

## REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for  
Tuesday, April 3, 2018 at 7:00 p.m. in Council Chambers at  
Village Hall, 2697 Sunnyside Road, Anmore, BC



### 1. Call to Order

### 2. Approval of the Agenda

Recommendation: That the Agenda be approved as circulated.

### 3. Public Input

Note: The public is permitted to provide comments to Council on any item shown on this meeting agenda. A two-minute time limit applies to speakers.

### 4. Delegations

### 5. Adoption of Minutes

#### page 5 (a) Minutes of the Regular Council Meeting held on March 6, 2018

Recommendation: That the Minutes of the Regular Council Meeting held on March 6, 2018 be adopted as circulated.

### 6. Business Arising from Minutes

### 7. Consent Agenda

Note: Any Council member who wants to remove an item for further discussion may do so at this time.

Recommendation: That the Consent Agenda be adopted.

#### page 12 (a) Metro Vancouver – Air Quality Monitoring Report for 2015

Recommendation: That the letter dated March 1, 2018 from Metro Vancouver regarding Air Quality Monitoring Report for 2015 be received; and That staff be requested to post the report link to the Village website.

#### page 13 (b) School District No. 43 – Childcare Operations in School District No. 43 (Coquitlam)

Recommendation: That the letter dated March 5, 2018 (copied) from School District No. 43 regarding Childcare Operations in School District No. 43 (Coquitlam) be received.

page 27      **(c)      Union of British Columbia Municipalities – 2017 Emergency Social Services – Approval and Terms & Conditions**

Recommendation: That the letter dated March 6, 2018 from UBCM regarding approved funding under the Community Emergency Preparedness Fund for the 2017 Emergency Social Services program be received.

page 31      **(d)      Province of British Columbia; Union of British Columbia Municipalities; and Local Government Management Association – Update on the Working Group on Responsible Conduct**

Recommendation: That the letter dated March 6, 2018 from the Province; UBCM; and LGMA be received.

page 35      **(e)      New Westminster & District Labour Council – Workers Day of Mourning**

Recommendation: That the letter dated March 8, 2018 from New Westminster & District Labour Council regarding Workers Day of Mourning be received.

Recommendation: That the Municipal Council proclaims April 28, 2018 as a Day of Mourning in the Village of Anmore and encourages Staff to observe one minute of silence at 11:00 a.m. on April 28.

page 37      **(f)      Province of British Columbia – Share in Provincial Cannabis Taxation Revenue (Response)**

Recommendation: That the letter dated March 12, 2018 from Minister and Deputy Premier, Carole James, be received.

page 42      **(g)      Anmore Elementary School – Great Walk Event on May 4, 2018**

Recommendation: That the letter dated March 15, 2018 from Anmore Elementary School PAC be received; and That Staff be requested to post notices to the website and the sign boards about this event.

page 43      **(h)      Metro Vancouver – Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site**

Recommendation: That the letter dated March 15, 2018 from Metro Vancouver regarding Metro Vancouver 2040: *Shaping our Future* Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site be received; and That Staff be requested to issue a response letter to indicate that Anmore supports the amendment request from the City of Port Moody regarding the Flavelle Mill Site.

8. **Items Removed from the Consent Agenda**

9. **Legislative Reports**

page 147 (a) **Noise Control Bylaw – Staff Report Back**

Report dated March 23, 2018 from the Manager of Development Services is attached.

10. **Unfinished Business**

11. **New Business**

page 158 (a) **Dark Sky Principle – Staff Report Back**

Report dated March 23, 2018 from the Manager of Development Services is attached.

page 161 (b) **VoA – Roadworks – Capital Projects**

Memo dated March 23, 2018 from the Engineering Consultant, ISL Engineering is attached.

12. **Mayor's Report**

13. **Councillors Reports**

14. **Chief Administrative Officer's Report**

15. **Information Items**

page 165 (a) **Committees, Commissions and Boards – Minutes**  
- Sasamat Volunteer Fire Department Board of Trustees Meeting minutes of March 21, 2018

(b) **General Correspondence**

page 169 - Letter dated February 22, 2018 (copied) from The Corporation of the Township of Spallumcheen regarding 2018 Resolution – Asset Management

- page 170 - Letter dated February 28, 2018 (copied) from Town of Ladysmith regarding Cannabis Sales Revenue Sharing
- page 171 - Letter dated March 1, 2018 (copied) from Village of Port Alice regarding Revenue from Cannabis Sales – Equitable Share between Province and Local Government
- page 172 - Letter dated March 8, 2018 (copied) from The Corporation of the Township of Spallumcheen regarding Human Trafficking Task Force

**16. Public Question Period**

*Note: The public is permitted to ask questions of Council regarding any item pertaining to Village business. A two-minute time limit applies to speakers.*

**17. Adjournment**



## REGULAR COUNCIL MEETING – MINUTES

Minutes of the Regular Council Meeting held on Tuesday, March 6, 2018 in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC



### ELECTED OFFICIALS PRESENT

Mayor John McEwen  
Councillor Ryan Froese  
Councillor Ann-Marie Thiele  
Councillor Kim Trowbridge  
Councillor Paul Weverink

### ELECTED OFFICIALS ABSENT

Nil

### OTHERS PRESENT

Juli Halliwell, Chief Administrative Officer  
Christine Baird, Manager of Corporate Services  
Jason Smith, Manager of Development Services

#### 1. Call to Order

Mayor McEwen called the meeting to order at 7:00 p.m.

#### 2. Approval of the Agenda

It was MOVED and SECONDED:

R48/2018

"THAT THE AGENDA BE APPROVED AS CIRCULATED."

CARRIED UNANIMOUSLY

#### 3. Public Input

Lynn Burton, Sugar Mountain Way, presented comments regarding agenda item 11(b), stating that the Village of Anmore was recognized as an age-friendly community in September 2014 and the Official Community Plan makes reference to providing policies to support that. She added that most attendees at the public information session on infill development were seniors and if Council wants to keep seniors in the community the \$150,000 community amenity contribution fee is too high.

#### 4. Delegations

##### (a) Sasamat Volunteer Fire Department

Jay Sharpe, Fire Chief, Sasamat Volunteer Fire Department, presented to Council a copy of the 2018 photograph of the Fire Department. He noted that a photograph is taken annually and due to associated costs copies cannot always be provided to others. This

year; however, the Village of Anmore and Village of Belcarra were able to contribute funds towards costs for the printing and framing of this year's photograph.

Jay Sharpe reported that the Fire Department is celebrating its 40<sup>th</sup> year this year, and he requested that Council agree to waive the rental fee (\$200) for use of Spirit Park on July 7, 2018 for their event.

Jay Sharpe further requested that Council consider a \$750 donation to SVFD to help cover expense costs for the celebration on July 7, 2018.

It was MOVED and SECONDED:

R49/2018

**"THAT COUNCIL AGREES TO WAIVE THE FEE REQUIRED FOR USE OF SPIRIT PARK ON JULY 7, 2018 BY THE SASAMAT VOLUNTEER FIRE DEPARTMENT; AND FURTHER THAT COUNCIL AUTHORIZES A DONATION IN THE AMOUNT OF SEVEN HUNDRED FIFTY DOLLARS (\$750) PAYABLE TO SASAMAT VOLUNTEER FIRE DEPARTMENT FOR USE TOWARDS EXPENSES FOR THEIR 40-YEAR ANNIVERSARY CELEBRATION."**

**CARRIED UNANIMOUSLY**

Council requested an update on the new ladder truck. Chief Sharpe responded that he is awaiting results of the inspections, and he is hopeful that the truck will be in service for the event in July.

**5. Adoption of Minutes**

**(a) Minutes of the Regular Council Meeting held on February 20, 2018**

It was MOVED and SECONDED:

R50/2018

**"THAT THE MINUTES OF THE REGULAR COUNCIL MEETING HELD ON FEBRUARY 20, 2018 BE ADOPTED AS CIRCULATED."**

**CARRIED UNANIMOUSLY**

**6. Business Arising from Minutes**

Nil

7. Consent Agenda

Nil

8. Items Removed from the Consent Agenda

Nil

9. Legislative Reports

Nil

10. Unfinished Business

Nil

11. New Business

(a) Environment Committee Recommendation of December 7, 2017

It was MOVED and SECONDED:

R51/2018	"TO REFER THE ENVIRONMENT COMMITTEE RECOMMENDATIONS OF DECEMBER 7, 2017 REGARDING DARK SKY LIGHTING TO STAFF FOR REVIEW AND COMMENT."
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CARRIED UNANIMOUSLY

(b) Infill Development – Draft Official Community Plan Amendment and Policy

It was MOVED and SECONDED:

R52/2018	"THAT COUNCIL AUTHORIZE STAFF TO PRESENT THE DRAFT OFFICIAL COMMUNITY PLAN AMENDMENT AND INFILL DEVELOPMENT POLICY FOR PUBLIC CONSULTATION AND THAT STAFF BE DIRECTED TO HOST A MEETING TO SOLICIT PUBLIC INPUT."
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CARRIED UNANIMOUSLY

(c) Upper Spirit Park Improvements – Landscape Architect Selection

It was MOVED and SECONDED:

- R53/2018                    **"THAT COUNCIL APPROVE THE AWARD OF LANDSCAPE ARCHITECTURAL DESIGN SERVICES TO ISL ENGINEERING AND LAND SERVICES FOR A CONTRACT PRICE OF TEN THOUSAND TWO HUNDRED SIXTY-FIVE DOLLARS (\$10,265), EXCLUSIVE OF GST."**

**CARRIED UNANIMOUSLY**

- (d)     **Metro Vancouver – Consent to Metro Vancouver Regional Parks Service Amendment Bylaw No. 1260**

It was MOVED and SECONDED:

- R54/2018                    **"THAT COUNCIL OF VILLAGE OF ANMORE APPROVES ADOPTION OF METRO VANCOUVER REGIONAL DISTRICT REGIONAL PARKS SERVICE AMENDING BYLAW NO. 1260, 2018 BY PROVIDING CONSENT ON BEHALF OF THE ELECTORS."**

**CARRIED UNANIMOUSLY**

- (e)     **District of West Vancouver – New Municipal Tax Classes**

It was MOVED and SECONDED:

- R55/2018                    **"THAT COUNCIL OF THE VILLAGE OF ANMORE IS IN SUPPORT OF THE RESOLUTION REGARDING NEW MUNICIPAL TAX CLASSES AS SHOWN IN THE LETTER DATED FEBRUARY 23, 2018 FROM DISTRICT OF WEST VANCOUVER TO LMLGA MEMBER MUNICIPALITIES."**

**CARRIED UNANIMOUSLY**

- (f)     **Lower Mainland Local Government Association – 2018 Call for Nominations**

Council agreed to submit nominations to Juli Halliwell for referral to the LMLGA.

