procedure and the locations of muster areas. Routes to muster areas should be easy to navigate with signage that is visible in the dark and under heavy smoke conditions. The exact number of residents within the community should be known and periodically updated so that information can be relayed to emergency crews. There should also be a list of the names and contact numbers of residents. When a fire is detected, all residents should be warned and prepare for evacuation if necessary. A siren (loud noise-making device) should be installed to warn of wildfire. It should be installed in a central location so it can be heard from anywhere in the community.

Some important recommendations that should be implemented throughout the community are:

- All roads and trails should have a unique name that can be identified on the map and have visible signage. The signage should be visible in the dark or under heavy smoke during a wildfire.
- Each home address should be located close to the road to ensure it is visible in the dark or under heavy smoke during a wildfire.
- Install a “Fire Danger Rating” sign and update on a daily basis throughout the fire season. The rating should be provided with a chart outlining the restrictions on high-risk activities during “Moderate”, “High”, and “Extreme” fire danger classes.
- Install interpretive signage throughout trail networks to educate residents and visitors about wildfire risk within the wildland-urban interface.

Smoke, as well as elevated temperatures produced by fire, may lead to the risk of injury or even fatality. It’s important to note that smoke can be blown by wind well ahead of the fire front. Dealing with smoke is beyond the scope of this report.

Recommendation 23: The following recommendations should be implemented throughout the community:

- Ensure all roads and trails have a unique name and visible signage.
- Home addresses should be located close to the road.
- A “Fire Danger Rating” sign should be installed and updated throughout the fire season.
- Interpretive signage should be installed throughout trail networks to educate residents and visitors about wildfire risk.

3.8 CONCEPTUAL PHASING PLAN

On December 10, 2025, a conceptual phasing plan developed by EKISTICS Town Planning was provided to Blackwell for our review and input. See Figure 12 below. In order for each phase to be viable on their own in terms of wildfire safety, the following must be followed:

- Each phase (phase #1-3) must have their associated secondary access/egress route built at the same time as the rest of the development, and these route(s) must be active prior to occupancy being given. The secondary access/egress routes noted in the conceptual phasing plan are as follows:
    - Phase 1 – Connection from Road 'A' to Hickory Drive
    - Phase 2 – Connection between Road 'B' and Ridge Mountain Drive
    - Phase 3 – Either the extension of Charlotte Crescent, or the construction of Wyndham Crescent
- Development for each phase (phase #1-3) must follow all recommendations laid out in this report and summarized in Table 1.

