

# Appendix 1: Regional Context Statement

Anmore Council endorsed Metro Vancouver's Regional Growth Strategy (RGS), Metro 2050 in 2023. The RGS aims to manage growth to support complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure. This Regional Context Statement (RCS) outlines how Anmore's OCP policies are consistent with the RGS, and where they are not, it outlines how Anmore will work towards alignment.

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

The Village's OCP was adopted in 2014. Since that time, new provincial legislation has been passed with the objective of increasing housing supply and affordability in the province and to ensure each municipality's OCPs are aligned with their most recent housing needs report. These changes are reflected in this amended Regional Context Statement. With this said, the Village intends to complete a comprehensive update to the entire OCP in the future to ensure that the community's long-term vision is refreshed and reflected in any future proposed policies and objectives as they relate to RGS and provincial housing legislation.

This RCS has been prepared in accordance with the Metro 2050 Implementation Guideline Regional Context Statement template.

## Regional Context Statement Checklist

### *Mapping Requirements*

Mapping has been added in accordance with Metro 2050 Implementation Guidelines.

Regional Land Use Designations include:

- General Urban
- Rural
- Agricultural
- Industrial
- Employment
- Conservation and Recreation

Map 1 of the Regional Context Statement identifies Anmore's Regional Land Use designations. There are no Agricultural and Employment designated lands within the Village. The majority of Anmore, with the exception of the Eagle Mountain Middle School site and parcels south of Hummingbird Drive, including a development referred to as Anmore Green Estates, is uniquely located outside of the Urban Containment Boundary as specified in Metro 2050 and designated

as RURAL in Metro 2050, with no Urban Centre or Frequent Transit Development Areas. Additionally, a portion of the municipality is identified as a Special Study Area, for further consideration of alternate land uses by the Village. This set of land use criteria provides an opportunity for Anmore to uniquely contribute to regional growth by providing housing forms and a semi-rural lifestyle in proximity to two urban centres (Port Moody and Coquitlam) for residents not commonly available elsewhere in the region.

### **Special Study Area**

As depicted on Map 1 , a portion of Anmore formerly owned by Imperial Oil (and commonly referred to as the IOCO Lands) has been identified as a Special Study Area for future consideration of alternate land uses.

Policy IOLU-3 and other policies in the Special Study Area section of the OCP outlines the Village's requirements that must be completed for Council to consider the future development of the area. These include the development of a number of technical studies/analysis and a comprehensive neighbourhood planning process. The Village also expects a commitment to exceptional neighbourhood performance for these lands.

### *Population, Dwelling Unit and Employment Projections Requirements*

Section 1.1.9(b) of Metro 2050 requires member jurisdictions adopt RCSs that “provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB.”

Anmore's Current Population estimate for 2025 is - 2604 people.

Anmore's Current Dwelling Unit count estimate for 2025 - 814 units.

Anmore's Current estimated employment for 2025 is a total of 785 jobs.

Employment Projections to 2030, 2040 and 2050 based on medium growth are as follows:

- 2030 – 862 jobs
- 2040 – 995 jobs
- 2050 - 1099 jobs

### Population Forecasts

- 2030 – 2728 people
- 2040 – 2989 people
- 2050 – 3253 people

Section 1.2.24(a) of Metro 2050 requires member jurisdictions adopt Regional Context Statement that “provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”

This is not applicable to Anmore given the relatively small area of the municipality located within the urban containment boundary.

Section 6.2.7 of Metro 2050 provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. Language has been included in the RCS under Section 6.2.7 that indicates that Council may consider changes to land use designations in accordance with the parameters established in the plan in the future should the need arise.

# METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Regional Targets		
<a href="#">Goal 1 Create a Compact Urban Area Targets</a>		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of <b>focusing 98% of residential growth inside the Urban Containment Boundary</b></p>	<p>The majority of the lands within Anmore are located outside of the Urban Containment Boundary (UCB). Those lands contained within the UCB are shown on Map 1 and involve a limited number of parcels including a middle school site. The majority of Anmore’s growth will occur on Rural designated lands in a manner consistent with community character.</p> <p>Population, Dwelling Unit and Employment Projections estimates for Anmore are as follows:</p> <p><b>Population</b></p> <ul style="list-style-type: none"> <li>• Year 2025: 2,604</li> <li>• Year 2050: 3,253</li> </ul> <p>:</p> <p><b>Dwelling Units</b></p> <ul style="list-style-type: none"> <li>• Year 2025: 814</li> <li>• Year 2050: 1048</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>• Year 2025: 785 jobs</li> <li>• Year 2030: 862 jobs</li> <li>• Year 2040: 995 jobs</li> <li>• Year 2050: 1099 jobs</li> </ul>	
<p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and <b>contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in <a href="#">Table 2</a></b> (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p>	<p>Anmore does not contain Urban Centres or Frequent Transit Development Areas.</p>	<p>This section is not applicable to Anmore.</p>

<p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 40%</b></li> <li>• <b>Frequent Transit Development Areas: 28%</b></li> </ul> <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 50%</b></li> <li>• <b>Frequent Transit Development Areas: 27%</b></li> </ul>		
<p>1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: <b>focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3</b> (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in <a href="#">Table 2</a> and <a href="#">Action 1.2.12</a></p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p><b>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</b></p> <p><b>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</b></p> <p><b>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</b></p>	<p>Anmore does not contain Urban Centres or Frequent Transit Development Areas</p>	<p>This section is not applicable to Anmore.</p>
<p><b><u><a href="#">Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets</a></u></b></p>		
<p><b>Policy with Target</b></p>	<p><b>Applicable OCP Policies</b></p>	<p><b>Supplementary Information</b></p>
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these</p>	<p>Anmore’s semi-rural context combined with the fact that over half of the village is currently</p>	<p><i>Anmore Tree Management Bylaw No. 587-2018 requires a 20% minimum tree coverage</i></p>

<p>targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> <li>• increase the area of lands protected for nature <b>from 40% to 50% of the region’s land base by the year 2050</b>; and</li> <li>• increase the total regional tree canopy cover within the Urban Containment Boundary <b>from 32% to 40% by the year 2050</b>.</li> </ul>	<p>designated as Conservation and Recreation leaves limited ability to make significant gains in adding protected lands. This said a number of policies support this concept including: E-2 (Preservation of environmental areas), E-11, E12, and E13 (Sensitive Area Protection) E-21 re: (tree retention), E-28 (wildlife corridors)</p> <p>With this said, the Village recognizes the importance of protecting our natural areas and will advocate to the Province to protect the 500 ha of Crown lands located within Anmore in the context of the Metro 2050 regional plan in order to increase the percentage of lands protected for nature by the addition of Policy E-9.</p> <p>The Village will continue to monitor the effectiveness of the Tree Management Bylaw with the goal of protecting and enhancing the tree canopy percentages in the Village as specified in Policy E-25.</p>	<p><i>for parcels greater than 0.2 Ha and 10% for parcels less than 0.2 Ha.</i></p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the <b>regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050</b>;</p>	<p>Chapter 9 includes Anmore’s Greenhouse Gas emission targets. These include a Building Target Reduction of 80% by 2050 and a Transportation Target Reduction of 40% by 2050.</p> <p>Newly added land use policies may facilitate the development of a variety of housing forms other than the traditional single family dwelling which may be more energy efficient. Transportation policies related to active transportation and advocating for transit service will also contribute to reduced emissions by changing the way residents move about the community reducing the number of short distance automobile trips.</p> <p><u>Policy GHG-1 includes support for alternate energy sources. Policy GHG-2 and GHG 3 supports green building requirements for new construction and the uses of higher standards for green buildings.</u></p>	<p>The Village intends to explore undertaking a full update of the OCP starting in the near term and new targets will be established as part of that process.</p>