- (g)     **Tri-Cities Early Childhood Development Committee – Request for Sponsorship**

It was MOVED and SECONDED:

**“THAT COUNCIL AUTHORIZES A ONE-TIME PAYMENT IN THE AMOUNT OF ONE HUNDRED (\$100) PAYABLE TO TRI-CITIES EARLY CHILDHOOD DEVELOPMENT FOR SPONSORSHIP OF THE 9TH ANNUAL TRI-CITIES CHAMPIONS FOR YOUNG CHILDREN AWARDS OF EXCELLENCE.**

**CARRIED UNANIMOUSLY**

**12. Mayor's Report**

Mayor McEwen reported that:

- On February 21, he attended the Sasamat Volunteer Fire Department Awards night, where Jay Sharpe was awarded his 30 year badge. Fellow Trustees, Councillor Trowbridge and Councillor Weverink were also in attendance.
- On February 22, he spent the day at the Heritage Woods grad transitions event. He would like all of Council to be made aware of that event in future.
- On February 23, he attended a Metro Board meeting where they discussed the Flavelle development.
- On February 23, he attended a great trivia night, although some of Councillor Thiele's questions were a bit tough.
- On February 28, he attended a Joint Mobility Pricing Commission meeting and it was made clear that distance-based pricing would not be well received by the public. He added that there is a meeting this Friday of for the TransLink Mayors Council to come up with the \$30 million shortfall. He noted that he does not support increase to property taxes; however, due to weighted voting the larger municipalities could force an increase to property taxes.
- On March 8, he will attend the International Womens Day Champion Luncheon at Westwood Plateau.
- On March 10, he will be a guest judge at the Imagine Gala at the Hard Rock Casino.
- Next week, he will attend the Mayors' Caucus in Squamish.

**13. Councillors Reports**

Councillor Thiele reported that:

- She noticed reference in the SVFD meeting minutes that the Fire Chief is waiting for both Villages to develop Wildfire Protection Plans, and she asked for an update in that regard. Staff responded that Anmore has a Community Wildfire Protection Plan that was prepared in 2007 and updated in 2014; and that staff will be presenting a report including the Fire Chief's comments and financial considerations before summer 2018.

She added that the Village does not have a fuel management plan and asked if the Village is applying for any grants? Staff responded that an available funding opportunity was considered, but no submission was made due to constraints on time and resources. Staff will consider making a submission under the next intake.

**14. Chief Administrative Officer's Report**

Juli Halliwell reported that:

- She received a grant opportunity through the Village's auditor. TD Bank is offering The Parks People Grant – a \$2,000 grant for communities who will be hosting three events between Earth Day (March 22) and December 31, 2018. Staff made an application, and expect to receive a response early-April.
- The Village received notification that it was successful in receiving an emergency program grant that Christine Baird applied for, for just under \$12,000. The application was presented to Council a little while ago for purchase of a cargo trailer for emergency program supplies, some traffic and directional signage and for the ESS training for volunteers. She thanked Ms. Baird for organizing the application and for putting in added effort to have the grant awarded.
- The Village took possession of the Kubota multi-function machine, which will be a great tool to deliver service for maintaining trails and walkways.
- The archive project that the Village received \$25,000 grant funds for had wrapped up end-February. Staff is working on the final report.
- Reminder the registration is open for the easter egg hunt on March 31 at Spirit Park. This year, the Village is partnering with Corporal Neil Reimer, the Officer in Charge of the rural section, to help him fundraise for the Cops for Cancer endeavour.
- The Village hired a Community Events and Volunteer Coordinator, who will start later this week.

**15. Information Items****(a) Committees, Commissions and Boards – Minutes**

- Community Engagement, Culture and Inclusion Committee Meeting minutes of October 12, 2017
- Environment Committee Meeting minutes of December 7, 2017
- Parks and Recreation Committee Meeting minutes of December 13, 2017
- Sasamat Volunteer Fire Department Board of Trustees Meeting minutes of January 31, 2018

**(b) General Correspondence**

- Letter dated February 9, 2018 from Wilderness Committee regarding Kinder Morgan's Pipeline
- Letter dated February 16, 2018 from Town of Oliver regarding Alberta – British Columbia Trade War
- Letter dated February 20, 2018 from City of Enderby regarding Revenue from Cannabis Sales - Equitable Share between Province and Local Government

16. Public Question Period

Nil

17. Adjournment

It was MOVED and SECONDED:

R56/2018                      "TO ADJOURN."

CARRIED UNANIMOUSLY

The meeting adjourned at 8:10 p.m.

Certified Correct:

Approved by:

\_\_\_\_\_  
Christine Baird  
Manager of Corporate Services

\_\_\_\_\_  
John McEwen  
Mayor

March 1, 2018

Clerk-Treasurer  
Corporation of the Village of Anmore  
2697 Sunnyside Road  
Anmore, BC V3H 3C8

File: AQ-06-01

**RECEIVED**

**MAR 06 2018**

**VILLAGE OF  
ANMORE** 

Dear Sir/Madam:

**RE: Air Quality Monitoring Report for 2015**

Please find enclosed a copy of the Lower Fraser Valley Air Quality Monitoring Report for 2015. This report is also available electronically on the Metro Vancouver website at:

<http://www.metrovancover.org/services/air-quality/emissions-monitoring/monitoring/reports/Pages/default.aspx>

The 2015 report summarize data collected from all air quality monitoring stations; compares measurements to federal, provincial and Metro Vancouver air quality objectives and standards; describes special monitoring activities undertaken during the year; and provides long-term trends. Reports of data collected from the Lower Fraser Valley Air Quality Monitoring Network have been published annually since 1972.

We would be happy to respond to any questions or comments you may have with respect to these reports. Please contact me at 604-436-6742 or [geoff.doerksen@metrovancover.org](mailto:geoff.doerksen@metrovancover.org).

Please advise our department at 604-432-6350 of any corrections to the addressee or mailing address for distribution of future air quality reports.

Sincerely,

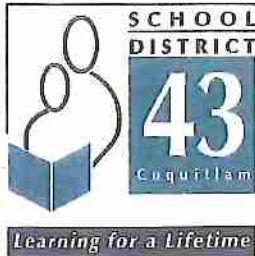


Geoff Doerksen  
Air Quality Planner

Enclosure

24741065





550 Poirier Street, Coquitlam, BC Canada V3J 6A7 • Phone: 604-939-9201 • Fax: 604-937-6758

**BOARD OF  
EDUCATION**

**CHAIR:**

Kerri Palmer Isaak

**VICE-CHAIR:**

Michael Thomas

**TRUSTEES:**

Carol Cahoon

Chuck Denison

Barb Hobson

Lisa Park

Judy Shirra

Diane Sowden

Keith Watkins

March 5, 2018

Ms. Susan Foster, Tri-Cities Early Childhood Development Committee Coordinator  
Ministry of Children and Family Development  
Via email: [info@tricitiesecd.ca](mailto:info@tricitiesecd.ca)

Dear Ms. Foster,

**Re: Childcare Operations in School District No. 43 (Coquitlam)**

On behalf of the Board of Education of School District No. 43 (Coquitlam), please find attached a report regarding childcare operations in our District.

This report provides the current status of childcare in SD43, including the number, type and location of childcare operations. Childcare space in SD43 is provided through a license to occupy agreement for in-school facilities or a portable placed on an elementary school site. Our approach to classroom space that is not required for educational programming is to offer the space to licensed childcare providers and we are pleased to be able to accommodate 41 childcare operations in our District.

As you may be aware, the Supreme Court of Canada's (SCC) decision regarding class size and composition resulted in an intensive review of all school capacity, which had an impact on childcare operations. The District attempted to minimize the disruption to childcare and in working with operators, the vast majority of childcare providers were able to relocate, accept reduced operational space or change their model to accommodate SD43's legal requirement to comply with the SCC decision.

The Board understands the challenges families face in finding a childcare provider. District staff work hard to provide opportunities for childcare providers to use facilities within schools or on school grounds, and to minimize childcare interruption to every extent possible, within our mandate of providing educational programs for our 32,000 students.

