



VILLAGE OF ANMORE REPORT TO COUNCIL

Date: April 14, 2026 File No: 3900-30
Submitted by: Tim Savoie, Planning Consultant
Subject: OCP Update - Provincial Housing Legislation/Regional Context
Statement Metro 2050 – Bylaw No.726-2025 – Section 475
Responses

Purpose / Introduction

The purpose of this report is to submit Section 475 responses associated with the subject bylaw to Council for information as part of the Public Hearing package.

Recommended Options

THAT Council receive the Section 475 responses submitted to the Village and attached to the report dated April 14, 2026, prepared by Tim Savoie, Planning Consultant, for information.

Background

The *Local Government Act* in Section 475 requires that during the development of an Official Community Plan, or the repeal or amendment of an Official Community Plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected.

Further, Section 476 requires that if a local government has adopted or proposes to adopt or amend an Official Community Plan for an area that includes the whole or any part of one or more school districts, the local government must consult with the boards of education for those school districts at the time of preparing or amending the Official Community Plan. School District No. 43 provided response to the Village on March 9, 2026, with respect to draft Bylaw No. 726-2025.

Report/Recommendation to Council

OCP Update - Provincial Housing Legislation/Regional Context Statement Metro 2050 –
Bylaw No.726-2025 – Section 475 Responses

April 21, 2026

In accordance with the above legislation, Council on March 17, 2026, passed the following motion:

THAT in relation to the Village of Anmore Official Community Plan Bylaw Amendment No. 726-2025, amendments associated with the Provincial Housing Legislation changes, as well as, updates to the Regional Context Statement associated with the adoption of Metro 2050 in 2023, Council will provide the following additional opportunity it considers appropriate for consultation with persons, organizations, or authorities it considers will be affected including:

- the municipalities of the Village of Belcarra and the City of Port Moody;
- School District 43;
- Affected First Nations being Musqueam Nation, Kwikwetlem First Nation, Squamish Nation and Tsleil-Waututh Nation;
- TransLink;
- the Greater Vancouver Regional District (Metro Vancouver);
- Vancouver Fraser Port Authority;
- Fraser Health;
- BC Ambulance; and
- RCMP.

AND THAT all information resulting from the Section 475 and 476 referral and received by the Village will be forward to Council as part of the Public Hearing package;

This report is in response to the above Council direction.

Discussion

Bylaw No. 726-2025 was referred to the above identified organizations following the March 17, 2026, Council direction for comment with the request that all responses be received by the Village by April 13, 2026. The following organizations provided response by the April 13, 2026, deadline.

- Fraser Health (**Attachment 1**)

Report/Recommendation to Council

OCP Update - Provincial Housing Legislation/Regional Context Statement Metro 2050 –
Bylaw No.726-2025 – Section 475 Responses

April 21, 2026

- TransLink (**Attachment 2**)
- Kwikwetlem First Nation (**Attachment 3**)
- Squamish First Nation (**Attachment 4**)
- Village of Belcarra (**Attachment 5**)
- Metro Vancouver (**Attachment 6**)
- City of Port Moody (**Attachment 7**)

The responses, identified above, are included as Attachments 1-7.

The following is a summary of the comments received.

Attachment 1 - Fraser Health

No additional comments were provided. Fraser Health wishes to provide comprehensive feedback for any future complete OCP update.

Attachment 2 – TransLink

While not providing comments directly related to the draft OCP, TransLink encourages continued coordination with the Village as future planning initiatives advance to help ensure transportation service needs, access considerations, and network constraints are appropriately understood and considered. TransLink also shared their new Guide to Engaging TransLink in Partner Agency Plans and Development.

Attachment 3 – Kwikwetlem First Nation

The following comment was provided:

“On item 11) under *Our Existing Land Use*. Kwikwetlem First Nation requests that wording is amended to reference First Nation consultation directly alongside community”

It should be noted that First Nation consultation was included in revised **Policy IOLU-3**, Section 47 of Bylaw No. 726 following the first Section 475 submission. The Village will continue to engage First Nations as directed by Council.

Attachment 4 – Squamish Nation

No additional comments were provided by Squamish Nation.

Attachment 5 – Village of Belcarra

The Village of Belcarra acknowledged the referral and did not provide additional comments.

Report/Recommendation to Council

OCP Update - Provincial Housing Legislation/Regional Context Statement Metro 2050 –
Bylaw No.726-2025 – Section 475 Responses

April 21, 2026

Attachment 6 – Metro Vancouver

Metro Vancouver wished to confirm that earlier comments had been considered and enquired about the timing of submission of the draft RCS for Board consideration.

Attachment 7 – City of Port Moody

The City of Port Moody acknowledged receipt and forwarded the document to the City Manager. Port Moody staff reached out to the Planning Consultant to ask additional questions prior the April 13, 2026, deadline.

Other Options

This information is being forwarded as directed by Council prior to the Public Hearing on Bylaw No. 726-2025.

Financial Implications

There are no financial implications associated with this report.

Communications / Civic Engagement

All responses received from the Section 475 referrals are attached to this report.

Corporate Strategic Plan Objectives

The attached information is being provided to Council in advance of the public hearing. This is consistent with Council's strategic objective of “supporting community engagement”.