	<p><u>Policy GHG-11 includes a focus on increasing walking and cycling as viable transportation alternatives.</u></p> <p><u>Policy GHG-14 includes a commitment to collaborate with TransLink to increase transit use to Buntzen lake.</u></p> <p><u>Policy GHG-16 includes support for car pooling and rideshare to reduce dependence upon the private vehicle.</u></p>	
--	--	--

**Goal 4 Provide Diverse and Affordable Housing Choices Target**

<b>Policy with Target</b>	<b>Applicable OCP Policies</b>	<b>Supplementary Information</b>
<p>4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having <b>at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units</b> (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>	<p>Anmore is located outside of the Urban Containment Boundary and does not contain Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors.</p> <p>This said, Anmore continues to aspire to do its part by including policy that supports innovative and affordable housing for renters and people with special needs (<a href="#">Policies S-3, and S-4.</a>)</p>	<p>See note in Section 3.3.7 a) regarding timing associated with an OCP update.</p>

## Metro 2050 [Goal 1: Create a Compact Urban Area](#)

Given Anmore’s Rural land use designation, the Village of Anmore supports this goal’s objectives in principle given its current intent to remain a primarily semi-rural residential community. These factors will prevent Anmore from drawing significant urban development out of the Urban Containment Boundary and away from Urban Centres. Land Use policy provides flexibility with respect to lot sizes, and densities for Anmore Council to facilitate development which will allow the community to evolve in a manner that meets local needs.

The OCP outlines several potential growth scenarios for future forecasting to 2032. The above introductory statement is evidenced by the 2021 census, as Anmore continues to grow at a slower rate than anticipated in the 2014 OCP.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

### Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of <b>focusing 98% of residential growth inside the Urban Containment Boundary</b>	See Response in Targets Section	
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and <b>contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in <a href="#">Table 2</a></b> (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)  Regional Targets for Residential Growth by Location: <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 40%</b></li> <li>• <b>Frequent Transit Development Areas: 28%</b></li> </ul> Regional Targets for Employment Growth by Location: <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 50%</b></li> <li>• <b>Frequent Transit Development Areas: 27%</b></li> </ul>	See Response in Targets Section	
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: <b>focus and</b>	See Response in Targets Section	

<p><b>manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3</b> (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in <a href="#">Table 2</a> and <a href="#">Action 1.2.12</a></p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p><b>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</b></p> <p><b>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</b></p> <p><b>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</b></p>		
---	--	--

**Strategy 1.1: Contain urban development within the Urban Containment Boundary**

Policy 1.1.9	Section	Policy	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	<a href="#">Map 1</a> in addition to Schedule A and B depict the Urban Containment Boundary relative to Anmore.	
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please provide response in Targets section</i>	
c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water	<a href="#">Policy MS-4</a> includes a commitment to liaise with Metro Vancouver , the local		

		Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	health authority and neighbouring municipalities to ensure the protection of the drinking water supply and the prevention of water contamination as a result of development activity. The Village will continue to liaise with Metro as it has done so in the past regarding any development that will require consideration with respect to liquid waste services.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Not applicable to Anmore.

**Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas**

Policy 1.2.23	Section	Policy	Applicable OCP Policies
	<b>Adopt Regional Context Statements that:</b>		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Not applicable to Anmore.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will	<i>Please provide response in Targets section</i>

		contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Not Applicable to Anmore.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	Not Applicable to Anmore.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	Not Applicable to Anmore.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Not Applicable to Anmore.
	vii)	consider the implementation of green infrastructure	Not applicable to Anmore.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	The Village recently constructed a new Village Hall at the crossroads of Sunnyside Road and East Road, providing a catalyst to foster and strengthen the evolution of a Village Centre at this location as per previous policy.
	ix)	support the provision of community services and spaces for non-profit organizations	<a href="#">Policy INLU-2</a> indicates that the Village will work towards the provision of features and services that will enhance the value of the new Village Hall as a multi-purpose community resource. Examples include meeting spaces for civic administration, community groups, activity space for youth and seniors, coffee kiosk or other commercial opportunities, storage of Anmore's archives, arts and cultural display areas, and an outlet for community information and resources.

	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Not applicable to Anmore.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	The character of Anmore is currently semi-rural with low density development. Residential land use policy supports this form of development moving forward. Schedule C: Road Network map includes potential local roadway connection locations. These road locations create local connections that will facilitate active transportation opportunities.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Only a limited number of properties in Anmore are located inside of the UCB and designated as Urban in the RGS –General Urban lands are shown on Map 1 which forms part of this RCS.
	ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Not applicable to Anmore.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Anmore does not contain a Frequent Transit Network corridor. <a href="#">Policy RLU-16</a> does however provide guidance with respect to infill development. As well, <a href="#">Policy RLU-17</a> provides the opportunity for densities up to 4.3 units per acre and allows single detached with secondary suites and coach houses, semi-detached, duplex or townhouse housing forms on Hillside Residential designated properties.
	iv)	encourage neighbourhood-serving commercial uses	<a href="#">Policies CLU-2, CLU-3, CLU-4 and CLU-5</a> support small scale neighbourhood oriented commercial uses.

	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of “non-residential Major Trip Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Anmore’s OCP does not contemplate these uses and therefore this is not applicable to the Village.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Not applicable to Anmore.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	<a href="#">Policy T-9</a> indicates that the Village will advocate for continued improvements to the TransLink community shuttle service in Anmore. <a href="#">Policy T-8</a> includes the opportunity to work with the City of Port Moody and TransLink to explore the potential for a safe and well connected pedestrian and bicycle route from the Evergreen Line station at loco to Anmore.

**Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities**

	Section	Policy	Applicable OCP Policies
<b>Policy 1.3.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	<p>Given it’s Rural land use designation, mixed use development opportunities are not specifically considered in the OCP. This however is a topic that could be discussed as part of a future OCP update.</p> <p>In the context of Anmore’s land use plan, a number of policies support and encourage innovative housing forms such as (<a href="#">Policy RLU-8 and RLU-17</a>) re. detached, semi-detached, duplexes and townhouses. As well, <a href="#">Policy T-1</a> encourages the development of pedestrian, cycling and public transit networks as part of an</p>

			integrated multimodal transportation system.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Local serving commercial is proposed in the Village in accordance with Schedules A and B within the Village Centre as per Policy <a href="#">CLU-1</a> , <a href="#">CLU-2</a> , <a href="#">CLU-3</a> , <a href="#">CLU-4</a> and <a href="#">CLU-5</a> . This location is accessible by transit.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	<a href="#">Policy P&amp;TLU-2</a> recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces.
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	Age Friendly <a href="#">Policy S-7</a> supports safe and accessible passage to public buildings. Other than the Community Hub building, Anmore does not possess other recreation facilities at this time.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	<a href="#">Policy P&amp;TLU-2</a> recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces.  <a href="#">Policy P&amp;TLU-4</a> encourages the connection between local, inter-municipal and regional trails; parks and open spaces, regional recreation destinations, schools; residential neighbourhoods, and adjacent municipalities, recognizing that improved connections better integrates these amenities into the Village and promotes walking as an alternative to driving.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<a href="#">Policy T-5</a> facilitates safety improvements for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming

			<p>measures, where appropriate.</p> <p>The Village in <a href="#">Policy T-7</a> outlines the desire to explore potential partnerships with the schools to establish educational programs which promote walking and cycling, and will encourage schools to provide high-quality and well-monitored bicycle parking.</p> <p>Specific walkability improvements to East Road such as the creation of buffers or other safety measures are identified in <a href="#">Policy T-4</a> to enhance pedestrian safety. As well Sunnyside Road is envisioned as an active transportation corridor in <a href="#">Policy T-3</a>.</p>
	e)	<p>support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services</p>	<p><a href="#">Policy E-6</a> encourages community based initiatives such as community gardens.</p> <p><a href="#">Policy S-14</a> specifies that the Village will consider establishing a community garden in the Village Center which is accessible by transit services.</p>
	f)	<p>consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments</p>	<p>Policy <a href="#">IOLU-3</a> and <a href="#">IOLU-4</a>, relating to the Village's Special Study Area, includes a listing of the studies that should accompany an OCP amendment application. A formal health and social impact assessment has been added as a necessary requirement.</p>
	g)	<p>provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community</p>	<p>Anmore's one Special Study area provides the opportunity for the inclusion of this guidance as part of a potential future OCP neighbourhood plan. <a href="#">Policy IOLU-3</a> includes requirements for the technical analysis associated with this planning process.</p>
	h)	<p>consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres</p>	<p>While Anmore does not possess Urban Centres, or FTDA's this is a conversation that can occur as part of a future OCP update.</p>

**Strategy 1.4: Protect Rural lands from urban development**

	Section	Policy	Applicable OCP Policies
<b>Policy 1.4.3</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Map 1 identifies the majority of Anmore as Rural lands in the RGS.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Anmore’s land use policy limits the amount of development that can occur in the village. The scale of permitted development is compatible with on-site sewer servicing. This is reflected in the Land Use Plan - Schedules A and B and the Residential Land Use Policies in Chapter 4.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Policy RLU-2 supports the subdivision of properties to accommodate anticipated levels of population growth up to densities permitted by Policy RLU-17. Residential densities should be consistent with the established one acre pattern of development with densities not to exceed 3 units per lot except on Hillside Residential designated properties where maximum densities of 4.3 units per acre may be possible.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	There are currently no Agricultural designated lands in Anmore and the ALR does not extend into the municipality. Further, Anmore’s topography would likely limit large scale agricultural production. Food Security Policy S-13 does however encourage residents to grow foods on their property for personal consumption, explores the potential to sell foods locally and identifies the potential opportunity to buy foods from local or regional sources.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	The majority of the sensitive ecosystem lands identified on Map 11 of Metro 2050 are designated as Conservation and Recreation in Anmore with the exception of those lands identified as a Special Study area. While it is generally

			<p>envisioned that Conservation and Recreation lands will remain in their natural state, protection of portions of the Special Study area lands will be explored as part of the planning process as specified in Policies <a href="#">IOLU-3</a> and <a href="#">IOLU-4</a>.</p> <p>Development Permit Area 3 Protection of the Natural Environment has been established to protect the features functions and conditions that are vital in the natural maintenance of stream health and productivity.</p>
--	--	--	--

## Metro 2050 [Goal 2: Support a Sustainable Economy](#)

Anmore's secluded location, small population and limited infrastructure constrains its ability to contribute in the traditional manner to the larger regional economy. Within the local context, Anmore supports the general RGS strategies that protect employment lands for economic activity, through identifying areas for commercial, industrial and institutional uses.

A number of policies, as outlined below, identify the potential to accommodate additional future opportunities in the Village Centre, within the Special Study area, and on residential properties as home based businesses. While opportunity for large scale employment in Anmore is limited due to the primarily residential context, these policies will assist Anmore in growing employment within the Village at an appropriate scale. With no plans to increase employment generating lands other than potential commercial opportunities, the Village anticipates modest employment growth. Peripherally, Anmore plays a role in the regional economy as a municipality experiencing modest growth and development, resulting in a low but fairly constant level of new home construction and associated economic benefits.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

### Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
<b>Policy 2.1.10</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	<p><a href="#">Schedules A and B</a> identify those lands designated both Commercial and Residential in the OCP.</p> <p><a href="#">Policies CLU-2 and CLU-3</a> identify the potential to accommodate additional commercial opportunities and <a href="#">Policy CLU-4 ensures</a> that future commercial uses are in keeping with the semi-rural character of the village.</p> <p>As well, <a href="#">Policy CLU-5</a> supports the exploration of commercial uses as part of the planning and development process involved in any future development proposal associated with the former Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete.</p>
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	There are no Urban Centres or Frequent Transit Development Areas in Anmore and therefore the OCP does not contemplate an expansion of commercial uses.