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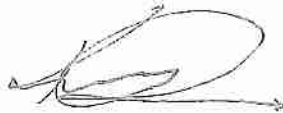
-2-

The Board would be pleased to participate in a roundtable meeting to discuss the issue of community childcare in the Tri-Cities and the Villages of Anmore and Belcarra should our provincial and municipal partners feel that such a meeting would be beneficial.

Please do not hesitate to contact me at [kpalmerisaak@sd43.bc.ca](mailto:kpalmerisaak@sd43.bc.ca) or 604-939-9201 should you have any questions or require additional information.

Yours truly,

**SCHOOL DISTRICT NO. 43 (COQUITLAM) BOARD OF EDUCATION**



Kerri Palmer Isaak  
Chair, Board of Education

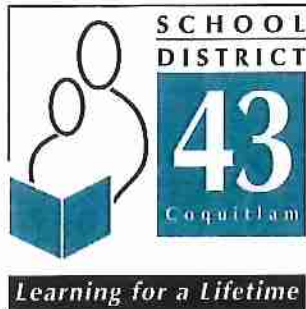
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**RECEIVED**

**MAR 06 2018**

**VILLAGE OF  
ANMORE** 

cc: Board of Education  
The Honourable Mike Farnworth, MLA, Port Coquitlam  
Rick Glumac, MLA, Port Moody-Coquitlam  
Joan Isaacs, MLA, Coquitlam-Burke Mountain  
The Honourable Selina Robinson, MLA, Coquitlam-Maillardville  
City of Coquitlam Mayor & Council  
City of Port Coquitlam Mayor & Council  
City of Port Moody Mayor & Council  
Village of Anmore Mayor & Council  
Village of Belcarra Mayor & Council  
Patricia Gartland, Superintendent of Schools/CEO  
Chris Nicolls, Secretary-Treasurer/CFO



# Childcare Operations in School District No. 43 (Coquitlam)

February 20, 2018

## Summary

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At the January 30, 2018 public Board of Education meeting, direction was given to staff to:

*"provide the Board with a report on the work done to date, as part of best efforts to adhere to the SCC decision restoring class size and composition, related to space for daycares in our schools, and to present this report at the February 20, 2018 Board meeting."*

This report provides background information and details on the extensive reviews that have occurred, action taken by School District No. 43 (Coquitlam) (SD43) and current status to ensure compliance with the Supreme Court of Canada (SCC) ruling regarding class size and composition and the impact this has had on childcare operations in SD43.

## Background: Class Size & Composition

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The SCC ruling in November 2016 restored language in the teacher collective agreement regarding class size and composition. BCPSEA, on behalf of the Government of BC, and the BCTF negotiated MOA re: LOU No. 17 which outlines how districts are required to implement the restored language. This agreement was reached in March 2017 and one aspect of the agreement is Section 22 which states:

*School Districts will make best efforts to achieve full compliance with the collective agreement provisions regarding class size and composition for the commencement of the 2017/2018 school year and thereafter. Best efforts shall include:*

- A. *Re-examining existing school boundaries;*
- B. *Re-examining the utilization of existing space within a school or across schools that are proximate to one another;*
- C. *Utilizing temporary classrooms;*
- D. *Reorganizing the existing classes within the school to meet any class composition language, where doing so will not result in a reduction in a maximum class size by more than...*
- E. ***Renegotiating the terms of existing lease or rental contracts that restrict the School District's ability to fully comply with the restored collective agreement provisions regarding class size and composition; [emphasis for report purposes]***
- F. *Completing the post-and-fill process for all vacant positions.*



## SD43 Action – Spring 2017

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SD43 has an established Capital Planning Committee, which has representatives across all functional disciplines of District operations. The purpose of the committee is to assess and determine the short, medium and long term facility requirements of the District. One focus of the committee is associated with individual school enrolment projections.

The SCC ruling accelerated, heightened and increased focus on school capacity and launched an intensive review in the spring of 2017 of all school capacity that could be potentially be readied for classroom utilization for the 2017/18 school year and thereafter. This assessment included available empty classrooms and spaces that could be converted into classrooms.

As a result of the timing of the MOA, there were three factors that limited the full range of available best effort solutions available to the District to impact September 2017 classroom requirements:

1. The re-examination of school boundaries (catchment) had passed the deadline in which this could reasonably occur with appropriate public engagement;
2. The same was true as it related to Programs of Choice; and
3. There was insufficient time to plan, permit and place temporary (portable) classrooms on school sites.

It was agreed that all three of the above solutions would factor into September 2018 classroom organization.

The remaining best efforts requirements that could be utilized for September 2017 after empty classrooms and classroom conversions were considered was Section 22 E – renegotiating the terms of existing lease or rental contracts.

## Childcare Space & SCC Impact

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Childcare space in SD43 is provided through:

- a license to occupy agreement for in-school facilities and space that is based on an annual renewable term; or
- a portable placed on an elementary school site and fully funded by the operator. The initial term is usually for five years given the capital costs.

Our focus was on the first category of childcare providers. License to occupy childcare providers have never been provided a guarantee that the space would be available from one year to the next. The requirement for a short-term rental approach was directly related to changing

demographics and incremental enrolment growth that was occurring throughout the District, especially over the past number of years. This flexibility was required from year to year.

The Capital Planning Committee practice is to review enrolment projections for each school, make a determination as to if and when additional space in a school might be required, and to provide as much notice (usually 18 months) if the license to occupy agreement would not be renewed.

With the SCC decision and MOA, the timeline was shortened and the legal requirement clearly established. All childcare operators were provided a notice that the District was undertaking a more intensive review of classroom requirements in April 2017, and that this could result in a non-renewal of their agreement. This was the earliest possible time that notification could have occurred. In May 2017, childcare providers that would be impacted were informed, both verbally and in writing, of the need for the classroom space they were occupying as part of best efforts requirement related to the SCC decision.

The District attempted to minimize the disruption to any childcare providers located within schools and the decision to not renew license to occupy agreements was not made lightly and was done with careful consideration. The District understands the shortage of childcare spaces in the Tri-Cities and the effect this would have on parents and children. Our responsibility to comply with collective agreement language in support of the educational requirements of all our students was paramount in coming to this outcome.

## Childcare Status – September 2017

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The childcare operations that were impacted last year (for September 2017) included six operators involving nine classroom spaces. Three operators changed their model to before and after school care, one relocated to another school, one accepted reduced operational space in the same school and one moved offsite. A seventh operator was notified at that time that we would require the classroom space it was occupying for September 2018.

Childcare operations throughout the District are as follows:

Prior to SCC Decision (pre-July 1, 2017)	
Childcare Operations Located in Portables on School Grounds	20
Childcare Operations Located Inside Schools (classroom, gym, library, etc.)	22
<b>TOTAL:</b>	<b>42</b>



After SCC Decision (post-June 30, 2017)	
Childcare Operations Located in Portables on School Grounds	20
Childcare Operations Located Inside Schools (classroom, gym, library, etc.)	21
<b>TOTAL:</b>	<b>41</b>

*Please note that a number of schools have more than one childcare operator.*

## Elementary Classroom Update – September 2017

The outcome of the SCC best efforts combined with enrolment growth resulted in 47 additional elementary classroom spaces being added for September 2017 as summarized below.

Description	# of Spaces	Reason
Classroom Conversions	29	SCC best efforts requirements
Added Divisions	10	Enrolment growth
Addition classrooms	8	Enrolment growth & composition

Two schools, Glen Elementary and Blackburn Elementary, each received four classroom additions, which had been planned in previous years to address enrolment growth. The vast majority of added spaces for September 2017 were in elementary schools. Of the 58 spaces added 47 were in elementary schools.

## Classroom Requirements – September 2018

In September 2017, the Capital Planning Committee reassessed classroom requirements for September 2018. This included a review of all enrolment projections by school and a determination of classroom requirements. Actions to date by the District to minimize disruption while exercising best efforts for September 2018 include:

Review	Action Taken
School catchment area changes proposed in November 2017	School catchment area changes implemented affecting five schools
Programs of Choice location changes proposed in November 2017	Programs of Choice location changes implemented affecting three schools

Review	Action Taken
Portable requirements reviewed	Determined 19 portables for ten sites
Classroom conversions reviewed	Determined 11 classroom conversions for seven sites
Classroom additions reviewed	<p>Longer-term, determined three sites for classroom additions:</p> <ul style="list-style-type: none"> <li>• Charles Best Secondary – 6 room addition</li> <li>• Westwood Elementary – 4 room addition</li> <li>• Panorama Heights Elementary – 4 room addition</li> </ul>

The Board has provided direction and funding to proceed with the portable requirements and classroom conversions. This work, to be performed by District Facilities staff, has a significant impact on our specialized trades workforce over the coming months, as this work is in addition to regular maintenance operations for our existing schools and requirements of the Annual Facilities Grant provisions. This is an important consideration should there be opportunities to place childcare portables onto school grounds, as discussed below.

The Board has further provided the advancement of funds to move forward with the planning and design work of the identified classroom additions. The Board has advocated for the Ministry of Education to provide the funding for these classrooms to minimize the use of education grant funding as the capital funding source.

A critical aspect of classroom organization is the flexibility to meet enrolment needs in September 2018 and throughout the year as students move into the District. For example, in September 2017 the District added ten classroom spaces as a result of enrolment growth, above our expected and planned requirements needs, to meet class size and composition obligations. Educational space is at a premium and the District requires the flexibility for utilization of what little classroom space we have available to meet our educational mandate.