Attachments:

1. Section 475 Response– Fraser Health
2. Section 475 Response – TransLink
3. Section 475 Response – Kwikwetlem First Nation
4. Section 475 Response – Squamish First Nation
5. Section 475 Response – Village of Belcarra
6. Section 475 Response – Metro Vancouver
7. Section 475 Response – City of Port Moody

Report/Recommendation to Council

OCP Update - Provincial Housing Legislation/Regional Context Statement Metro 2050 –
Bylaw No.726-2025 – Section 475 Responses

April 21, 2026

Report Approval Details

Document Title:	2026-04-21 Public Hearing RTC OCP Update - Provincial Housing Legislation and Regional Context Statement Metro 2050-Bylaw No. 726-2025 - Section 475 Responses.docx
Attachments:	Attachment 1. Section 475 Response – Fraser Health.pdf Attachment 2. Section 475 Response – TransLink.pdf Attachment 3. Section 475 Response – Kwikwetlem First Nation.pdf Attachment 4. Section 475 Response – Squamish First Nation.pdf Attachment 5. Section 475 Response – Village of Belcarra.pdf Attachment 6. Section 475 Response – Metro Vancouver.pdf Attachment 7. Section 475 Response – City of Port Moody.pdf
Final Approval Date:	April 14, 2026

This document and all of its attachments were approved and signed as outlined below:

Esin Gozukara

Karen Elrick

From: [Kaptur, Suzanna \[FH\]](#)
To: [Josh Joseph](#)
Cc: [Gill, Sandra \[FH\]](#); [Heckelman, Amber \[FH\]](#)
Subject: RE: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2025
Date: April 1, 2026 2:28:45 PM
Attachments: [image001.png](#)

Hello Josh,

Thank you for your email and the detailed letter re: updates to the Village of Anmore OCP Amendment Bylaw No. 726-2025.

We have had the opportunity to review the letter and supporting documents, and we do not have comments on this round of updates, however we are looking forward to providing comprehensive feedback for the upcoming full OCP update.

I have also copied my colleague Amber Heckelman, for the purposes of an e-introduction, as Amber will have a key role in terms of providing our feedback for the upcoming full OCP update. Please feel free to also get in touch should you have any questions.

Best regards,
Suzanna

Suzanna Kaptur, M.Sc. (Planning)

Regional Planner

Consultant, Healthy Communities
Healthy Built Environment Program
[Fraser Health](#)

300-205 Newport Drive
Port Moody, BC V3H 5C9
Email: suzanna.kaptur@fraserhealth.ca

We recognize that Fraser Health provides care on the traditional, ancestral and unceded territories of the Coast Salish and Nlaka'pamux Nations and is home to six Métis Chartered Communities.

From: Josh Joseph <josh.joseph@anmore.com>
Sent: Monday, March 23, 2026 11:27 AM
To: Kaptur, Suzanna [FH] <suzanna.kaptur@fraserhealth.ca>
Cc: Gill, Sandra [FH] <Sandra.Gill@fraserhealth.ca>
Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2025

Some people who received this message don't often get email from josh.joseph@anmore.com. [Learn why this is important](#)

EXTERNAL SENDER. Does this email look suspicious? Click on Report Message/Phish Alert in the top right of your Outlook toolbar or forward to spam@phsa.ca and **Do not** open attachments or click on links.

Good morning,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided.

Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph
Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: [Kim, JuYoung](#)
To: [Josh Joseph](#)
Cc: [Brownell, Joanna](#); [Partner Plans](#)
Subject: Re: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026
Date: April 13, 2026 2:06:34 PM
Attachments: [image001.png](#)
[Guide to Engaging TL in Partner Agency Plans & Dev's \(GET\).pdf](#)

Hi Josh,

Thank you for the opportunity to review the Village of Anmore's Official Community Plan and Regional Context Statement updates. TransLink acknowledges that the updates are intended to align with the requirements of recent provincial housing legislation. We also appreciate the Village's continued efforts to involve TransLink early in its planning processes and for sharing updates as the OCP and RCS evolve.

TransLink **encourages continued coordination** with the Village as future planning initiatives advance, to help ensure transportation service needs, access considerations, and network constraints are appropriately understood and considered. Early engagement will be particularly helpful where growth may generate additional travel demand that could have implications for existing transportation infrastructure and services.

As the Village advances future planning initiatives, we would also note that TransLink has recently launched implementation of our new '**Guide to Engaging TransLink in Partner Agency Plans & Developments**'.

- Per the provincially legislated requirement for TransLink to provide regional transportation input to key partner agency plans, [we kindly request your agency use this guide to determine which partner agency land use plans, transportation plans, and developments to share with us](#). (Key details on pages 6-7)
- Plan and development referrals, as well as any feedback on the guide, can be sent to PartnerPlans@translink.ca.

Best Regards,

JuYoung Kim (*she/her*)

Planner, Transit-Oriented Communities Planning
Transportation Planning & Policy, **TransLink**

From: Josh Joseph <josh.joseph@anmore.com>
Sent: Monday, March 23, 2026 8:59 AM
To: Kim, JuYoung <JuYoung.Kim@translink.ca>
Cc: Brownell, Joanna <Joanna.Brownell@translink.ca>; Partner Plans <PartnerPlans@translink.ca>

Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

Some people who received this message don't often get email from josh.joseph@anmore.com.
[Learn why this is important](#)

EXTERNAL WARNING: This email came from an external source. Please use caution when opening attachments or clicking on links, and only do so when you are expecting them from a known sender or can confirm they are legitimate and safe.