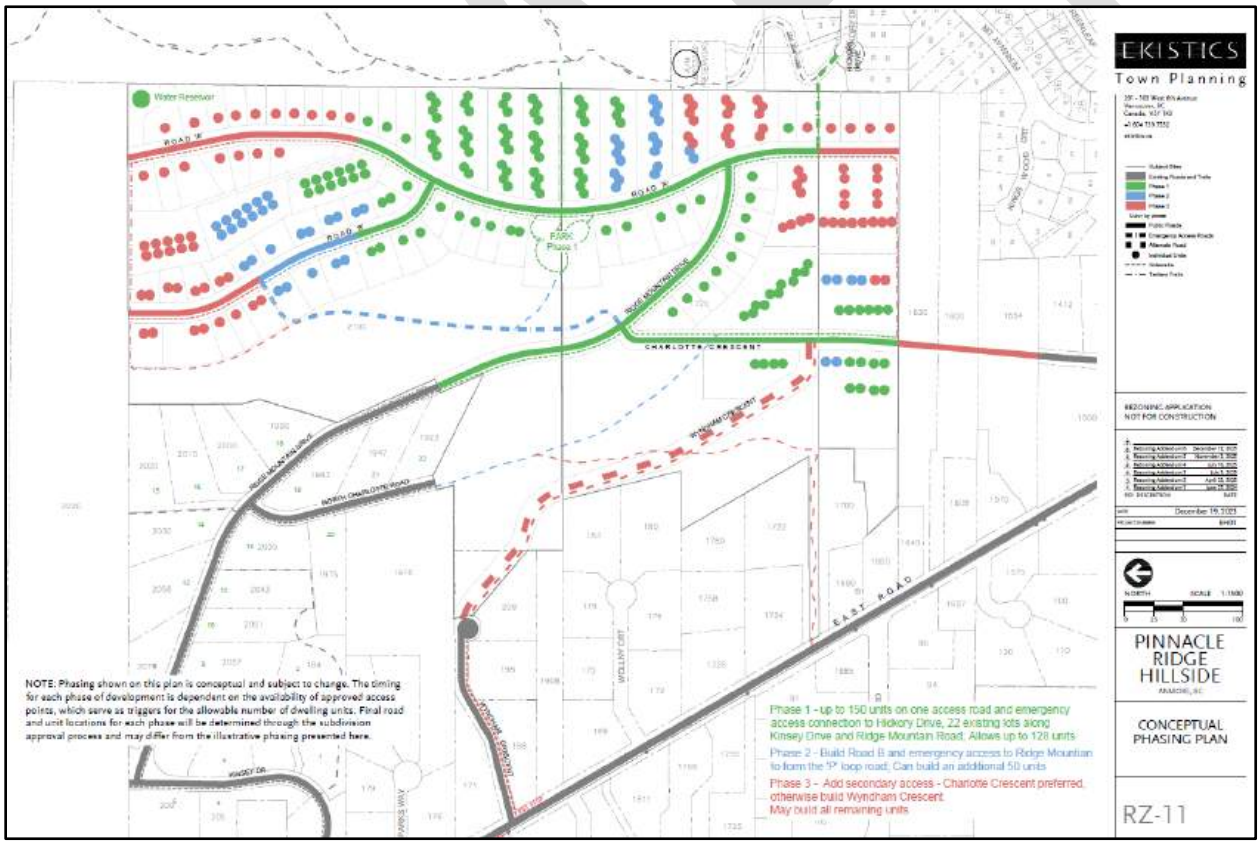

Figure 12. Conceptual phasing plan

4.0 LIMITATIONS

This wildfire hazard assessment is based on site observations noted on the specified dates only. The project forester(s) have endeavored to use their skill, education, and knowledge to provide accurate representation. Every effort has been made to ensure that the opinions expressed are an accurate assessment of the current condition of the Pinnacle Ridge Hillside development. It is each of the property owner's responsibility to carry out recommendations stated in this report in accordance with all applicable Bylaws and regulations, and to obtain any required permits and/or written consent. This report is based only on the preliminary concept plans that were provided.

This report was prepared by Blackwell Consulting Ltd. for the Pinnacle Ridge Hillside development, and its' contents reflect the best assessment based on information provided. Any use that a third party makes from this report, or any decisions made based upon this report, are made at the sole risk of any such third party. Blackwell Consulting Ltd. accepts no responsibility for any damages or loss suffered by any third party or by the Client as a result of decisions made or actions based upon the use or reliance of this report by any such party.

Although every effort has been made to ensure that this assessment is accurate, the wildfire threat to the community should be periodically re-evaluated due to the constantly changing forest conditions and the potential impact of human-caused changes (such as development) on forest health and forest stand structure, which in turn may affect the wildfire threat.

Blackwell Consulting Ltd. accepts no responsibility for the implementation of any of the recommended mitigation work outlined in this report. Acceptance of this report and implementation of potential development in no way implies any inspection or supervisory role on the part of Blackwell Consulting Ltd.

This report shall be considered incomplete if any pages are missing. The original report has coloured illustrations. If the reader has a black and white copy the report shall be considered incomplete, and any interpretation of the report may be incorrect in the absence of a full colour copy. Blackwell Consulting Ltd. accepts no responsibility for any such misinterpretations.

Adjustments, assumptions, and the conclusions drawn in this report are based on the professional experience of Max Catt, RPF & Local FireSmart Representative, Ali Rahi, RPF & Local FireSmart Representative, and Bruce Blackwell, MSc, RPF of Blackwell Consulting Ltd. The opinions expressed are also based on written and verbal information supplied in part by other parties.