## Lord Baden Powell Elementary School Childcare

For September 2018, it will be necessary to impact one childcare provider. There are two childcare operators at Lord Baden Powell Elementary School (LBP). Both were advised in May 2017 that we would require the classroom space they occupied for September 2018 in order to meet the legal requirements of best efforts. One provider has already moved to a before and after school childcare program model.

The District formalized notification to the daycare provider in July 2017, at the time of the license to occupy renewal, further confirming that the license to occupy arrangement which requires annual renewal, would not be renewed. This provided the operator with more than a year notice



to find alternative space. We have had several conversations with this operator, each time confirming our requirement for this space. We further looked at available space in surrounding schools to determine if a relocated childcare location could occur for the long term, as we would not want to repeat the difficulties in a year's time. Our review determined that there is no space available.

To complicate the enrolment situation at LBP, is the significant redevelopment occurring along North Road including the Burquitlam area densification. While LBP is on the periphery of this redevelopment, the District saw a significant enrolment increase at September 2017. We are beginning to see increased densification along the North Road corridor, which is impacting our school population now and will in the future on the west side of the District. A second assessment as discussed above confirmed the need for this space at LBP.

We are confident in our assessment and review that we have no available classroom space in schools in this region of our District, and in fact, we are in no position to grow childcare operations in any school in the District, unless it is part of a new or replacement school facility funded by government.

## Childcare Portables on School Sites

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In exploring the opportunity for a third party to place their own portable on a school site for childcare, this prospect is likely non-existent. As reviewed below, there are ten elementary school sites that do not have a childcare program associated with their site. The ability to add a portable is limited either because of site limitations or because the school is near or at capacity.

Even if we could provide this opportunity, the cost of entry is very high and portables would need to be purchased by the operator, directly competing against the District for portables and there is no guarantee that we could provide this on a long-term basis.

Site assessment, permits and pad structure are additional costs, and our contractual requirement that our staff would need to assess and provide resources such as water, utilities and sewer would result in staff being redirected from other K-12 school projects to complete this work (see AP 567 – *Preschool/Daycares in/on School Facilities*). We do not have the available staffing resources to address both the classroom conversions and portable additions for September 2018 and address childcare portable placement.

Pad leases are usually for five years as an outcome of the required capital commitment for the operator supplied portable. We are in the process of shortening the lease cycle on renewal to an annual term in order to provide maximum flexibility to address future classroom space requirements as required.

Based on our two previous reviews of classroom and portable space, it is unlikely that we would find available classrooms that could be utilized for childcare for the long-term. District enrolment growth projections are strong and adding childcare space onto school facilities would be short-term and we would potentially be facing a childcare space battle annually.

## Childcare Resources in Elementary Schools

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Attached is a schedule that provides an overview of existing childcare offerings, through independent operators and municipal programs in 36 of 46 elementary school locations (Lincoln, a closed elementary has a childcare program). We have also included information on classroom expansion this past year and expected classroom/portable expansion required for next year. Municipalities provide some after school child care programs in 11 elementary schools.

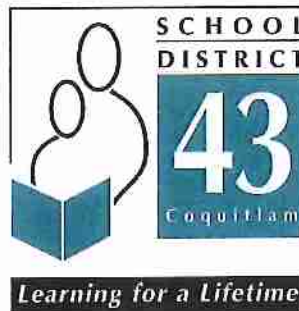
There are 10 elementary schools in which no childcare programs are provided. In most cases these schools are at or above enrolment capacity. And while it may appear that some elementary schools are not at capacity, class composition (such as at Moody Elementary), and/or projected enrolment growth are further limiting space factors. Special education spaces are also a factor in limiting capacity in schools. Many of the classroom conversions that were undertaken included converting music and computer rooms and ensuring special education learning spaces were available.

We do have one closed and unoccupied school – College Park – that could be made ready for a childcare facility. However, there needs to be significant costly upgrades to the building to be made ready for such a consideration. Again, staffing resources would be problematic.

## Summary

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District staff have worked to minimize childcare interruption to every extent possible. The District mandate as embedded in the *School Act* is to provide educational programs, and staff direction as provided through *Directions 2020* is to provide support of and guidance to our educational operations. Catchment area changes, programs of choice reconfiguration and Board authorized funding have all been undertaken to comply with best efforts legal requirements. The impact on students and childcare facilities has been an underpinning of this effort.



***"To ensure quality learning opportunities for  
all students of all ages"***

**Achieve Student Success  
Enhance Learning Through Technology  
Foster a Sustainable Educational Organization**



## 2017/18 SCHEDULE OF SCHOOL DISTRICT CHILDCARE OPERATIONS

As of February 20, 2018

School	*2017/18 Enrollment	School Capacity	District Programs	Classroom Additions or Conversions			Childcare Type				Childcare Location		
				2017	2018	B/A School Care	Daycare	Preschool	City Program	In Classroom	In SD43 Owned	In Portable	Operator Owned
Alderson	162	226		✓		✓					1		
Anmore	133	158						✓			1		
Aspenwood	479	497	Montessori										
Baker Drive	223	226	Montessori										
Birchland	198	384	StrongStart			✓	✓		✓	2			3
Blakeburn	387	452		✓					✓	1			
Bramblewood	303	362	StrongStart			✓							1
Cape Horn	252	203		✓	✓	✓	✓	✓					3
Castle Park	324	362				✓	✓	✓	✓				2
Cedar Drive	289	271	StrongStart	✓		✓	✓	✓	✓				1
Central	320	407	Community School, District Audiology, StrongStart, District Language Program			✓		✓		2			
Coquitlam River	282	316	StrongStart, French Immersion satellite to Irvine			✓	✓		✓		2		
Eagle Ridge	409	384		✓	✓	✓	✓				1		
Glen	520	497	French Immersion	✓									
Glenayre	416	384	French Immersion		✓	✓	✓			1			4

School	~2017/18 Enrollment	School Capacity	District Programs	Classroom Additions or Conversions		Childcare Type				Childcare Location		
				2017	2018	B/A School Care	Daycare	Preschool	City Program	In Classroom	In Portable	Operator Owned
Hampton Park	338	362	Montessori	✓		✓				1		
Harbour View	279	339	Montessori			✓	✓			1		2
Hazel Trembath	177	294	StrongStart			✓	✓		✓	3		1
Heritage Mountain	359	294		✓								
Irvine	413	362	French Immersion	✓		✓	✓	✓	✓			2
James Park	328	339	Montessori	✓	✓	✓	✓	✓		5		
Kilmer	308	316	Early French Immersion						✓			
Leigh	526	362		✓		✓				1		
Lincoln (closed)	n/a	n/a				✓		✓			1	
Lord Baden Powell	253	316		✓	✓	✓	✓	✓		3		
Mary Hill	321	271	Early French Immersion						✓	1		
Meadowbrook	184	271	StrongStart	✓		✓				1		
Miller Park	231	362	Montessori, Community School			✓	✓	✓		2		
Moody	206	249		✓	✓							
Mountain Meadows	223	294		✓		✓	✓	✓		4		
Mountain View	161	249			✓	✓	✓	✓		7		
Mundy Road	186	271	StrongStart			✓	✓	✓			2	1
Nestor	436	452	French Immersion	✓								
Panorama Heights	471	362	French Immersion	✓								

School	*2017/18 Enrollment	School Capacity	District Programs	Classroom Additions or Conversions		Childcare Type				Childcare Location		
				2017	2018	B/A School Care	Daycare	Preschool	City Program	In Classroom	In Portable	Operator Owned
Parkland	247	362				✓	✓	✓		1		3
Pinetree Way	330	294		✓		✓				1		
Pleasantide	168	226				✓		✓	✓	3		
Porter Street	364	384		✓								
Ranch Park	250	294				✓	✓	✓				3
RC MacDonald	139	158										
Riverview Park	244	249	StrongStart			✓	✓	✓		1		
Rochester	380	430	French Immersion		✓	✓	✓	✓				1
Roy Stibbs	228	249	StrongStart			✓	✓	✓				1
Seaview	217	339	Community School, Montessori, StrongStart			✓	✓	✓		3		
Walton	566	497	Bilingual Mandarin	✓								
Westwood	202	271			✓	✓	✓	✓	✓	1		1

\*Enrolment is as of September 30, 2017. Elementary Operating Capacity based on Ministry calculated averages of 22.6 students per classroom and does not include portables





Administration provided  
by UBCM

Funding provided by  
Province of B.C.



**For program  
information, visit the  
Funding Programs  
section at:**

**[www.ubcm.ca](http://www.ubcm.ca)**

LGPS Secretariat

Local Government House  
525 Government Street  
Victoria, BC, V8V 0A8

E-mail: [cepf@ubcm.ca](mailto:cepf@ubcm.ca)  
Phone: (250) 387-4470

# Local Government Program Services

...programs to address provincial-local government shared priorities

March 6, 2018

Mayor McEwen and Council  
Village of Anmore  
2697 Sunnyside Road  
Anmore, BC, V3H 5G9



## **Re: 2017 Emergency Social Services - Approval and Terms & Conditions**

Dear Mayor and Council,

Thank you for submitting an application under the Community Emergency Preparedness Fund for the 2017 Emergency Social Services program.

I am pleased to inform you that the Evaluation Committee has approved funding for your project, *ESS – Increase Local Capacity*, in the amount of \$11,645.15.