Hi There,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided.

Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

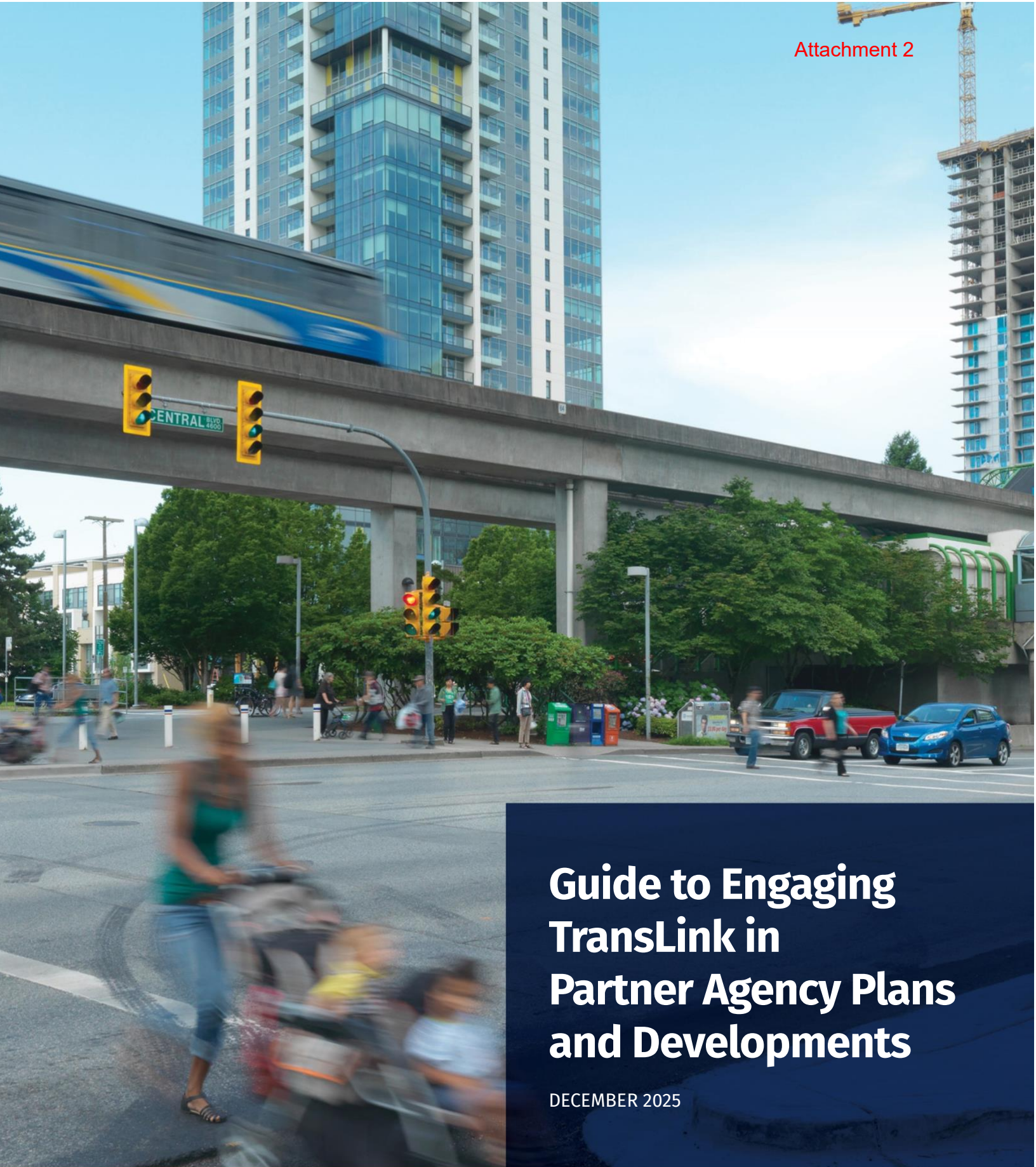
Best regards,

Josh Joseph
Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.



Guide to Engaging TransLink in Partner Agency Plans and Developments

DECEMBER 2025

Clear guidance for engaging with TransLink on your plans

This guide provides an overview for local governments and other agencies on when TransLink engagement in partner agency led plans can add the most value, including:

- **Who** at TransLink to reach out to regarding partner plans and development proposals
- **What** land use plans, transportation plans, and major development proposals merit engagement with TransLink
- **When** in the partner agency process TransLink engagement is requested
- **Where** resources, guidelines, and tools are available to provide partner agencies with consistency and clarity on projects and services related to the regional transportation network
- **How** TransLink assesses potential regional transportation impacts and interests, and tracks outcomes of TransLink engagement in partner-led plans

Other TransLink programs benefiting from engagement

While this guide focuses primarily on TransLink's 'Partner Plans Program', it also references other TransLink programs requiring and/or benefitting from involvement with partner agency plans and developments, given TransLink's numerous touchpoints with partner agencies. Information on these other programs can be found in [Appendix 1: Key TransLink Contacts and Resources](#).

There may in some situations be additional requirements or recommendations for TransLink engagement which are not noted in this guide.