5.0 PROFESSIONAL REVIEW & SIGN-OFF

Project Forester	Reviewing Professional
Max Catt, RPF	Bruce Blackwell, MSc, RPF, RPBio
Blackwell Consulting Ltd.	Blackwell Consulting Ltd.
December 11, 2025	December 11, 2025

DRAFT

APPENDIX A – FUEL TYPE DESCRIPTIONS

The fuel type descriptions below are examples from the AOI. Use this appendix as general guide and descriptor only.

Fuel Type	FBP / CFDDRS Description	Description in AOI	Wildfire Behaviour Under High Wildfire Danger Level	Fuel Type – Crown Fire / Spotting Potential
C-5	Red and white pine	Mature Douglas fir stands, with lesser parts western hemlock and western redcedar. Surface fuel loading is fairly low, but areas with higher surface fuel accumulations are present due to deadfall in the understory/codominant layers. Horizontal continuity of conifer ladder fuels is generally discontinuous, but there are some more dense areas present especially where higher amounts of light is coming through the canopy (roadside, deadfall areas). Crown base heights on mature conifer trees are generally quite high.	Moderate potential for active crown fire in wind-driven conditions. Under drought conditions, fuel consumption and fire intensity can be higher due to dead woody fuels.	Low*
M-1/2	Boreal mixedwood (leafless and green)	Mix of coniferous and deciduous species, to varying degrees. Surface fuel loading is typically low, but like some of the C-5 areas, higher surface fuel accumulations are present in spots due to deadfall in the understory/codominant layers. Although the crown base heights on some mature conifers are low, the horizontal continuity of conifer ladder fuels is generally discontinuous.	Surface fire spread, torching of individual trees, and intermittent crowning, (depending on slope and percent conifer).	<26% conifer (Very Low); 26-49% Conifer (Low); >50% Conifer (Moderate)
D-1/2	Aspen (leafless and green)	Deciduous stands. Surface fuel loading is low, conifer ladder fuel horizontal continuity is low, and the presence of overstory conifers is minimal.	Always a surface fire, low to moderate rate of spread and fire intensity.	Low

***C-5 fuel types can have a moderate potential for active crown fires when wind-driven.*

APPENDIX B – WTA PLOT FORMS

WTA-1

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-1

Location: Other (Specify in C | Date: 2/20/25 | Assessor/ Professional Designation: M. Catt

Coordinates (Lat/Long – Degrees/Decimal minutes): 49° 18'44.4" N, 122°50'14.0" W | RPF

Crown Species Composition (species %): Hw60Dr25Cw5Fd5Mb5

Ladder Fuel Species Composition (species %): Cw60Hw40

	Component/ Sub Component	Levels/ Classes				
		Forest Floor and Organic Layer				
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5) ●	10–20 (3)	>20 (2)
		Surface and Ladder Fuel (0.1 – 3.0 meters in height)				
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4) ●	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4) ●	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8) ●	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2) ●	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2) ●	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
		Stand Structure and Composition (Dominant and Co- Dominate stems)				
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3) ●	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2) ●	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5) ●
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0) ●	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70)

Threat Assessment: Low

WTA Total: 39

Comments:

Plot located in northwest portion of development, adjacent to proposed single family homes. Mixed stand. Fair amount of dead Hw in codominant layer. Hw have fairly low crown base heights. Surface fuels low but some patches from shedding branches and deadfall. Understory ladder fuels are present but not dense. Some dead ladder fuels. Understory dominated by deciduous herbs, primarily sword fern. Some invasives present on slope, mostly holly.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25
Plot # WTA-1
General Location: Other (Specify in Con
Coordinates: 49°18'44.4" N, 122°50'14.0" W
FBP Fuel Type: M-1/2
Slope (%): 50
Aspect (deg.): 212
Elevation (m): 312
Canopy Closure (%): 50
Average Forest Floor Depth (cm): 7

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 2

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-2

Location: Other (Specify in C) Date: 2/20/25 Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'40.0" N, 122°50'12.4" W