As outlined in the Program & Application Guide, grant payments will be issued when the approved project is complete and UBCM has received and approved the required final report and financial summary.

The Ministry of Transportation & Infrastructure has provided funding for this program and the general Terms & Conditions for this grant are enclosed. In addition, in order to satisfy the terms of the contribution agreement, we have the following requirements:

- (1) The funding is to be used solely for the purpose of the above named project and for the expenses itemized in the revised, March 5<sup>th</sup> budget that was approved as part of your application;
- (2) All expenditures must meet eligibility requirements as defined in the Program & Application Guide;
- (3) All project activities must be completed within 12 months and no later than March 12, 2019;
- (4) The final report is required to be submitted to UBCM within 30 days of project completion and no later than April 12, 2019;
- (5) Any unused funds must be returned to UBCM within 30 days following the project end date;
- (6) Refundable taxes are not eligible expenditures;
- (7) Applicants who submitted funding requests for Justice Institute of British Columbia (JIBC) Emergency Social Services courses are

advised that if a course is approved for funding under the regular Provincial ESS training program, this cost will no longer be eligible through the CEPF grant. Applicants are also advised that the ESS Director's Course (ESSD) is funded by the Province and is not eligible for funding under CEPF.

Please note that descriptive information regarding successful applicants will be posted on the UBCM and/or provincial government websites, and all final report materials will be made available to the provincial government.

On behalf of the Evaluation Committee, I would like to congratulate the Village of Anmore for responding to this opportunity to develop ESS capacity to support the resiliency of BC communities.

If you have any questions, please contact Local Government Program Services at (250) 387-4470 or by email at [cepf@ubcm.ca](mailto:cepf@ubcm.ca).

Sincerely,



Rebecca Bishop  
Program Officer

cc: *Christine Baird, Manager of Corporate Services*

*Enclosure*





## Local Government Program Services

# General Funding Terms & Conditions

*The purpose of the Terms & Conditions is to provide basic information on grants administered by the Union of BC Municipalities through Local Government Program Services (LGPS). For specific information regarding the terms and conditions of each funding program, please refer to the relevant Program & Application Guide.*

### 1. Definitions

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- **Approved Applicant** - In general, LGPS grants are awarded to local governments (regional districts and municipalities). However, under some programs, First Nations can be the approved applicant. The approved applicant is the primary contact for UBCM and is responsible for overall grant management.
- **Approved Partner(s)** - Are organizations that contribute directly to the approved project, are identified in the application and are approved by UBCM. Possible partners include, but are not limited to, boards of education, health authorities, First Nations or aboriginal organizations, non-profit organizations and local governments (other than the applicant).
- **Approved Project** - Is the activity or activities described in the application and approved by UBCM.
- **Cash Expenditures** - Are direct costs properly and reasonably incurred and paid for with money by the approved applicant or approved project partner for the development or implementation of the approved project. For example, catering and consultant fees can be cash expenditures.
- **In-Kind Expenditures** - Are the use of resources of the approved applicant or approved project partner for the development or implementation of the approved project. For example, the use of meeting rooms owned by the applicant or approved partner can be an in-kind expenditure.

### 2. Eligible & Ineligible Costs

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Eligible costs, including cash and in-kind expenditures, are direct costs properly and reasonably incurred by the approved applicant or approved partner as part of the approved project. To be eligible, these costs must be outlined in the detailed budget submitted by the approved applicant as part of the application process and be approved by UBCM. Requests to change the budget must be made to UBCM, in writing, by the approved applicant (see below). Please see the relevant Program & Application Guide for specific notes regarding eligible and ineligible costs.

### 3. Post-Approval Terms

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#### Notice of Approval

UBCM will inform all applicants of the status of their application by letter. Approved applicants will be informed of specific conditions of the grant approval and if a specified percentage of the approved grant amount will be forwarded to the approved applicant upon approval. The balance of the grant will be paid on satisfactory completion of the project and receipt and approval of all final reporting requirements.

#### Applicant Responsibilities

LGPS grants are awarded to approved applicants. When collaborative projects are undertaken, the approved applicant remains the primary organization responsible for the grant. Due to this, the approved applicant is the primary contact for UBCM and is responsible for:

- Ensuring that approved activities are undertaken as outlined in the approved application and within the required timeline
- Providing proper fiscal management of the grant and approved project (see below)
- Submitting final reports, using UBCM forms where available, as required by the Program & Application Guide (see below).

### **Accounting Records**

Acceptable accounting records must be kept that clearly disclose the nature and amounts of eligible expenditures (cash and in-kind) incurred as part of the approved project. Financial summaries are required to be submitted as part of the final report and must be signed by a representative of the approved applicant (or as required in the Program & Application Guide).

In all cases, the final project expenditure must be net of any rebates (such as GST/PST) that the approved applicant or approved partner is eligible to receive.

### **Changes to or Cancellation of Approved Project**

Approved applicants need to apply to UBCM, in writing, for any significant variation from the approved project as described in the approved application, including any major changes to:

- Start or end dates
- Project purpose, goals, outcomes or milestones
- Cash and in-kind expenditures or matching funds (when required)
- Project partners

UBCM's approval is required in advance for such changes. If an approved project is cancelled, the approved applicant is responsible for ensuring any grant monies that have been advanced are returned to UBCM within 30 days, or as outlined in the Program & Application Guide.

## **4. Reporting Requirements**

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### **Submission of Reports**

Approved applicants are required to submit final reports as outlined in the Program & Application Guide. When UBCM forms or templates are available, they are required to be used. Please note the following when submitting a report:

- When completing a UBCM report form please ensure that each question is answered and that all attachments are complete. Follow any sample templates that UBCM provides.
- Submit all documents as Word or PDF files. Note: files over 20mb cannot be accepted.
- Submit all digital photos or images as JPEG files. Note: files over 20mb cannot be accepted.
- If a hardcopy of the report is required, do not bind reports or submit in binders or folders.
- When you are ready to submit your report, please e-mail it directly to [lgps@ubcm.ca](mailto:lgps@ubcm.ca) or mail it to Local Government House: 525 Government Street, Victoria, BC, V8V 0A8.

### **Extensions and Outstanding Reports**

In order for an approved project to continue past the approved end date – or for a final report to be submitted after the established deadline – approved applicants must contact UBCM to request and be granted permission for an extension.

Approved applicants that do not request extensions and have outstanding reports may forfeit the final payment of their grant and may not be eligible to apply to future LGPS programs until reports are received.

## **5. Recognition of Funding and Funders**

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Approved applicants should contact UBCM for more information on recognizing funding and for information on the appropriate use of logos. Please contact LGPS at (250) 356-2947.

RECEIVED

MAR 12 2018



March 6, 2018

**RE: Update on the Working Group on Responsible Conduct**

Dear Mayor and Council, Chair and Board and Chief Administrative Officers:

This letter provides an update on the status of the work being undertaken by the Working Group on Responsible Conduct (Working Group).

Responsible conduct -- which broadly refers to how local government elected officials conduct themselves with their elected colleagues, with staff, and with the public -- continues to be an important topic of interest in British Columbia. In fall 2016, the Working Group was formed to better understand issues related to responsible conduct and to explore how British Columbia's responsible conduct framework could be further strengthened. The Working Group is a staff level committee with members from the Union of British Columbia Municipalities (UBCM), the Local Government Management Association (LGMA) and the Ministry of Municipal Affairs and Housing (MAH).

At the 2017 UBCM Convention, UBCM members endorsed a policy paper prepared by the Working Group that included several recommendations to strengthen British Columbia's responsible conduct framework. The Working Group has since been collaboratively working to start implementing the recommendations.

***Foundational principles of responsible conduct are now available for use***

As its first priority, the Working Group has identified and defined four foundational principles -- *integrity, accountability, respect, and leadership and collaboration* -- that can be used as a resource to guide the conduct of both individual elected officials and the collective council/board. While the principles are already reflected in the actions of elected officials in communities across British Columbia, they will be of real value in enhancing everyone's shared understanding of expectations around responsible conduct.

We encourage each of you to use these principles by integrating them into your everyday actions, as well as your governments' policies and practices, as you see fit. As a start, for instance, there may be value in including these principles in information materials for prospective candidates, and in orientation materials for when new councils and boards are elected after October 2018.

Working Group members have begun to integrate the foundational principles into resources, such as education materials for the 2018 general local elections, and will continue to incorporate them into other guidance materials as opportunities arise. The LGMA will also be working with its members to determine how the foundational principles could be further embedded into other local government documents, such as oaths of office, procedure bylaws, and existing codes of conduct, in advance of the 2018 elections.

.../2

### ***Moving towards developing a code of conduct framework***

Moving forward, the Working Group will be focusing on developing a code of conduct framework – that means thinking not just about the content of a code of conduct but also about the mechanisms for implementing such a code.

Developing this framework needs to be done thoughtfully and carefully – it will involve a number of important design choices along the way as important questions are considered about, for example, how a code of conduct is reviewed and adopted, how a code of conduct is enforced, and what happens if it is breached. We know from UBCM's and LGMA's consultations with members in spring 2017 that while there is agreement that a code of conduct framework would be useful in enhancing responsible conduct, there is not yet any consensus on the specific design for such a framework.

The Working Group will be focusing on developing the content of a "default" or "model" code of conduct -- which could be of real value as new and returning elected officials come together after the October 2018 elections -- while starting to identify the many design questions that will need to be answered as the complete framework is developed. Input on this work will be sought from UBCM and LGMA members -- specifically about code of conduct content -- in the next few months. For the 2018 UBCM Convention, the Working Group is also aiming to have prepared a critical path of key questions and considerations for the development of a code of conduct framework.