	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	There are no Urban Centres or Frequent Transit Development Areas in Anmore and therefore this is not applicable to the Village.
--	----	--	---

**Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land**

<b>Policy 2.2.9</b>	<b>Policy Action 3.2.7</b>	<b>Section</b>	<b>Policy Text</b>	<b>Applicable OCP Policies</b>	
		<b>Adopt Regional Context Statements that:</b>			
		a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	There are no regional industrially identified lands in Anmore. <a href="#">Schedules A and B</a> identify municipal Industrial lands which are limited in the Village. <a href="#">Policies ILU-1 and ILU-2</a> are related to the BC Hydro power plant at Buntzen Bay and specify that these lands shall retain an industrial zoning classification.	
		b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	There are no Trade-Oriented lands that support inter-regional, provincial, national and international trade identified in the OCP.	
		c)	include policies for Industrial lands that:		
		i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	<a href="#">Policy ILU-2</a> protects the supply of industrial land in the Village by specifying that the industrially designated lands associated with BC Hydro power plant and pumping station at Buntzen Lake shall retain an industrial zoning classification. There are no policies that provide for the exploration of alternate uses for these sites.	
		ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Given the location of the industrial designated sites, accessory uses, not directly related to the use of the site as a power plant are not feasible and therefore, not included in the OCP.	
		iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities,	Not applicable to Anmore.	

		such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Not applicable to Anmore.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	Not applicable to Anmore.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Given Anmore's geographic location and existing land use vision, industrial expansion is not envisioned in the medium term. The community could discuss this topic as part of a future update to the OCP however opportunities are limited.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Expanded industrial activities are not envisioned in the OCP.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Not applicable to Anmore given the absence of rail or water access.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Anmore's OCP does not currently contain urban design guidelines for industrial development. A larger conversation with respect to expanding DP guidelines could be considered as part of a future OCP update. Given the limited number of industrial sites, potential uses and remote location of these sites, guidelines do not seem to be necessary at this time.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Not applicable to Anmore as there are no identified Trade Oriented Lands.
	d)	include policies for Employment lands that:	Metro 2050 - Map 7 Does not identify Employment Land in Anmore.
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including	Not applicable to Anmore.

	opportunities for the potential densification/intensification of Industrial activities, where appropriate	
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Not applicable to Anmore.
iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Not applicable to Anmore.
iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Not applicable to Anmore.
v)	do not permit residential uses, except for: <ul style="list-style-type: none"> <li>• an accessory caretaker unit; or</li> <li>• limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.</li> </ul>	Not applicable to Anmore.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing	<a href="#">Policies GHG-1, GHG-2, GHG-3</a> and <a href="#">GHG-4</a> support alternative energy sources, green building requirements and higher construction standards. These

		energy efficiency, and mitigating impacts on ecosystems	policies focus on residential uses given the absence of commercial buildings as well as limited industrial uses.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	<a href="#">Policy E-17</a> identifies the need for potential flood hazard protection and the identification of mitigation measures to protect against hazards. Further, <a href="#">Policy S-12</a> indicates that the Village will update and implement the Emergency Management Plan to maintain safety and security in the community.

**Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability**

Policy 2.3.12	Section	Policy	Applicable OCP Policies	
	<b>Adopt Regional Context Statements that:</b>			
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	There are no Agricultural designated lands within Anmore.	
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	<a href="#">Policy S-13</a> encourages residents to grow foods on their property for personal consumption, explore the potential to sell foods locally and look for opportunities to buy foods from local or regional sources.	
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	Not applicable to Anmore.	
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Not applicable to Anmore.	
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Not applicable to Anmore.	
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> <li>• monitoring storm water, flooding, and sea level rise impacts on Agricultural land,</li> <li>• implementing flood construction requirements for residential uses, and</li> <li>• maintaining and improving drainage and irrigation infrastructure that support</li> </ul>	Not applicable to Anmore.	

		Agricultural production, where appropriate and in collaboration with other governments and agencies	
	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Not applicable to Anmore.
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the <i>Agricultural Land Commission Act</i>	Not applicable to Anmore.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Not applicable to Anmore.
<b>Policy 2.3.13</b>	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	The OCP contains Food Security Policies that raise awareness of the importance of supporting a healthy and sustainable supply of local food regionally and locally. <a href="#">Policy S-13</a> encourages residents to grow food for personal consumption and <a href="#">Policy S-14</a> specifies that the Village will consider establishing a community garden in the Village Centre.

## **Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards**

The guiding objectives and policies in this OCP emphasize the importance of preserving the natural environment. Environmental policies promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the community, as well as, emphasizing environmental protection through partnerships with local regional and provincial organizations to promote stewardship and education initiatives and greenhouse gas reduction.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

### **Goal 3 Targets**

<b>Policy with Target</b>	<b>Applicable OCP Policies</b>	<b>Supplementary Information</b>
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> <li>increase the area of lands protected for nature <b>from 40% to 50% of the region's land base by the year 2050</b>; and</li> <li>increase the total regional tree canopy cover within the Urban Containment Boundary <b>from 32% to 40% by the year 2050</b>.</li> </ul>	<p><a href="#">Policy E-21</a> encourages tree retention and replanting for new subdivisions, as outlined in the Tree Management Bylaw.</p> <p>Anmore Tree Management Bylaw No. 587-2018 requires a 10% minimum tree coverage for parcels less than 0.2 Ha and 20% for parcels greater than 0.2 Ha and less than 0.4 Ha . Additionally, for lots 0.4 Ha or greater, coverage shall increase by 5% for every 0.4 Ha in excess to a maximum coverage of 75% of the lot.</p>	<p><a href="#">Policy E-7</a> recognizes that inventory and mapping of environmentally sensitive areas should be based on the best available data and it is Anmore's intention to conduct an inventory and mapping of Anmore's environmentally sensitive areas.</p> <p>Tree canopy targets could be explored in conjunction with this work and the update of the OCP anticipated to commence in 2026/27.</p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the <b>regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030</b> and achieving a carbon neutral region by the year 2050;</p>	<p>Included in Targets Section</p>	

### **Strategy 3.1: Protect and enhance Conservation and Recreation lands**

<b>Policy 3.1.9</b>	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>	
	<b>Adopt Regional Context Statements that:</b>			
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2.	<p><a href="#">Map 1</a> and <a href="#">Schedules A and B</a> identify Conservation and Recreation lands and their boundaries which total 2,242 hectares (5,540 acres).</p> <p>This represents over half of Anmore's total land area.</p>	

	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	The majority of the lands designated Conservation and Recreation are undeveloped and are intended to remain in this state. This is related to all sub-bullets below.
	i)	drinking water supply areas	<a href="#">Policy E-15</a> includes a commitment by the Village to continue to protect watercourses and water sources for domestic water needs.
	ii)	environmental conservation areas	There are no environmental conservation areas designated in the Village.
	iii)	wildlife management areas and ecological reserves	Not applicable to Anmore.
	iv)	forests	Anmore is fortunate to have young forests, mature forests, old forests and woodlands as indicated on the Metro Vancouver Sensitive Ecosystem Inventory completed in 2020. <a href="#">Policy RLU-13</a> encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreation lands from new development.  <a href="#">Policy E-22</a> requires the involvement of a professional forester or arborists with applications for subdivision or development.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The Sensitive Ecosystem Inventory (2020) prepared by Metro Vancouver shows that there are approximately 7 ha of wetlands (shallow water and swamp) within the Village on the south shore of Buntzen lake. These lands are designated Conservation and Recreation.  As noted, there is limited development envisioned within the Conservation and Recreation lands. <a href="#">Policies E-10, E-12, and E-13</a> includes guidance for the protection of these lands.
	vi)	riparian areas (i.e. the areas and vegetation	A significant number of riparian areas are included within the Conservation and Recreation designation. Riparian