Developed together with regional partners – a living document

This document has been developed with input from the Metro Vancouver-led Regional Planning Advisory Committee (RPAC) and TransLink-led Regional Transportation Advisory Committee (RTAC), as well as staff members from partner agencies in Metro Vancouver who participated in interviews regarding how TransLink can best provide input to partner agency-led plans and developments. The guide reflects the most current information available at the time of writing, and may be updated periodically to align with evolving regional transportation strategies and policies and other relevant information.

Table of Contents

- Why Engage with TransLink? 4**
 - How to Contact TransLink’s Partner Plans Program..... 5
- When to Contact TransLink with Land Use Plans, Transportation Plans,
and Major Development Proposals 6**
 - Plan Types, Guidelines, and Criteria for Engaging with TransLink 6
 - Engagement Outcomes 8
- Key TransLink Interests 9**
 - Other TransLink Programs..... 10
 - TransLink’s Strategic Planning Framework..... 10
- Conclusion 11**

- Appendix 1: Key TransLink Contacts and Resources 12**
 - TransLink Key Contacts 12
 - Additional Guidelines and Tools..... 14

Why Engage with TransLink?



Mutual benefits, opportunities, reduced risks, and legislated requirement

As the integrated, multi-modal transportation authority for Metro Vancouver, TransLink is mandated to plan, manage, and operate a regional transportation system that moves people and goods.

TransLink collaborates closely with local governments, Metro Vancouver, the Province, and other interest-holders to advance regional transportation goals through aligned planning. TransLink engagement in partner agency plans and major developments (especially early on):

- reduces the risk of issues arising late in the process when resource implications are greater,
- fosters improved communication and efficiencies in the work, and
- provides greater certainty to partner agencies regarding planned transit service and other transportation improvements.

These benefits of early involvement increase the likelihood of advancing shared regional goals and lead to better outcomes for all agencies.

To that end, provincial legislation¹ mandates TransLink to support the regional growth strategy ([Metro 2050](#)) and to review and provide input to partner agency land use plans, major developments, and highway infrastructure plans. Regional policy such as [Transport 2050](#) and Metro 2050 also include direction for TransLink to participate in the development of partner agency plans that have implications for the regional transportation system. TransLink led the development of Transport 2050 in collaboration with:

- Local, regional, provincial, and federal government partners,
- Indigenous Nations and Indigenous organizations, and
- A wide range of interest-holders and residents across Metro Vancouver.

Transport 2050 recognizes that to achieve our shared vision for the region, collaboration, coordination, and cooperation between all partners in the region will be needed.

TransLink supports ongoing regional collaboration throughout its many work streams. The Partner Plans Program contributes through regular engagement with partner agencies on their land use and transportation plans.

Our aim is to work together to advance our shared regional goals and objectives to build the most livable region possible.

How to Contact TransLink’s Partner Plans Program

Partner agencies are asked to contact TransLink at PartnerPlans@translink.ca to engage on any partner-led plans, projects, or developments outlined in this guide, per [Table 1](#).

¹ The [South Coast British Columbia Transportation Authority Act](#)

When to Contact TransLink with Land Use Plans, Transportation Plans, and Major Development Proposals

Contact PartnerPlans@translink.ca to engage on any partner-led plans, projects, or developments outlined in Table 1.

Plan Types, Guidelines, and Criteria for Engaging with TransLink

TABLE 1: Summary of partner agency-led plans, projects and development proposals meriting engagement with TransLink’s *Partner Plans Program**

OVERVIEW	WHEN TO ENGAGE	ESTIMATED TIME FOR TL INPUT
LOCAL & REGIONAL GOVERNMENT-LED PROJECTS		
<p>Major Development Proposals</p> <p>Based on provincial legislation and policy in Metro 20502, TL (in collaboration with partner agencies) has created the following criteria for which major development proposals trigger the need for TL review and comment. TL may elect to provide input on developments not meeting these criteria if such developments present potential opportunities for or impacts to the regional transportation network.</p> <p>Proposals to be provided to TL for input include those that are ONE OR MORE OF THE FOLLOWING:</p> <ol style="list-style-type: none"> An OCP amendment* meeting one or more of these three criteria: <ul style="list-style-type: none"> Generates an additional 100 (or more) vehicle trips per peak am/pm hour; Creates 1,000 (or more) residential units on the site; Includes 10,000 sqm / 100,000 sf (or more) non-residential development on the site; OR A proposal anticipated to require a Metro 2050 amendment; OR Is located within a Supportive Policies Agreement (SPA) and meets referral criteria defined through that SPA; OR A proposal which represents a unique opportunity or potential impact for regional transportation and/or TL interests. <p><i>* ODP amendment in the case of City of Vancouver. Until the City has an adopted ODP, the other criteria listed above will be used to determine what should be referred to TL for review.</i></p>	<p>Engagement with TL is best done:</p> <ul style="list-style-type: none"> After an applicant submits their OCP amendment application (or in the case where an amendment is not required, other development application) to the local government, AND Before the local government provides comments to the applicant, AND Before the development application has gone to Council for bylaw introduction (if applicable) or development permit approval (in cases where the proposal is not an OCP amendment but meets the other noted criteria for TL engagement) <p>This approach provides early input from TL which the local government can share with the applicant, increasing certainty and helping to streamline the development approval process by addressing any issues up front.</p>	<p>Minimum 15 business days</p>

² The South Coast BC Transportation Authority Act requires TransLink to establish the criteria that will be used to determine whether a development proposal is a “major development proposal” for the purposes of TransLink review, and Metro 2050 contains a policy that notes TransLink will establish a definition of major development proposals to support the objective of concentrating Major Trip-Generating uses in areas well served by transit.