We very much appreciate the collaborative work undertaken by the Working Group to date and expect that the code of conduct framework will be developed thoughtfully, and will lead to an approach that respects the autonomy of local governments, is supported by elected officials and provides confidence for the public.

We look forward to the Working Group's ongoing collaboration to further strengthen responsible conduct and support the good governance of local governments in British Columbia.

If you have any questions about the Working Group's activities, please contact any of the member organizations.

Sincerely,



Selina Robinson  
Minister of Municipal Affairs & Housing  
[LGgovernance@gov.bc.ca](mailto:LGgovernance@gov.bc.ca)  
250 387-4020



Wendy Booth  
President, UBCM  
[UBCM@UBCM.ca](mailto:UBCM@UBCM.ca)  
604 270-8826



Patti Bridal  
President, LGMA  
[office@lgma.ca](mailto:office@lgma.ca)  
250 383-7032



**Leadership and Collaboration:** an ability to lead, listen to, and positively influence others; coming together to create or meet a common goal through collective efforts.

- Demonstrate behaviour that builds and inspires public trust and confidence in local government.
- Calmly face challenges and provide considered direction on the issues of the day, while empowering colleagues and staff to do the same.
- Create space for open expression by others, take responsibility for one's own actions and reactions, and accept the decisions of the majority.
- Accept that it is the equal responsibility of the individual elected official, the council/board as a collective, the community and stakeholders to work together to achieve common goals.
- Be an active participant in ensuring the foundational principles are followed in all local government dealings (e.g., including among elected officials, between council/board members and staff, with community members, with other orders of government, in the decisions of a council/board, and in services and other activities of the local government).



**LGMA**

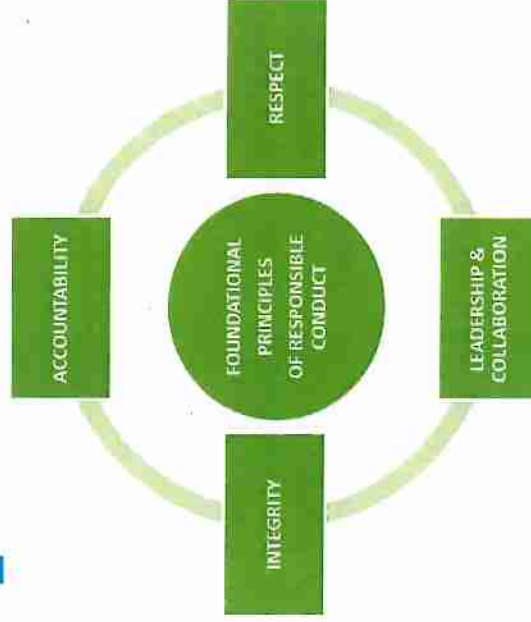


<sup>23</sup> The Working Group on Responsible Conduct is a joint initiative between the UBCM, LGMA and the Ministry of Municipal Affairs & Housing. The Group was formed to undertake collaborative research and policy work around issues of responsible conduct of local government elected officials.

## How do the principles “fit” with legal obligations?

It is the duty of elected officials to understand and abide by all legal requirements that apply to elected officials and local governments<sup>1</sup>, and nothing in this document should be interpreted as taking precedence over such legal obligations.

Local government elected officials should interpret the principles described below in accordance with the responsibilities and obligations set out in B.C.'s local government legislation, other applicable legislation, the common law and the policies and bylaws of the local government.



<sup>1</sup> Many legal obligations apply to elected officials and local governments, including but not limited to rules about: ethical standards such as conflict of interest; open meetings; protecting confidential information; workplace safety such as harassment; and expenditure of local government funds.

# Foundational Principles Of Responsible Conduct

FOR B.C.'S LOCAL GOVERNMENTS

## Key Foundational Principles

- ◇ INTEGRITY
- ◇ ACCOUNTABILITY
- ◇ RESPECT
- ◇ LEADERSHIP & COLLABORATION

PRODUCED BY THE WORKING GROUP ON RESPONSIBLE CONDUCT

January 2018



## What are foundational principles?

This document outlines four key foundational principles – *integrity, accountability, respect, and leadership & collaboration* – to guide the conduct of local government elected officials in B.C.

The foundational principles provide a basis for how local government elected officials fulfill their roles and responsibilities, including in their relationships with each other, with local government staff and with the public.

These principles are intended to guide both the conduct of individual elected officials and the collective behaviour of the local government council or board. The principles are also meant to guide local governments in fulfilling their corporate functions and responsibilities to their communities.

Responsible conduct at all of these levels is key to furthering a local government's ability to provide good governance to its community.

*“The foundational principles provide a basis for how local government elected officials fulfill their roles and responsibilities, including in their relationships with each other, with local government staff and with the public.”*

### *Integrity: being honest and demonstrating strong ethical principles.*

- Be truthful, honest and open in all dealings.
- Behave in a manner that promotes public confidence in local government, including actively avoiding any perceptions of conflicts of interest, improper use of office, or unethical conduct.
- Uphold the public interest, serving citizens diligently to make decisions in the best interests of the community.
- Ensure alignment between stated values and actions, including following through on commitments, engaging in positive communication with the community, and correcting errors in a timely, transparent manner.

### *Accountability: an obligation and willingness to accept responsibility or to account for one's actions.*

- Be transparent in how an elected official individually, and a council/board collectively, conducts business and carries out their duties.
- Ensure information is accessible, and citizens can view the process and rationale behind each decision and action, while protecting confidentiality where appropriate or necessary.
- Accept and uphold that the council/board is collectively accountable for local government decisions, and that individual elected officials are responsible and accountable for the decisions they make in fulfilling their roles as council/board members.
- Listen to and consider the opinions and needs of the community in all decision making, and allow for discourse and feedback.

### *Respect: having due regard for others' perspectives, wishes, and rights; displaying deference<sup>2</sup> to the offices<sup>3</sup> of local government, and the role of local government in community decision making.*

- Treat every person, including other members of council/board, staff and the public, with dignity, understanding and respect.
- Show consideration at all times for colleagues and staff, including by honouring people's values, beliefs, ideas, roles, contributions and needs.
- Create an environment of trust, including displaying awareness and sensitivity around comments and language that may be perceived as offensive or derogatory.
- Value the role of diverse perspectives and debate in decision making.
- Act in a way that is respectful of the roles and responsibilities of the offices of Mayor/Chair and Councillor/Director.
- Value the distinct roles and responsibilities of local government staff and the community in local government considerations and operations, and commit to foster a positive working relationship between staff, the public and elected officials.
- Call for and expect respect from the community towards elected officials and staff, and their roles and responsibilities within the local government system.

<sup>2</sup> Displaying deference is acting in a way that is respectful of both the tradition and legacy enshrined in the various local government positions, as well as their intended functions.

<sup>3</sup> 'Offices' of local government refers to the roles/responsibilities of the various roles and positions within the local government system, such as Mayor, Chair, Councillor or Director.





NEW WESTMINSTER &  
DISTRICT LABOUR COUNCIL

March 8, 2018

John McEwen, Mayor  
Village of Anmore  
2697 Sunnyside Road  
Anmore, BC V3H 5G9

Lori Mayhew, President  
Janet Andrews, Secretary-Treasurer  
Chartered By The Canadian Labour Congress



Dear Mayor McEwen and members of Council,

The New Westminister & District Labour Council represents over 60,000 affiliated union members in 14 communities in the Lower Mainland. On behalf of our members and their families living and/or working in your community, we request your Council declare **April 28th** as the official "*Day of Mourning for Workers Killed and Injured on the Job*".

We also request that Council **observe one minute of silence** in the Council Chambers at the evening Council meeting **on or before April 28th**.

In 1984 our national organization, the Canadian Labour Congress, introduced the annual day of remembrance for workers killed and injured on the job. April 28th was chosen as the day of remembrance because this was the day that third reading took place for the first comprehensive Workers' Compensation Act (Ontario 1914) in Canada. The "Workers Mourning Day Act" (Bill C223) became law on February 1, 1991, an Act which states "the day of April 28th shall be respected as the day of official recognition". The day of recognition was proclaimed by the government of British Columbia in 1989.

One of our focuses this year is safety for young workers aged 15 -24. In 2016 Worksafe BC reported that 5 young workers were killed and 6,650 seriously injured on the job. Young workers are at higher risk of injury as they are often inexperienced and not as informed about their rights in the workplace. That is why Occupational Health and Safety training is such a key component of keeping workers, especially young workers, safe on the job. Worker death and injury impact not only our families, but also our communities.

There will be remembrances across Canada on April 28th for workers who have been killed on the job, and to recognize those who have suffered from workplace injury, accident or disease. On April 28th we mourn for those who have died from workplace accidents or disease but we also recommit ourselves to fight for the living.

If your Council **issues proclamations**, a copy of our Proclamation is enclosed to assist Council in endorsing the "Workers Day of Mourning".

We thank-you for your leadership in your workplace by encouraging your staff to **observe one minute of silence at 11:00 a.m. on April 28th**.

Sincerely,

Janet Andrews  
Secretary- Treasurer

JA/cb

moveup

Phone: 604-291-9306 NWDLC@SHAWCABLE.COM  
105-3920 Norland Avenue, Burnaby, BC V5G 4K7



# Proclamation

WHEREAS: Every year, more than 1,000 Canadian workers are killed on the job.