	surrounding wetlands, lakes, streams, and rivers)	<p>areas are show on the Watercourse Map included as Schedule D.</p> <p><a href="#">Policies E-10, E-11, E-12 and E-13</a> include direction for the protection of these lands. Updated mapping and identification of riparian areas may be considered in a future OCP update.</p>
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	No additional information.
viii)	<p>uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none"> <li>○ major parks and outdoor recreation areas;</li> <li>○ education, research and training facilities, and associated uses that serve conservation and/or recreation users;</li> <li>○ commercial uses, tourism activities, and public, cultural, or community amenities;</li> <li>○ limited agricultural use, primarily soil-based; and</li> <li>○ land management activities needed to minimize vulnerability / risk to climate change impacts</li> </ul>	<p>Areas designated “Conservation and Recreation” in the OCP match the Metro 2050 Conservation and Recreation Regional land use designation.</p> <p>Conservation and Recreation lands are intended to remain in a natural state and include: significant natural assets, major parks, watersheds and ecologically important areas. Examples include portions of Say Nuth Khaw Yum Provincial Park, Buntzen Lake Recreation Area, portions of təmtəmíxʷtən/Belcarra Regional Park, and the headwaters of salmon-bearing Mossom Creek, North Schoolhouse Creek, Anmore Creek and other smaller watercourses.</p>
c)	Include policies that:	
i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	<p><a href="#">Policy RLU-13</a> encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreation lands from new development.</p> <p>Hillside Residential designated lands, which in some instances abut Conservation and Recreation lands, will be subject to development review and the application of the guidelines included in <a href="#">Policy E-3</a>. This is further</p>

			strengthened by the requirements included in <a href="#">Policy RLU-6</a> which includes a comprehensive list of required preliminary studies.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	OCP policy states that Conservation and Recreation lands are intended to remain in a natural state.

**Strategy 3.2: Protect, enhance, restore, and connect ecosystems**

um Policy 3.2.7	Policy Action 3.2.7	Section	Policy Text	Applicable OCP Policies	
		<b>Adopt Regional Context Statements that:</b>			
		a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>	
		b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:		
		i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	<p>The sensitive and modified ecosystem lands identified on RGS Map 11 in the Anmore context are located in two primary areas within the Village: 1) A site both municipally and regionally identified as a Special Study Area and 2) Conservation and Recreation lands.</p> <p>A number of policies exist to ensure that development happens in the Special Study area after the completion of a number of studies that result in the preparation of a neighbourhood plan as specified in <a href="#">Policies IOLU-3 and IOLU-4</a> to minimize community and environmental impacts.</p> <p>As mentioned elsewhere in this document, it is not envisioned that the lands designated Conservation and Recreation in the OCP will be developed.</p> <p><a href="#">Policy P&amp;TLU-7</a> also encourages property owners to dedicate</p>	

			<p>more land for trails and parks than the required 5% minimum.</p> <p>The OCP also contains policies to protect ecosystems outside of the Conservation and Recreation designation by using development permit requirements in other areas of the Village.</p>
	ii)	<p>seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network</p>	<p><a href="#">Policy E-14</a> includes a coordinated approach with the City of Port Moody to achieve consistent and effective protection of the watercourses that flow through the two communities, the result being contiguous green riparian areas.</p> <p>As well <a href="#">Policy E-13</a> encourages owners/developers to protect and enhance stream corridors and other sensitive areas located on privately owned lands that are accessible to the public.</p> <p><a href="#">Policy E-28</a> encourages the identification, retention and enhancement of connected wildlife corridors in any development proposal.</p> <p>Further, the Village in <a href="#">Policy P&amp;TLU-3</a> supports environmentally sensitive trail and park planning with focus areas identified in the OCP.</p>
	iii)	<p>discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity</p>	<p><a href="#">Policy RLU-2 and RLU-8</a> provide the policy context for the Village to consider proposals for development approaches that will protect steep slopes and environmental features through clustering or other innovative approaches.</p> <p><a href="#">Policy MS-12</a> encourages those subdividing land to implement low impact development practices to ensure that pre-development and post development drainage flows are the same in peak intensity.</p> <p><a href="#">Policy E-13</a> encourages property owners to protect and enhance</p>

			<p>stream corridors and other sensitive areas located on privately owned lands that are accessible to the public.</p>
	iv)	<p>indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.</p>	<p><a href="#">Policy RLU-3</a> focuses on the potential impact of development on the environment and includes consideration of site considerations, footprint reduction, maximizing greenspace, and the incorporation of natural features and specifies measures to design “with the land” and minimize environmental impacts.</p> <p><a href="#">Policy RLU-4</a> emphasizes that residential design respect natural features, maintain native species and limit light pollution through use of Dark Sky strategies and fixtures.</p> <p>As well, <a href="#">Policy E-3</a> requires a Qualified Environment Professional to provide an assessment with respect to the potential impacts on aquatic, wetland and terrestrial habitat and make recommendations for protection or mitigation for lands subject to development.</p> <p><a href="#">Policy RLU-13</a> promotes preserving mature landscaping and adding planted buffers and setbacks to protect sensitive natural areas and Conservation and Recreation lands from new development.</p>
	c)	<p>Include policies that:</p>	
	i)	<p>support the consideration of natural assets and ecosystem services in land use decision-making and land management practices</p>	<p>OCP policies associated with development require consideration of natural assets and ecosystem services in land use decision making such as <a href="#">Policy E-13</a> which encourages stream protection and enhancement.</p> <p>The Village, at the time of a comprehensive update of the OCP, will consider working towards developing a natural</p>

			assets inventory, valuation and management plan.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	<p><a href="#">Policy RLU-7</a> requires coordinated planning between landowners as part of a development process allowing the maximization of environmentally sensitive land and the promotion of contiguous parks and trails increasing potential canopy cover.</p> <p><a href="#">Policy E-21</a> specifies that the Villages Approving Authority will encourage tree retention and replanting for new subdivisions as outlined in the Tree Management Bylaw.</p> <p><a href="#">Policy E-23</a> requires that land owners replace trees or vegetation removed for safety or engineering concerns with native species landscaping.</p>
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	<p>The Village supports residents initiatives to remove invasive plant species in <a href="#">Policy E-24</a>.</p> <p>The Village in <a href="#">Policy E-6</a> encourages residents, schools, commercial operations and local community groups to participate in helping the Village maintain the health of the surrounding natural environment. Such community-based initiatives could include amongst other things the removal of invasive plant species.</p> <p>The Village also works with the Invasive Species Council of Metro Vancouver to complete and Invasive Plant management report each year to review how invasive plants are controlled and monitored in Anmore. In addition, the Invasive Species Council also works to remove invasive plants on municipal property.</p> <p><a href="#">Development Permit Area 3 guideline 3.6.3 (f)</a> requires the</p>

			removal of invasive species and noxious weeds within Riparian Areas.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Given that most of the greenways in the Village already have adjacent green infrastructure this policy is not relevant to Anmore.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	<a href="#">Policy E-10</a> requires that a development permit be issued for the protection of riparian areas when associated with development.

**Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality**

	Section	Policy	Applicable OCP Policies
<b>Policy 3.3.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	b)	<p>identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and zero emission vehicle charging infrastructure; and</li> <li>community design, infrastructure, and programs that encourage transit, cycling, rolling and walking</li> </ul>	<p>i) Anmore’s efforts to reduce Greenhouse Gas Emissions are primarily focused on increasing energy efficiency in buildings through promoting alternative energy sources or energy retrofits (<a href="#">Policies RLU-5, GHG-1, GHG-2, GHG-3, GHG-4</a>).</p> <p>ii) <a href="#">Policies GHG-11, GHG-12, GHG-13, GHG-14, GHG-15, GHG-16</a> <a href="#">Policies T-1 and T-2</a> support alternative transportation options by prioritizing pedestrian and cycling infrastructure and enhancing public transportation access to reduce vehicle emissions.</p>
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	There are no Urban Centres or Frequent Transit Development Areas in Anmore.

**Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards**

	Section	Policy	Applicable OCP Policies
<b>Policy 3.4.5</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	In assessing the hazard implications of development proposals, <a href="#">Policy E-17</a> , specifies that the Village will rely upon qualified professionals to conduct studies to identify potential flood hazards and recommend mitigative measures to protect against such hazards.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	As the potential effects of climate change (including earthquake, flooding, erosion, subsidence, mudslides, fires) become more apparent over time, the policies in the OCP regarding watercourse setbacks ( <a href="#">Policies E-10 and E-11</a> ), identification of hazard lands ( <a href="#">Policy E-1</a> ) and best practices in hillside development ( <a href="#">Policy E-18</a> , <a href="#">RLU-6</a> and <a href="#">RLU-7</a> ) will help to ensure that developed areas are resilient and minimize risk.  Further <a href="#">Policy E-20</a> allows the Village to require that geotechnical studies be undertaken by the subdivider/developer for lands that may be subject to slippage or erosion prior to approval of subdivisions or construction of buildings.
<b>Policy 3.4.6</b>	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Anmore, being a small municipality, has limited municipal assets, operations and community services. <a href="#">Policy MS-1</a> includes consideration for the preparation of an Infrastructure Asset Management Renewal and Replacement Policy which could include such elements.
<b>Policy 3.4.7</b>	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	<a href="#">Policy S-12</a> includes a commitment to update and implement the Emergency Management Plan working with fire personnel and police. As part of a future OCP update and coordinated and integrated approach can be applied.
<b>P o l</b>	Section	Policy	

		<p>Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.</p>	<p>The Village supports the development of strategies by subdividers/developers to prevent and reduce wild fires in <a href="#">Policy RLU-12</a>. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and use of appropriate building and landscaping materials.</p> <p>Development Permit Area – DP-4 – Protection of Development from Hazardous Conditions, includes the requirement for professional engineer or geoscientist with demonstrated expertise in geotechnical study and geohazard assessment to set conditions for the safe use of the site when development occurs on steep slopes or riparian areas.</p> <p>A full update of the OCP will provide the opportunity to explore the creation of a wildfire hazard development permit area.</p>
--	--	--	---

**Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices**

Anmore is unique in terms of location, rural land use designation, population size and lack of supportive infrastructure when compared to its regional neighbours. The OCP sets out a vision for Anmore that builds on community values in order to accommodate the housing needs of its population while preserving the environment and semi-rural character of the Village. To meet estimated future housing demand, the Village has identified areas for residential development within the regional Rural designation.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

**Goal 4 Targets**

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how, within the local context, contribute toward the regional target of having <b>at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units</b> (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>		<p>Anmore does not contain an Urban Centre, Frequent Transit Development Areas or Major Transit Growth Corridors. OCP policy does however acknowledge support for innovative and affordable housing for renters and people with special needs.</p>

**Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs**

	Section	Policy	Applicable OCP Policies
<b>Policy 4.1.8</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	<p>indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment</p>	<p><a href="#">Policy RLU-8</a> encourages housing types that demonstrate an overall benefit to the community – socially, environmentally or economically. Anmore completed a Housing Needs Assessment in 2024 to assess the 5 to 20 year housing need and intends to undertake a Housing Action Plan to assess housing needs and determine priorities for the Village (<a href="#">Policy S-6</a>).</p> <p><a href="#">Policy RLU-17</a> provides for a variety of densities to meet Anmore’s housing demand as noted in the Housing Needs</p>

		Report which includes single detached, semi-detached, duplexes and townhouse units up to 3 units per lot within the Residential land use designation and 4.3 units per gross acre within the Hillside Residential land use designation.  <a href="#">Policies S-3 and S-4</a> encourage a range of lot sizes and housing types to address a variety of housing needs.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	<a href="#">Policy RLU 17</a> articulates Council's intent with respect to Hillside Residential designated properties which will facilitate a variety of housing forms. Recent 2023 amendments to the Zoning Bylaw provided the opportunity for secondary suites and coach houses in many zones throughout the municipality.
c)	identify policies and actions that contribute to the following outcomes	
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	<a href="#">Policy S-4</a> supports the creation of secondary suites and coach houses to increase residential land efficiency and a broader range of housing types and sizes. These uses are currently permitted in the Zoning Bylaw.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<a href="#">Policy S-7</a> includes guidelines that facilitate the implementation of the Age Friendly Action Plan and includes elements such as safe access, transportation, residential land uses and housing options that allow residents to age in place.
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Given the Rural land use designation, buildings in excess of 3 storeys in height are not contemplated in the OCP thus making it challenging to provide the tenure options available in larger communities. The plan includes the objective to support innovative and affordable housing for renters and people with disabilities.
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex,	<a href="#">Policy RLU-17</a> provides for densities that facilitate single family uses with secondary suites and coach houses. As well, in the Hillside Residential designated area, single

		four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	detached with secondary suites and/or coach houses, semi-detached, duplex or townhouses are considered to be appropriate building forms.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Anmore’s location, regional land use designation, as Rural, and corresponding policy direction in the OCP, makes it challenging to densify in a manner similar to other urbanized communities. Instead, the OCP offers policies that encourage alternative forms of active transportation options ( <a href="#">Policies T1, T-2, T-3, T-4, T-6, T-8 and T-9</a> ). Further, <a href="#">Policy T-6</a> directly supports transportation cost reduction by promoting the use of carpooling.
	vi)	increased social connectedness in multi-unit housing	Multi-storey multi-unit housing is currently limited in Anmore. A future OCP review, combined with the clarifying policies in this plan that encourage new and innovative housing forms, will allow the exploration of additional housing forms.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Given Anmore’s residential context, infill policies included in <a href="#">Policy RLU-16</a> , including the consideration of varied lot sizes will allow new development to be integrated within existing neighbourhoods.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	The Village in <a href="#">Policies GHG-2 and GHG-3</a> support the green building requirements for new construction and supports the achievement of higher standards of green building for new and retrofit homes.
	<b>Policy 4.1.9</b>	<b>Section</b>	<b>Policy</b>
<b>Prepare and implement housing strategies or action plans that:</b>			
a)		are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	A Housing Needs Assessment has been prepared in accordance with existing legislation and a policy foundation to achieve the necessary housing targets as included in this OCP.  <a href="#">Policy S-6</a> indicates that the Village will undertake a Housing Action Plan to assess housing needs and identify priorities for housing in the Village. The plan has yet to be completed.