OVERVIEW	WHEN TO ENGAGE	ESTIMATED TIME FOR TL INPUT
<p>Neighbourhood, Area & Corridor Plans <i>(including updates and policy amendments)</i></p> <p>Neighbourhood, Area and Corridor Plans focusing on specific geographic areas within a local government jurisdiction are requested for early TL involvement for more efficient and mutually supportive outcomes. These plans can be focused on land use or transportation or include components of both.</p>		
<p>Transportation Plans <i>(including updates and policy amendments)</i></p> <p>Local government jurisdiction transportation plans may be multi-modal or focused on one mode of transportation and can have implications for regional transportation networks or priorities.</p>	<p>Early stage: Informal check-in at project launch to bring TL awareness and to discuss potential regional transportation opportunities and/or impacts. This is best done at either the early visioning stage, and/or once key plan concepts have been developed, but prior to a draft plan going forward to Council. Early stage engagement may be via one or more rounds, prior to the formal request for feedback at the draft plan stage.</p> <p>Draft Plan stage: Formal request for written feedback for more detailed input including technical comments and alignment with specific TL policies.</p>	
<p>Official Community Plans (OCP) <i>(including updates and policy amendments)</i></p> <p>An OCP update may be a comprehensive review and revision of an entire OCP, or a more streamlined update focused on one or more key aspects of the existing OCP. Details regarding OCP amendments associated with a development application are captured under the “Major Development Proposals” description above.</p>		<p>Minimum 20 business days</p> <p>(typically needed at formal referral; less time may be needed for early stage informal referrals, and/or for policy-related changes very limited in scope)</p>
<p>Regional Context Statement (RCS) updates</p> <p>Metro Vancouver member jurisdictions are advised to connect with TL to discuss components of RCS updates that may have an impact on regional transportation systems or priorities, in particular related to Frequent Transit Development Areas (FTDAs).</p> <p>The Metro 2050 Regional Context Statements Implementation Guideline provides guidance to members jurisdictions on RCS development, submission, and acceptance.</p> <p>Policy 6.2.2 of Metro 2050 (p. 87) indicates that RCSs that propose to add or delete FTDAs must be accompanied by written comments from TL.</p>	<p>Early stage: Informal check-in at project launch, particularly for early feedback specific to any proposed Frequent Transit Development Areas (FTDAs). This is best done at either the early visioning stage, and/or once key content has been developed, but prior to a draft RCS going forward to Council. Early stage engagement may be via one or more rounds, prior to the formal request for feedback at the draft RCS stage.</p> <p>Draft RCS stage: Formal request for written feedback for more detailed input – typically Metro Vancouver provides the formal RCS referral to TL, but direct communications between the local government and TL are often still needed at this stage.</p>	

OVERVIEW	WHEN TO ENGAGE	ESTIMATED TIME FOR TL INPUT
<p>Metro Vancouver Regional Growth Strategy (RGS) <i>(including updates and policy amendments)</i></p> <p>Provincial legislation requires TL input on both the regional growth strategy (RGS) and any amendments to it. The Metro 2050 RGS Amendments Implementation Guideline provides guidance to member jurisdictions on RGS amendments. For the purposes of the RGS and amendments to it, TransLink is considered an “affected local government” and is required to be notified by Metro Vancouver and invited to comment on proposed amendments.</p>	<p>RGS Amendments</p> <p>Early stage: Local governments anticipating submission of an amendment application are asked to engage with TL prior to applying to Metro Vancouver to proactively work through components of the proposal that may impact the regional transportation system.</p> <p>OCP Amendment: If the RGS amendment application must first advance as an OCP amendment, TL engagement is best done early in that process (see ‘Major Development Proposals’ section above).</p>	<p>Minimum 20 business days</p> <p>(timing dependent on whether input is coming through the TL Board, if Metro Vancouver’s comments deadline permits)</p>
<p>PROVINCE-LED PROJECTS</p>		
<p>Ministry of Transportation & Transit (MOTT) Plans, Studies, and Projects</p> <p>MOTT has a broad range of interests within TransLink’s service area, including a number of provincial highways that are also major transit corridors. MOTT frequently leads studies and planning processes regarding provincial infrastructure within Metro Vancouver. TL is typically a participant in some capacity depending on the nature of the process. MOTT also leads various infrastructure project-based planning processes (e.g. development of a new highway interchange). TL participates in these processes if there is a potential impact to transit operations or active transportation use.</p>	<p>Early stage: Early involvement is preferred to ensure that projects or planning processes consider alignment with TL’s existing and planned transit and active transportation networks.</p> <p>One-time review requests for specific projects, plans or strategies (i.e., not ongoing involvement as part of a working or advisory group) can generally be accommodated within 15 business days. Depending on the nature of the request, this may be longer.</p>	<p>Minimum 15 business days</p>

** Other TransLink programs also require and/or benefit from involvement with partner agency plans and developments, given TransLink’s numerous touchpoints with partner agencies. Information on these other programs can be found in [Appendix 1: Key TransLink Contacts and Resources](#). That said, there may in some situations be additional requirements or recommendations for TransLink engagement which are not noted in this guide.*

Engagement Outcomes

TransLink seeks to understand the impact of our input on partner agency-led planning processes and projects. To support this, the comment form we typically provide to partner agencies includes a column for partner agency staff to indicate a response to select TransLink comments.