AND WHEREAS: Thousands more are permanently disabled.

AND WHEREAS: Hundreds of thousands are injured.

AND WHEREAS: Thousands of others die from cancer, lung disease, and other ailments caused by exposure to toxic substances at their workplaces.

AND WHEREAS: April 28 of each year has been chosen by the Canadian Labour Congress as:

- a Day of Mourning for these victims of workplace accidents and disease;
- a day to remember the maximum sacrifice they have been forced to make in order to earn a living;
- a day to renew approaches to governments for tougher occupational health and safety standards, and more effective Compensation;
- a day to rededicate ourselves to the goal of making Canada's workplaces safer.

AND WHEREAS: April 28th was proclaimed a "Day of Mourning" by an Act of Parliament on February 1st, 1991.

I \_\_\_\_\_, of \_\_\_\_\_  
do hereby proclaim April 28 as an annual Day of Mourning in recognition of workers killed, injured or disabled on the job.

Signed: \_\_\_\_\_







March 12, 2018

365376

Christine Baird, Manager of Corporate Services  
Village of Anmore  
2697 Sunnyside Road  
Anmore BC V3H 5G9

Dear Ms. Baird:

Thank you for your letter, sent on January 19, 2018, requesting that local governments share in provincial cannabis taxation revenue. The Province appreciates the feedback that local governments and the Union of BC Municipalities (UBCM) have provided to date — this perspective is crucial to crafting effective policy and legislation that will serve British Columbians.

The Province is committed to working collaboratively with local governments in the development of a provincial cannabis regulatory framework, which is why the Joint Provincial-Local Government Committee on Cannabis Regulation was established by the B.C. government and UBCM. This committee provides an opportunity for dialogue and consultation with local governments on the development of the provincial regulatory framework. Once the regulatory framework is fully developed, the Province and local governments will be better positioned to determine incremental spending expected as a result of cannabis legalization.

The Province has reached an agreement in principle with the federal government regarding the cannabis excise tax structure and subsequent revenue sharing with the provinces. The Province is currently working collaboratively with the federal government to finalize the cannabis excise tax coordination agreement. Once the tax coordination agreement is finalized the Province will be better positioned to determine total provincial cannabis taxation revenue.

.../2

The federal and provincial governments intend to keep cannabis taxes low to support the objective of reducing illicit market activity. As such, it is expected that cannabis taxation revenues will not generate significant provincial revenues.

The Province recognizes that the legalization of cannabis will lead to additional costs for local governments. We will be able to have more informed discussions once full details of the regulatory and taxation regimes are known and governments have more certainty in terms of expected future costs and revenues.

For information updates about the provincial government's non-medical cannabis regulatory approach, please visit: <https://www2.gov.bc.ca/gov/content/safety/public-safety/cannabis>.

Thank you again for taking the time to write.

Sincerely,



Carole James  
Minister and Deputy Premier

RECEIVED

MAR 12 2018

VILLAGE OF  
ANMORE 

cc: Honourable Mike Farnworth, Minister of Public Safety and Solicitor General  
Honourable Selina Robinson, Minister of Municipal Affairs and Housing

## Hunt, Charlotte PSSG:EX

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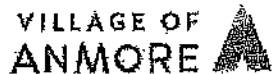
**From:** Christine Baird <Christine.Baird@anmore.com>  
**Sent:** Monday, January 22, 2018 10:40 AM  
**To:** Minister, PSSG PSSG:EX  
**Cc:** tracey.batten@westkelownacity.ca; Juli Halliwell  
**Subject:** Support for Share of Cannabis Sales for Local Governments  
**Attachments:** 2018-01-19 MinistryofPublicSafety CannabisSalesRevenue.pdf

Good morning,

Please refer to the attached letter regarding the noted subject matter.

Kind regards,

Christine Baird  
Manager of Corporate Services



T 604 469 9877 | Cell 604 612 3905 | anmore.com  
2697 Sunnyside Road, Anmore, BC V3H 5G9

Correspondence with any government body, including Village of Anmore Council and Staff, is subject to disclosure under the *Freedom of Information and Protection of Privacy Act*.

541431

Ministry of Public Safety and Solicitor General	
<b>RECEIVED</b>	
JAN 22 2018	
<input checked="" type="checkbox"/> MD Response	<input type="checkbox"/> INFO FILE
<input type="checkbox"/> DMO Response	
CC: _____	
OTHER: _____	



January 19, 2018

Honourable Mike Farnworth  
Minister of Public Safety and Solicitor General  
PO Box 9010 Stn Prov Govt  
Victoria, BC V8W 9E2

Via email: [PSSG.Minister@gov.bc.ca](mailto:PSSG.Minister@gov.bc.ca)

Dear Hon. Farnworth:

**Re: Request for Local Governments to Share in Cannabis Tax Revenue**

I am writing to inform you of support from Village of Anmore Municipal Council for the District of West Vancouver's request (enclosed) to lobby the Province in anticipation of agreement for 50% of the provincial share of the cannabis tax sharing formula be provided to local governments. Council is in agreement that this is an adequate and equitable share to help support costs and services to be incurred by local governments.

At the Regular Council Meeting held on January 9, 2018, the Municipal Council adopted the following resolution to this effect.

"THAT STAFF BE REQUESTED TO SEND A LETTER TO THE PROVINCE IN SUPPORT OF THE DECEMBER 13, 2017 LETTER FROM DISTRICT OF WEST KELOWNA FOR 50% CANNABIS TAX SHARING TO BE PROVIDED TO LOCAL GOVERNMENTS TO HELP SUPPORT COSTS AND SERVICES INCURRED WITH CANNABIS SALES."

We thank you for your consideration of this matter.

Sincerely,

Christine Baird  
Manager of Corporate Services

Enclosure

Cc: Tracey Batten, Deputy CAO, District of West Kelowna

2697 Sunnyside Road  
Anmore, BC V3H 5G9  
anmore.com

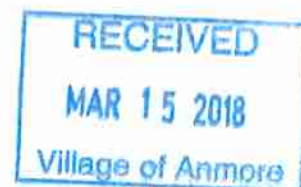
## Christine Baird

---

**From:** Minister, FIN FIN:EX <FIN.Minister@gov.bc.ca>  
**Sent:** March-12-18 10:34 AM  
**To:** Christine Baird  
**Cc:** Minister, PSSG PSSG:EX; Minister, MAH MAH:EX  
**Subject:** Letter from Minister of Finance  
**Attachments:** 365376 Baird.pdf; 365376 Incoming.pdf

**Categories:** COUNCIL

Please find attached a response from the Honourable Carole James, Minister of Finance and Deputy Premier.



*....a caring community working and learning together...*

March 15, 2018

Village of Anmore  
2697 Sunnyside Road  
Anmore BC, V3H 5G9

To whom it may concern,

For the last two years, Anmore Elementary School hosted a Great Walk event which not only joined together the local community; parents, students, teaching staff, Buntzen Lake staff, SVFD volunteers but also raised funds for our fundraising goals. School children tend to exceed their fitness goals with most students aiming to run the entire 7km route. Due to the tremendous success, we are again hosting a Great Walk event to be held on Friday May 4<sup>th</sup> 2018. This rain or shine event which we hope to take place within the Village of Anmore, beyond Anmore Elementary School grounds, will again focus on physical activity, school spirit and fun.

All monies raised will be targeted towards our Natural Learning and Play Space project.

Date: Friday May 4<sup>th</sup> 2018  
Time: 1-3 pm  
Location: Distance 1: to Ice Cream Store and back  
Distance 2: to Floating Bridge and back  
Distance 3: to Pump House and back

One change this year includes having students walk to the camp store and beyond via the right side of Sunnyside road. Past volunteers found that it was too dangerous crossing Sunnyside at the Campground location as well as crossing in front of the Campstore due to construction trucks coming out of the trailer park area.

We ask that the Village notify the local community by updating the signage boards with "Please drive carefully – Students on Great Walk - Friday May 4<sup>th</sup>, 1-3pm" close to the event itself. We will also be contacting SVFD members to see if they might be able to assist with traffic safety. SVFD were a valuable asset to our event last year providing much enthusiasm and advice.

Thank you for your time and assistance,

Leigh Scatchard  
Assistant Treasurer, PAC, Anmore Elementary School  
[leighscatchard@shaw.ca](mailto:leighscatchard@shaw.ca) ; 604-716-9657





File: CR-12-02  
Ref: RD 2018 Feb 23

**MAR 15 2018**

Mayor John McEwen and Council  
Village of Anmore  
2697 Sunnyside Road  
RR1  
Anmore, BC V3H 5G9  
VIA EMAIL: [john.mcewen@anmore.com](mailto:john.mcewen@anmore.com)

Dear Mayor McEwen and Council:

**Re: Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site**

At its February 23, 2018 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

*That the MVRD Board:*

- a) initiate the Metro 2040 minor amendment process, in response to the City of Port Moody's request, to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban and remove the Special Study Area overlay for the site;*
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No, 1259, 2018; and*
- c) direct staff to notify affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2.*

The draft amendment bylaw is being circulated to your local government for review and comment. We are requesting a Council resolution to accompany any comments in regard to the proposed amendment bylaw. The comment period closes end of day **Friday April 20, 2018**.