Crown Species Composition (species %): Dr70Vb20Cw5Hw5(Fd)

Ladder Fuel Species Composition (species %): Dr70Cw20Fd5Hw5

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5)	10–20 (3)	>20 (2)
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4)	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2)	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		>10 (0)	6-9 (1)	3-6 (3)	<3 (5)
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0)	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70)

Threat Assessment: Low

WTA Total: 33

Comments:

Plot located in between Ridge Mountain Drive and proposed single family homes adjacent to Road 'B'. Deciduous stand with scattered conifers in overstory. Low surface fuel loading. Conifer ladder fuels present in understory, but sparse.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25
Plot # WTA-2
General Location: Other (Specify in Con
Coordinates: 49°18'40.0" N, 122°50'12.4" W
FBP Fuel Type: D-1/2
Slope (%): 40
Aspect (deg.): 212
Elevation (m): 337
Canopy Closure (%): 30
Average Forest Floor Depth (cm): 7

SURFACE FUELS:

Photo comment:

Theodolite

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 3

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-3

Location: Other (Specify in C) | Date: 2/20/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'28.1" N, 122°50'16.6" W

Crown Species Composition (species %): 80Fd20Hw(Cw)

Ladder Fuel Species Composition (species %): 70Hw15Dead15Cw

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5)	10–20 (3)	>20 (2)
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4)	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2)	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% 50% 75% (0 2 3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5)
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0)	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Moderate | WTA Total: 44

Comments:

Plot located in southwest portion of development, adjacent to proposed townhomes along North Charlotte Road. C-5 stand. Surface fuels present, not super dense but jackpots exist throughout stand from deadfall. Deciduous shrub dominated understory, primarily salal. Ladder fuels present but fairly sparse. High crown base heights, but low fuel strata gap due to fairly continuous vertical continuity of ladder fuels.

Borderline Low/Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/20/25
Plot # WTA-3
General Location: Other (Specify in Con
Coordinates: 49°18'28.1" N, 122°50'16.6" W
FBP Fuel Type: C-5
Slope (%): 40
Aspect (deg.): 268
Elevation (m): 263
Canopy Closure (%): 65
Average Forest Floor Depth (cm): 4

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 4

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-4

Location: Other (Specify in C) | Date: 2/26/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'24.8" N, 122°50'07.9" W

Crown Species Composition (species %): 40Mb30Dr20Hw10Fd(Cw)

Ladder Fuel Species Composition (species %): 50Decid25Cw25Hw

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 1	2–<5 3	5–<10 5	10–20 3	>20 2
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs 4	Lichen, Conifer Shrubs 6	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) 8	Pinegrass 10	Sagebrush, Bunchgrass, Juniper Scotch broom 15
3	Dead and Down material Continuity (<7cm)	Absent 0	Scattered <10 coverage 4	10 -25% coverage 8	26-50% coverage 12	>50% Coverage 15
4	Ladder fuel composition	Deciduous 0	Mixwood 5	Other conifer 8	Elevated dead fuel 10	Spruce/ Fir/ Pine 15
5	Ladder fuel horizontal continuity	Absent 0	Sparse <10% coverage 2	Scattered 10 – 39% coverage 8	Patchy 40-60% coverage 10	Uniform >60% coverage 15
6	Stem/ha (understory)[3]	<500 2	501-800 4	801-1200 6	1201-1500 8	>1500 10
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) 0	Mixwood (% Conifer) 25% 0, 50% 2, 75% 3	Conifer with high CBH (>10m) 3	Conifer with moderate CBH (5-9M) 4	Conifer with low CBH (<4m) 5
8	Crown Closure	< 20% 0	20 -40% (Or Deciduous) 1	41-60% 2	61-80% 5	>80% 4
9	Fuel Strata Gap[4] (m)		> 10 0	6-9 1	3-6 3	<3 5
10	Stems/ha live/ grn dom & codom (overstory)	<400 0	401-600 2	601-900 3	901-1 200 4	>1 200 5
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% 2	Standing Dead/ Partial down 21-50% 5	Standing Dead/ Partial down 51- 75% 8	Standing Dead/ Partial down >75% 10

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Low | WTA Total: 30

Comments:

Plot located in southern portion of development tucked in between proposed townhomes. Mixed stand, but deciduous dominated. Herb dominated understory, primarily sword fern. Minimal surface fuels. Low crowns on mature conifers, but conifer ladder fuels are sparse.