Hearing back from partner agencies and tracking these outcomes helps TransLink assess the effectiveness of our input and improve our engagement with partner agencies to support mutually beneficial outcomes.

Key TransLink Interests



The degree to which a partner-led plan aligns with regional transportation plans and policy is impacted by a wide range of interests which can vary based on the stage and scale of an initiative. These interest areas drive the focus of TransLink's review of partner-led plans. While this list is long, key TransLink interests include:

- Overall [transportation and land use alignment](#)
- [Transit-oriented communities design](#)
- Transit service and [managing the transit network](#)
- [Bus speed and reliability](#)
- [Transit accessibility](#)
- [Active transportation](#)
- [Transportation infrastructure and facilities](#)
- [Roads, bridges, and goods movement](#)

Other TransLink Programs

In addition to engaging with TransLink's Partner Plans program, there are other TransLink programs requiring and/or benefitting from involvement with partner agency plans and developments.

These other key TransLink and regional transportation contacts, programs, and interests are outlined in [Appendix 1](#).

TransLink's Strategic Planning Framework

Under the South Coast BC Transportation Authority Act, TransLink is required to regularly update two planning documents:

- A 30-year regional transportation strategy (currently [Transport 2050](#)), and
- A 10-year investment plan (currently the [2025 Investment Plan](#))

Both plans are designed to support and align with Metro Vancouver's regional growth strategy (currently [Metro 2050](#)). Investment plans must set out TransLink's anticipated operating and capital expenditures and how they will be funded by established revenue sources over a 10-year period.

The [Access for Everyone](#) 10-year plan is a bridge between these two legislatively required planning documents, and is the document under which the [Mayors' Council](#) identifies priority investments from Transport 2050 that are ultimately confirmed and funded via investment plans.

We encourage partner agencies to review these regional transportation plans when developing their land use and transportation plans, to help advance our mutual goals through aligned planning.

Conclusion



When partner agencies engage TransLink early in their land use plans, transportation plans, and major development proposals, all agencies can work together to proactively identify and address potential impacts and opportunities, and to advance regionally shared goals and objectives. Such constructive and meaningful engagement helps to build the most livable region possible for us all.

This guide is an evolving document, and TransLink will continue to check in with partner agency staff via the Regional Planning Advisory Committee (RPAC) and Regional Transportation Advisory Committee (RTAC) to gauge how well this guide is working to meet partner agency needs, and iterate on the best processes for TransLink to provide input to partner agency plans and developments.

Please address any questions or communications to PartnerPlans@translink.ca

Appendix 1:

Key TransLink Contacts and Resources

This appendix provides an overview of other TransLink programs requiring and/or benefitting from involvement with partner agency plans and developments, and relevant contacts and resources.

There may in some situations be additional requirements or recommendations for TransLink engagement which are not noted in this guide.

TransLink Key Contacts

Local Government Funding Programs

One of the ways TransLink supports the movement of people across the region is by investing in local infrastructure projects that improve walking, cycling, and transit and make all travel safer. These investments are made through the Local Government Funding Programs. For more information, see the [funding program guidelines](#), visit the [interactive BICCS & WITT eligibility map](#), or email MRN@translink.ca.

Major Road Network & Regional Goods Movement

Per section 21(1) and 21(2) of the [South Coast British Columbia Transportation Authority Act](#) (SCBCTA Act), TransLink approval is required for any road alterations that would reduce the capacity of any part of the [Major Road Network](#) (MRN) to move people, or would prohibit the movement of trucks on any road other than Provincial highways. TransLink's *Major Road Network Capacity Change Process* guidance (link forthcoming – anticipated early 2026) **focuses on** corridor-level improvements which trigger an application review by TransLink. TransLink Board approval is required for the removal of any sections of the designated [Truck Route Network](#), based on the SCBCTA Act and TransLink's mandate to support truck movements. For more information or for questions related to MRN changes, email MRN@translink.ca.

Adjacent and Integrated Development (AID) Project Consent Process

TransLink's Adjacent and Integrated Development (AID) program applies to development and other activities adjacent to and/or integrated with TransLink's infrastructure, with the purpose being to manage and protect TransLink's property rights during development and to preserve the safe, secure and uninterrupted operation of the transit system during construction.

For more information, please see [Adjacent and Integrated Developments](#) and engage the AID team at AIDreview@translink.ca for any reviews that may be necessary.

Transportation Demand Management

Transportation Demand Management (TDM) refers to strategies that encourage sustainable travel choices and reduce reliance on driving alone. TransLink's TDM Programs connect residents, visitors, and businesses with active and sustainable transportation options, and the TransLink TDM team works with local governments to implement TDM programs tailored to each community. Contact the TransLink TDM team at travelsmart@translink.ca or activetransportation@translink.ca to learn more.

TransLink's [TDM Guidelines for Development in Metro Vancouver](#) were created to provide best practice and insight to developers and local governments on how to incorporate TDM strategies into new developments. They are structured around four themes that cover the spectrum of process, strategies, context and evaluation that comprise the essential components of TDM planning.

We also encourage participation in [Compass for Developments](#) if eligible. The Compass for Developments program provides a streamlined approach for developers to satisfy municipal TDM requirements for transit benefits. Please see our website or email tdmdevelopment@translink.ca for more information.