	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	To be included in a future housing action plan.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	To be included in a future housing action plan.
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	To be included in a future housing action plan.

**Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply**

	Section	Policy	Applicable OCP Policies
<b>Policy 4.2.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	The OCP does not contemplate densifying Anmore’s existing neighbourhoods and there are no Urban Centres or FTDA’s in Anmore. As new housing forms are considered opportunities will exist for potential additional rental housing supply providing additional rental opportunities.
	c)	identify the use of regulatory tools that protect and preserve rental housing	While there are opportunities for small scale rental opportunities there are currently no large scale rental buildings within the village. The Village will consider other methods of protecting rental units in conjunction with a full update of the OCP that may include exploring the regulation of short term rentals beyond provincial regulation.
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	As part of a future OCP review process the Village will explore the topic of affordable rental housing.

			The municipality unfortunately has very limited land holdings to facilitate housing at this time.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Not applicable to Anmore.
	iii)	protection and renewal of existing non-market rental housing	Non-market housing currently does not exist in the Village therefore this is not applicable to Anmore.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Not applicable to Anmore at this time however a full update of the OCP will provide the opportunity to explore alternate approaches.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Not applicable to Anmore at this time.
<b>Policy 4.2.8</b>	<b>Section</b>	<b>Policy</b>	<b>Supplementary Information</b>
	<b>Prepare and implement housing strategies or action plans that:</b>		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	The OCP supports the development of innovative and affordable housing for renters in Chapter 8 – Social and Community Well Being and will provide information on government programs <a href="#">Policy S-3 and S-5</a> .  The Village amended it’s Zoning Bylaw in 2024 to permit the development of secondary suites within single family dwellings within the Village.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Not applicable to Anmore.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Given Anmore’s lack of public land, relatively isolated location and current level of transit service, locating larger scale rental housing is not contemplated in the OCP.
<b>Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness</b>			
<b>Policy 4.3.7</b>	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>
	<b>Adopt Regional Context Statements that:</b>		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	There are no specific policies contained in the OCP that would prohibit such collaboration should higher levels of government approach Anmore. Anmore’s lack of public land, relatively isolated location and current level of transit

			service suggest that other locations in the region might be more appropriate for these housing forms.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	<a href="#">Policy S-3 and S-4</a> supports the creation of a broader range of housing types, including for the homeless.
<b>Policy 4.3.8</b>	<b>Section</b>	<b>Policy</b>	<b>Supplementary Information</b>
	<b>Prepare and implement housing strategies or action plans that</b>		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	The OCP identifies the need for a Housing Action Plan in <a href="#">Policy S-6</a> . This process will be considered following the update to the OCP anticipated to commence in 2027.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development.	To be considered in a future Housing Action Plan.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	To be considered in a future Housing Action Plan.

**Metro 2050 [Goal 5: Support Sustainable Transportation Choices](#)**

Anmore’s location, semi-rural character and past settlement pattern has resulted in residents depending upon private vehicles for much of their daily needs. Looking to the future, the municipality supports alternative modes of transportation including public transit, walking, biking, car-pooling and rideshare programs to give residents other options than the car for trips within and outside Anmore. OCP policy specifically supports alternate forms of transportation and infrastructure; encourages the development of a well-connected trail and pathway system to support walking and biking; and identifies ways that the Village can work with TransLink to improve transit access for residents and visitors.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

**Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking**

	Section	Policy	Applicable OCP Policies
<b>Policy 5.1.14</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<p>The following policies demonstrate compliance with the Regional Growth Strategy which include new infrastructure considerations and community education:</p> <p><a href="#">Policy T-1</a> encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system.</p> <p><a href="#">Policy T-2</a> recognizes that the roads within the Municipality are community assets, available to all users, not just drivers, and supports the provision of well-connected pedestrian and bicycle routes to key destinations in the community such as local schools, the new Village Hall, the Anmore Grocery Store and Buntzen Lake Recreation Area.</p> <p><a href="#">Policy T-3</a> specifies that in future planning and development projects, the Village will consider the potential to enhance Sunnyside Road as an active transportation corridor.</p> <p><a href="#">Policy T-4</a> - The Village will explore opportunities to</p>

			<p>improve the walkability of East Road, considering increased buffers or other measures to enhance pedestrian safety.</p> <p><a href="#">Policy T-5</a> - The Village will improve safety for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming measures, where appropriate.</p> <p><a href="#">Policy T-7</a> - The Village will explore potential partnerships with the schools to establish educational programs to promote walking and cycling, and will encourage schools to provide high-quality and well-monitored bicycle parking.</p> <p><a href="#">Policy T-8</a> - The Village will seek opportunities to work with the City of Port Moody and TransLink to explore the potential to provide a safe and well connected pedestrian and bicycle route from the Inlet Centre Skytrain station at loco to Anmore.</p>
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	<p>Given Anmore’s location in the region, transportation demand management strategies are challenging to employ. <a href="#">Policy T-6</a> does however promote the use of the carpooling and participation in rideshare programs.</p>
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	<p>The following policies will facilitate additional transit infrastructure to support ridership:</p> <p><a href="#">Policy T-10</a> - The Village will ensure access to transit stops reflect accessible and barrier-free design standards, wherever possible.</p> <p><a href="#">Policy T-11</a> - In the design of transit stops, the Village will seek to enhance transit stop comfort and safety through</p>

			<p>the use of appropriate materials, lighting and weather protection.</p> <p><a href="#">Policy T-12</a> - In the development of new subdivisions, the Village will encourage TransLink to provide a transit stop located within 400 metres (approximately a five-minute walk) of every housing unit.</p>
	d)	support the transition to zero-emission vehicles	Given the size of the municipality, the transition to zero emission vehicles is not contemplated in the OCP and is aspirational at this time for the Village.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	A portion of the Regional Greenway network is located within Anmore. This has been included on Schedule F Parks and Trails Map. Further, <a href="#">Policy T-22</a> requires the retention or creation of greenway corridors at the time of subdivision as part of a 20 metre road dedication.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	<a href="#">Policy T-1</a> encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system. <a href="#">Policy T-4</a> includes the desire to explore opportunities to improve the walkability of East Road, considering increased buffers or other measures to enhance pedestrian safety.

**Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services**

Policy 5.2.6	Section	Policy	Applicable OCP Policies
	<b>Adopt Regional Context Statements that:</b>		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	<a href="#">Schedule C</a> : Road Network Map identifies existing and future roadways to provide for the safe and efficient movement of goods and service vehicles to, from and within the region. A future OCP will consider inclusion of a specific reference to goods movement.

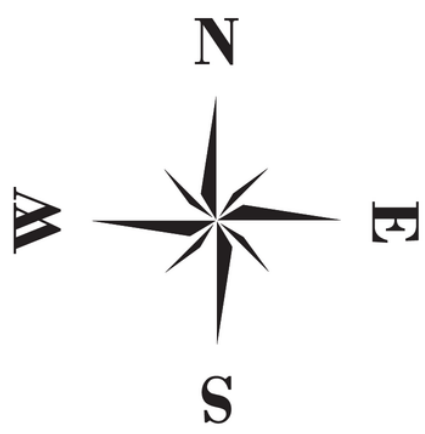
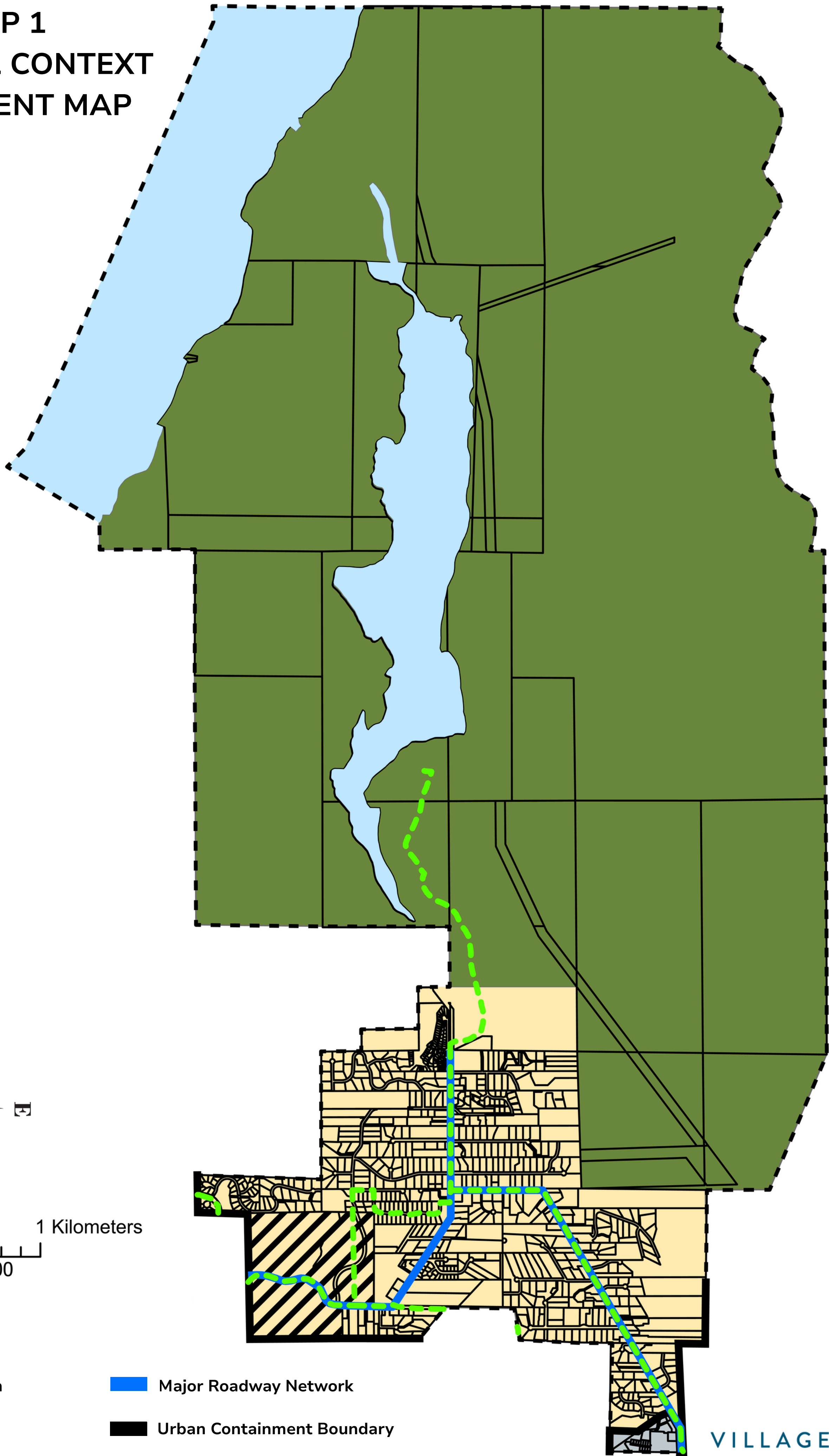
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	The Village supports the ongoing designation of both Sunnyside Road and East Road as part of the regional Major Road Network (MRN), recognizing these two major traffic routes service the needs of residents and provide access to Buntzen Lake Recreation Area ( <a href="#">Major Road Policy</a> ).
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Not applicable to Anmore.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Not applicable to Anmore.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Given Anmore’s existing development pattern, <a href="#">Policy T-22, T-23 and T-24</a> provides adequate road allowance width to facilitate residential buildings being adequately setback from roadways included in the MRN to mitigate the impact of road noise.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Not applicable to Anmore.

## Metro 2050 Implementation

*Metro 2050* includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.





	<b>Policy</b>	<b>Member Jurisdiction Response</b>
<b>Policy 6.2.7</b>	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:</p> <p>a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;</p> <p>b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land:</p> <ul style="list-style-type: none"> <li>• from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or</li> <li>• from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,</li> </ul> <p>provided that:</p> <ul style="list-style-type: none"> <li>• the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and</li> <li>• the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;</li> </ul> <p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.</p>	<p>In response to Section a)</p> <p>Council may deem it appropriate to re-designate lands in accordance with the RGS should the need arise at some point in the future.</p> <p>In response to Section b)</p> <p>This is not applicable to Anmore.</p>
<b>Policy 6.2.8</b>	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<p>Not applicable to Anmore.</p>

# MAP 1 REGIONAL CONTEXT STATEMENT MAP



0 0.25 0.5 1 Kilometers  
1:35,000

## Legend

- |  |  |
|--|--|
|  General Urban             |  Major Roadway Network      |
|  Rural                     |  Urban Containment Boundary |
|  Conservation & Recreation |  Regional Greenway Network  |
|  Special Study Area        |  Municipal Boundary         |