Low threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-4
General Location: Other (Specify in Con
Coordinates: 49°18'24.8" N, 122°50'07.9" W
FBP Fuel Type: M-1/2
Slope (%): 38
Aspect (deg.): 102
Elevation (m): 305
Canopy Closure (%): 30
Average Forest Floor Depth (cm): 8

Photo comment:

Theodolite

SURFACE FUELS:

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 5

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-5

Location: Other (Specify in C | Date: 2/26/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'29.6" N, 122°50'12.4" W

Crown Species Composition (species %): 90Fd10Hw

Ladder Fuel Species Composition (species %): 40Hw30Cw30Dead

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5) ●	10–20 (3)	>20 (2)
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4) ●	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8) ●	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8) ●	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2) ●	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5) ●	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5) ●
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0) ●	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70)

Threat Assessment: Moderate

WTA Total: 46

Comments:

Plot located adjacent to proposed townhomes, in between North Charlotte Road and Ridge Mountain Drive. C-5 stand. Fd dominated. Patchy surface fuel loading from Hw deadfall. Fairly dense in areas. Still some standing dead Hw in codom layer. Will contribute so surface fuel loading in future. High crown base heights, but multi-layered stand so low fuel strata gap. Ladder fuels present but fairly sparse.

Surface fuel removal (of fines, less than 7cm dbh) would be priority. Along with removing ladder fuels except those that are open grown (not under dripline of mature conifers).

Borderline Low/Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)
[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-5
General Location: Other (Specify in Con
Coordinates: 49°18'29.6" N, 122°50'12.4" W
FBP Fuel Type: C-5
Slope (%): 32
Aspect (deg.): 258
Elevation (m): 297
Canopy Closure (%): 70
Average Forest Floor Depth (cm): 9

SURFACE FUELS:

Photo comment:

Theodolite

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

WTA 6

Wildfire Threat Assessment Worksheet – Fuel Assessment (Site Level) Plot # WTA-6

Location: Other (Specify in C | Date: 2/26/25 | Assessor/ Professional Designation: M. Catt, RPF

Coordinates (Lat/Long – Degrees/Decimal minutes): 49°18'32.2" N, 122°50'13.7" W

Crown Species Composition (species %): Fd90Hw10

Ladder Fuel Species Composition (species %): Hw50Cw40Dead10

	Component/ Sub Component	Levels/ Classes				
	Forest Floor and Organic Layer					
1	Depth of Organic layer (cm)	1–<2 (1)	2–<5 (3)	5–<10 (5)	10–20 (3)	>20 (2)
	Surface and Ladder Fuel (0.1 – 3.0 meters in height)					
2	Surface fuel composition	Moss, Herbs and Deciduous Shrubs (4)	Lichen, Conifer Shrubs (6)	Dead fines (Leaves, Needles or fine branch material) fuel (<1 cm) (8)	Pinegrass (10)	Sagebrush, Bunchgrass, Juniper Scotch broom (15)
3	Dead and Down material Continuity (<7cm)	Absent (0)	Scattered <10 coverage (4)	10 -25% coverage (8)	26-50% coverage (12)	>50% Coverage (15)
4	Ladder fuel composition	Deciduous (0)	Mixwood (5)	Other conifer (8)	Elevated dead fuel (10)	Spruce/ Fir/ Pine (15)
5	Ladder fuel horizontal continuity	Absent (0)	Sparse <10% coverage (2)	Scattered 10 – 39% coverage (8)	Patchy 40-60% coverage (10)	Uniform >60% coverage (15)
6	Stem/ha (understory)[3]	<500 (2)	501-800 (4)	801-1200 (6)	1201-1500 (8)	>1500 (10)
	Stand Structure and Composition (Dominant and Co- Dominate stems)					
7	Overstory Composition/ CBH (Crown Base Height)	Deciduous (< 25% conifer) (0)	Mixwood (% Conifer) 25% (0) 50% (2) 75% (3)	Conifer with high CBH (>10m) (3)	Conifer with moderate CBH (5-9M) (4)	Conifer with low CBH (<4m) (5)
8	Crown Closure	< 20% (0)	20 -40% (Or Deciduous) (1)	41-60% (2)	61-80% (5)	>80% (4)
9	Fuel Strata Gap[4] (m)		> 10 (0)	6-9 (1)	3-6 (3)	<3 (5)
10	Stems/ha live/ grn dom & codom (overstory)	<400 (0)	401-600 (2)	601-900 (3)	901-1 200 (4)	>1 200 (5)
11	Dead and Dying (% of dominant and co-dominant stems)		Standing Dead/ Partial down <20% (2)	Standing Dead/ Partial down 21-50% (5)	Standing Dead/ Partial down 51- 75% (8)	Standing Dead/ Partial down >75% (10)