Independent Transit Service

An [Independent Transit Service \(ITS\)](#) is a TransLink-approved public transportation service(s) (bus or rail) operating within Metro Vancouver, provided by anyone other than TransLink, its subsidiaries, or contractors. Under the South Coast BC Transportation Authority Act, TransLink is responsible for approving all ITS operations within Metro Vancouver.

TransLink adopted the [ITS Policy](#) to ensure the identification, evaluation, and approval of independent transit services are done in a consistent and transparent way.

The [ITS Factsheet](#) provides more detailed information on the process; for questions about any existing or potential ITS in Metro Vancouver, please contact its@translink.ca.

Additional Guidelines and Tools

In addition to select guidelines noted above, TransLink provides various additional resources, guidelines, and tools to ensure consistency and clarity in projects and services related to the regional transportation network. While not necessarily an exhaustive list, key additional guidelines include:

Transit-Oriented Communities Design Guidelines

Transit-oriented communities are neighbourhoods designed to make walking, cycling, and transit use convenient and desirable by focusing development around transit stations, stops, and exchanges, and thereby maximize the efficiency of existing transit services. TransLink encourages reference to the [Transit-Oriented Communities Design Guidelines \(TOCDGs\)](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

Transit Service Guidelines

The [Transit Service Guidelines](#) bring clarity and consistency to the process of adjusting and improving transit services to meet changing customer needs. They are used to:

- Determine where service should be provided;
- Design service characteristics;
- Determine appropriate service levels; and
- Measure and establish minimum levels of performance.

Transit Service Performance Review

The [Transit Service Performance Review \(TSPR\)](#) is published annually to provide a comprehensive review of ridership trends across all modes of the region's transit system. It is a key tool for tracking transit ridership trends, evaluating service adjustments, and identifying emerging needs across the network. Detailed data and insight on ridership trends and patterns by service type and route can be found in the interactive data dashboards on TransLink's website.

Transit Passenger Facility Design Guidelines

Responsibility for delivering effective transit facilities is often shared between local jurisdictions, developers, TransLink and its many project partners. With so many different players potentially involved in the delivery of transit passenger environments, the [Transit Passenger Facility Design Guidelines](#) serve as a principal reference for ensuring design consistency and excellence across all projects, modes and environments.

Park and Ride Guidelines

Park and Ride plays several roles that support the TransLink system: increasing access to transit (especially where non-driving station access options are limited), expanding the reach of the regional transit system, and providing a revenue source. The [Park and Ride Guidelines](#) provide guidance on decisions related to Park and Ride, including what locations are suitable for Park and Ride (including partnering opportunities), where and when Park and Ride should be adapted to other uses, and how Park and Ride is managed.

Interim Guidelines for New Developments: Environmental Noise Assessment

These [Interim Noise Assessment Guidelines](#) were developed in response to the recommendation of a SkyTrain noise study to develop an acoustical guideline for new residential developments near SkyTrain. Consultation with local government planning staff confirmed the need for such a guideline to assess and address all environmental noise sources potentially affecting new developments.

From: [Referrals](#)
To: [Josh Joseph](#)
Subject: RE: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026
Date: March 24, 2026 4:11:57 PM
Attachments: [image001.png](#)

Hello Josh,

Thank you for sending this update on Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026, the 'Project.' kwikwə́ləm First Nation has reviewed the information and has the following comment:

- On item 11) under *Our Existing Land Use*. kwikwə́ləm First Nation requests that wording is amended to reference First Nation consultation directly alongside community.

Best,
Hannah Laing

hay čxʷ qə (Thank you)



Referrals
Lands and Resources
referrals@kwikwetlem.com

2-65 Colony Farm Road
Coquitlam, BC V3C 5X9
www.kwikwetlem.com

We acknowledge that we operate on the traditional, ancestral and unceded territory of kwikwə́ləm First Nation.

From: Josh Joseph <josh.joseph@anmore.com>
Sent: March 23, 2026 9:15 AM
To: Referrals <referrals@kwikwetlem.com>
Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

Good morning,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth

Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided.

Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph

Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com

2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: [Squamish Connect](#)
To: [Josh Joseph](#)
Subject: [Squamish Connect] 1 Update
Date: March 25, 2026 1:35:45 AM

Squamish Connect

1 comment on things you're watching

New Comment

Lilian Shams-Amiri (Squamish Nation) posted a comment

Hi Josh,

We have no additional comments at this time other than what has already been shared. Please continue to update this file as things progress.

thanks,

Lilian

PROJECT NAME

OCP Update – Provincial Housing Legislation/Regional Context Statement Metro 2050
– Engagement Plan/Referral Process

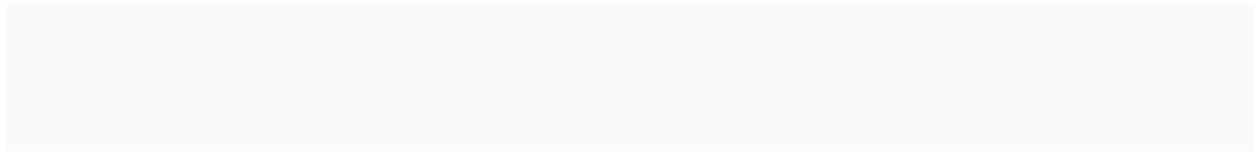
ISSUING AGENCY FILE NUMBER(S)

OCP2025-01

REFERRAL ID

3822

[View this Submission](#)



From: [Melony Burton](#)
To: [Josh Joseph](#)
Subject: FW: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026
Date: April 7, 2026 5:12:12 AM
Attachments: [image001.png](#)
[Official Community Plan Bylaw Amendment 726-2025.pdf](#)
[2026-03-17 RC Minutes - draft.pdf](#)
[2026-03-23 Anmore OCP Amendment Bylaw 726-2025 Referral - Village of Belcarra.pdf](#)

Hi,

Received. Thank you for the update and reference documents.

Melony Burton, ASCT, MBA

Chief Administrative Officer, Village of Belcarra
604-937-4100 | mburton@belcarra.ca
4084 Bedwell Bay Road | Belcarra, BC | V3H 4P8

From: Josh Joseph <josh.joseph@anmore.com>
Sent: March 23, 2026 9:20 AM
To: Melony Burton <mburton@belcarra.ca>
Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

Good morning,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided. Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph

Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: [Josh Joseph](#)
To: ["Charles Pan"](#)
Cc: [Victor Cheung](#); [Mark Seinen](#)
Subject: RE: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026
Date: March 30, 2026 9:14:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Charles,

Yes, all map comments and statement comments have been addressed. The Regional Context Statement map is included in the Updated OCP Amendment Bylaw.

A public hearing is scheduled April 21st and I believe third reading is slated for the same night. I'd expect that the draft RCS should be formally submitted at the end of April or early May.

Thanks!

Josh Joseph
Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | [anmore.com](#)
2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: Charles Pan <Charles.Pan@metrovancover.org>
Sent: March 26, 2026 11:52 AM
To: Josh Joseph <josh.joseph@anmore.com>
Cc: Victor Cheung <Victor.Cheung@metrovancover.org>; Mark Seinen <Mark.Seinen@metrovancover.org>
Subject: RE: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

Hi Josh,

Thanks for these documents and apologies for the late reply. We recall we had some correspondence earlier this year (attached) on Anmore's draft RCS, including the map. We just want to confirm that our comments have been considered for this current version?

And I understand that you are still collecting input at this stage. Do you have a sense of when you would formally submit your RCS to MV? No pressure – we just want to be ready.

Thanks!

Charles Pan
Senior Policy and Planning Analyst, Implementation Services
Regional Planning and Housing Services
t. 604-451-6015



From: Josh Joseph <josh.joseph@anmore.com>
Sent: lundi 23 mars 2026 09:13
To: Jonathan Cote <Jonathan.Cote@metrovancover.org>
Cc: Marcin Pachcinski <Marcin.Pachcinski@metrovancover.org>; Victor Cheung <Victor.Cheung@metrovancover.org>; Charles Pan <Charles.Pan@metrovancover.org>
Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

Good morning,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided.

Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph
Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

From: [Stephanie Ivall](#)
To: [Josh Joseph](#)
Subject: RE: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026
Date: March 24, 2026 12:03:36 PM
Attachments: [image001.png](#)

Thank you for your letter. I have forwarded this to the City Manager for their information.

Have a great day.

Stephanie Ivall
Executive Support Advisor
604-469-4521 (t)
sivall@portmoody.ca | www.portmoody.ca

We carry out our business on the ancestral and unceded homelands of the kwikwə́łəm (Kwkwetlem), səliłwə́təl (Tsleil-Waututh), xʷməθkʷəyəm (Musqueam), Skwxwú7mesh (Squamish), qicəy (Katzie), q'wá:n ɬ'ən (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extend appreciation for the opportunity to work on this territory

From: Josh Joseph <josh.joseph@anmore.com>
Sent: Monday, March 23, 2026 9:23 AM
To: Stephanie Lam <slam@portmoody.ca>
Cc: Stephanie Ivall <sivall@portmoody.ca>
Subject: Update - Section 475 and 476 Referral for Anmore Official Community Plan Amendment Bylaw No. 726-2026

Some people who received this message don't often get email from josh.joseph@anmore.com. [Learn why this is important](#)

CAUTION - EXTERNAL EMAIL: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you feel this email is malicious or a scam, report it with the Report Message button in Outlook.

Good morning,

Please find attached a letter from the Village of Anmore regarding updates to the Official Community Plan (OCP) Amendment Bylaw No. 726-2025 for Provincial housing legislative requirements and updates to the Regional Context Statement to align the Village's Official Community Plan with Metro Vancouver's Metro 2050 Regional Growth Strategy.

The updated OCP Amendment Bylaw is attached for reference.

We invite you to review the details outlined in the letter and the links provided.

Draft Minutes from the most recent Regular Council Meeting held on March 17th, 2026, are attached.

The Report to Council Dated March 13th, 2026 can be found in [this link](#).

If you have any questions or require further information, please do not hesitate to reach out.

Best regards,

Josh Joseph

Manager of Development Services



D: 604-200-7182 | T: 604-469-9877 | anmore.com
2697 Sunnyside Road, Anmore, BC, V3H 5G9

CONFIDENTIALITY NOTICE: This message, including any attachments, contains information intended for a specific individual and purpose. It is the property of the City of Port Moody and should be treated as confidential. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, please notify the sender immediately and destroy all copies of this e-mail and any attachments. Please be advised that correspondence with any government body, including City of Port Moody Council and staff, is subject to disclosure under the Freedom of Information and Protection of Privacy Act.