Ecoprovince: Coast and Mountains, Georgia Depression (0/42/58/70) | Threat Assessment: Moderate | WTA Total: 50

Comments:

Plot located north of WTA-5, in between proposed townhomes. C-5 stand. Less surface fuel loading, but higher ladder fuel horizontal continuity than WTA-5. High crown base heights, but low fuel strata gaps. Displays the varying stand structures throughout C-5 areas of development.

Moderate threat.

[3] Understory is considered ladder and suppressed stems in this category (distinct break between these stems and overstory)

[4] Fuel Strata Gap – Distance from top of ladder fuel to live crown base height of overstory

PROJECT: Pinnacle Ridge Hillside

PROJECT: Pinnacle Ridge Hillside

British Columbia Wildfire Service - Photo Guide

SITE INFORMATION Date Sampled: 2/26/25
Plot # WTA-6
General Location: Other (Specify in Con
Coordinates: 49°18'32.2" N, 122°50'13.7" W
FBP Fuel Type: C-5
Slope (%): 35
Aspect (deg.): 255
Elevation (m): 300
Canopy Closure (%): 65
Average Forest Floor Depth (cm): 8

SURFACE FUELS:

Photo comment:

Theodolite

Theodolite

LADDER FUELS

Photo Comment:

CROWN FUELS:

Theodolite

Photo Comment:

APPENDIX C – COVENANT AND REGISTERED BUILDING SCHEME

For any structures that encroach past the recommended 10 metre setback from the forest interface (to an absolute minimum setback of 5 metres), the following FireSmart construction and vegetation guidelines are mandatory and must be followed. Property owners and/or builders will be required to show how they meet these conditions at the time of the building permit application. Additionally, the Village of Anmore will be required to sign off on each structure.

We would recommend that the following requirements be secured through a Section 219 Restrictive Covenant[25] and/or registered Building Scheme on title.

- Exterior roof-top sprinklers must be installed
- Roofing materials must be Class A fire-rated and approved by a qualified wildfire professional
- Cladding, trim, eaves, fascia, soffits, and decks/porches/balconies must be built with Class A fire-rated materials approved by a qualified wildfire professional
- Gutters must consist of Class A fire-rated materials approved by a qualified wildfire professional
- Windows must consist of tempered or multi-paned glass
- Eaves must be closed
- Soffits must be closed or have ventilation strips with openings less than 3 mm in diameter
- Balconies, decks, and porches must be sheathed in (no exposed joists) with a one-hour fire-rated construction material and constructed with Class A fire-rated materials approved by Blackwell
- Exterior wall vents must be closed or screened with a metal 3 mm wire cloth or mesh
- The FireSmart Immediate Zone (0 – 1.5 metres from structure) must be constructed with non-flammable materials such as gravel, brick, or concrete
- There must be no vegetation within 1.5 metres of structures
- There must be no coniferous vegetation within 5 metres of structures, including all attachments such as decks and eaves

[25] https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/96250_15