The Metro Vancouver staff report dated January 23, 2018 (Attachment 2), and the draft *Metro 2040* amendment bylaw (Attachment 1), are attached to this letter for your consideration. Please direct any technical questions to Jaspal Marwah, Regional Planner, by phone at 604-436-6850 or by email at [jaspal.marwah@metrovancover.org](mailto:jaspal.marwah@metrovancover.org).

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/CM/NC/jm

cc: Neal Carley, General Manager, Parks, Planning and Environment  
Jason Smith, Manager of Development Services, Village of Anmore

Attachments

1. *Metro 2040* – Draft Amendment Bylaw for the Flavelle site in Port Moody (Doc# 24581609)
2. Report dated January 23, 2018, titled "*Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site (Doc# 24492484)

24705173



**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1259, 2018**

A Bylaw to Amend  
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

**WHEREAS** the Metro Vancouver Regional District Board (the "Board"), formerly known as Greater Vancouver Regional District, adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 on July 29, 2011;

**NOW THEREFORE**, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 is hereby amended by re-designating the subject City of Port Moody site from Industrial to General Urban, and removing the Special Study Area, as shown in Schedule "A" which is attached to and forms part of this Bylaw.
2. The official citation for this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1259, 2018". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1259, 2018".

Read a First time this 23 day of February, 2018

Read a Second time this this 23 day of February, 2018

Read a Third time this this \_\_\_\_\_ day of \_\_\_\_\_

Passed and Finally Adopted this \_\_\_\_\_ day of \_\_\_\_\_

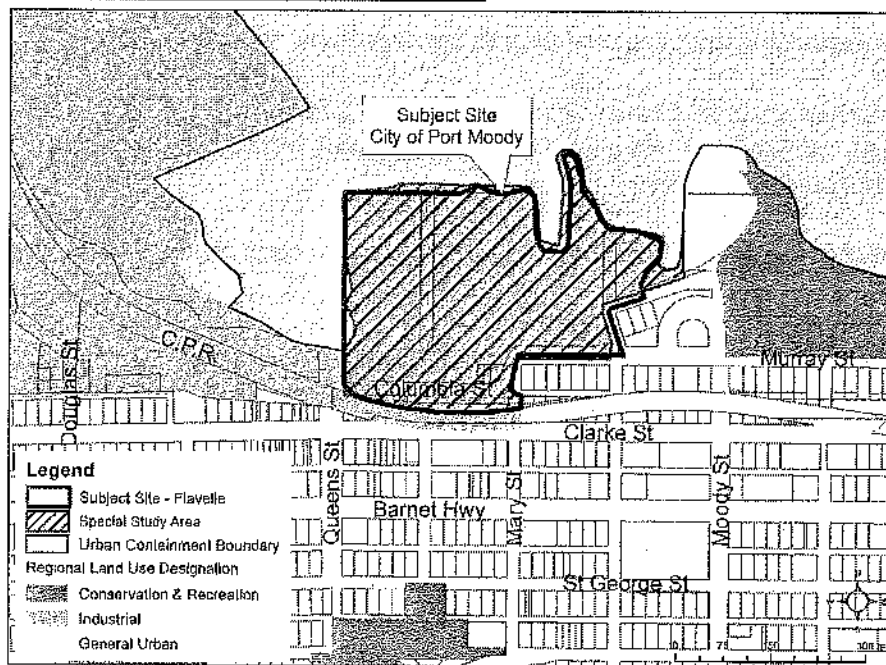
\_\_\_\_\_  
Greg Moore, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

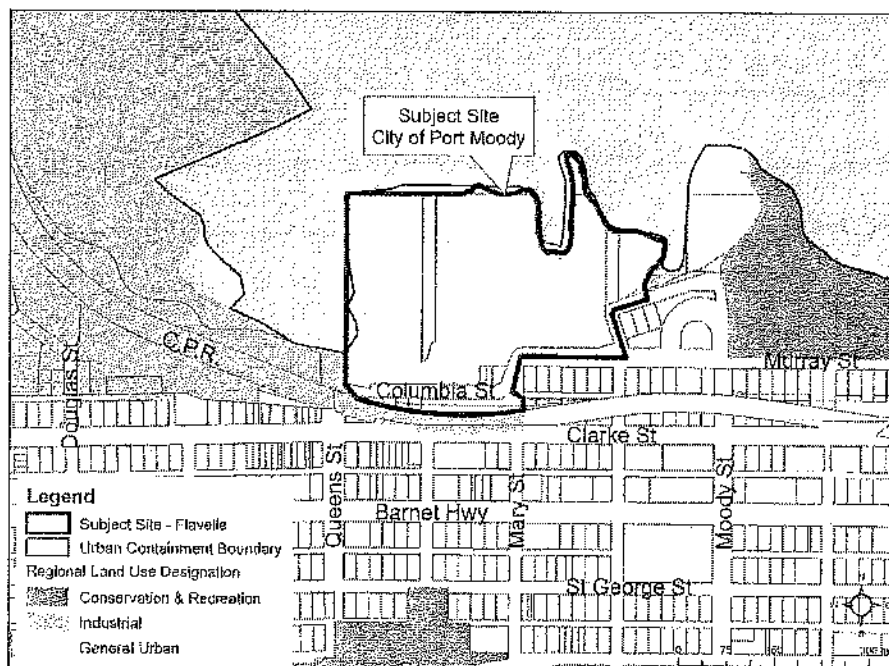
## SCHEDULE A

Subject site, City of Port Moody, Flavelle site, re-designating from Industrial to General Urban, and removing the Special Study Area.

Subject Site – Prior to Amendment



Subject Site – Post Amendment





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To: MVRD Board of Directors

From: Regional Planning Committee

Date: January 23, 2018 Meeting Date: February 23, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site***

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**REGIONAL PLANNING COMMITTEE RECOMMENDATION**

That the MVRD Board initiate the Metro 2040 minor amendment process and direct staff to prepare a bylaw to amend Metro 2040, in response to the City of Port Moody's request, to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban and remove the Special Study Area overlay for the site.

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At its February 2, 2018 meeting, the Regional Planning Committee considered the attached report titled "*Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site*", dated January 23, 2018. The Committee subsequently passed the alternative two as follows:

*That the MVRD Board initiate the Metro 2040 minor amendment process and direct staff to prepare a bylaw to amend Metro 2040, in response to the City of Port Moody's request, to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban and remove the Special Study Area overlay for the site.*

In response to the Committee's resolution, staff have prepared an amendment bylaw (Attachment 1). In the event that the MVRD Board wishes to consider the proposed amendment bylaw at the February 23, 2018 MVRD Board meeting, the Board could consider the following alternative recommendation:

*That the MVRD Board:*

- a) initiate the Metro 2040 minor amendment process, in response to the City of Port Moody's request, to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban and remove the Special Study Area overlay for the site;*
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No, 1259, 2018; and*
- c) direct staff to notify affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2.*

**Attachments:**

- 1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No, 1259, 2018
- 2. "*Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site*", dated January 23, 2018

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1259, 2018**

A Bylaw to Amend  
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

**WHEREAS** the Metro Vancouver Regional District Board (the "Board"), formerly known as Greater Vancouver Regional District, adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 on July 29, 2011;

**NOW THEREFORE**, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 is hereby amended by re-designating the subject City of Port Moody site from Industrial to General Urban, and removing the Special Study Area, as shown in Schedule "A" which is attached to and forms part of this Bylaw.
2. The official citation for this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No, 1259, 2018". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1259, 2018".

Read a First time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Read a Second time this this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Read a Third time this this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Passed and Finally Adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
Greg Moore, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

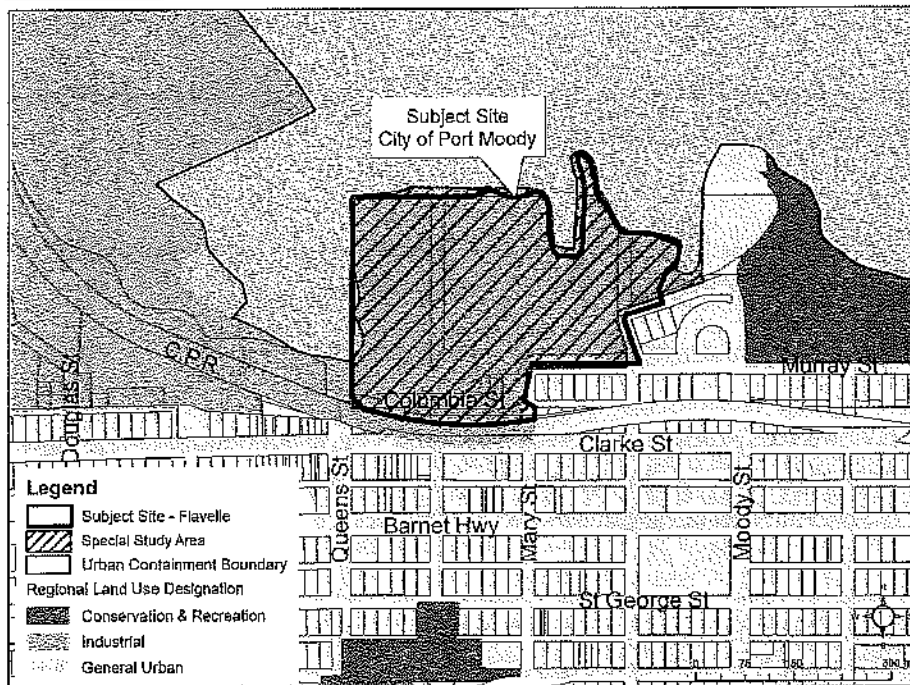




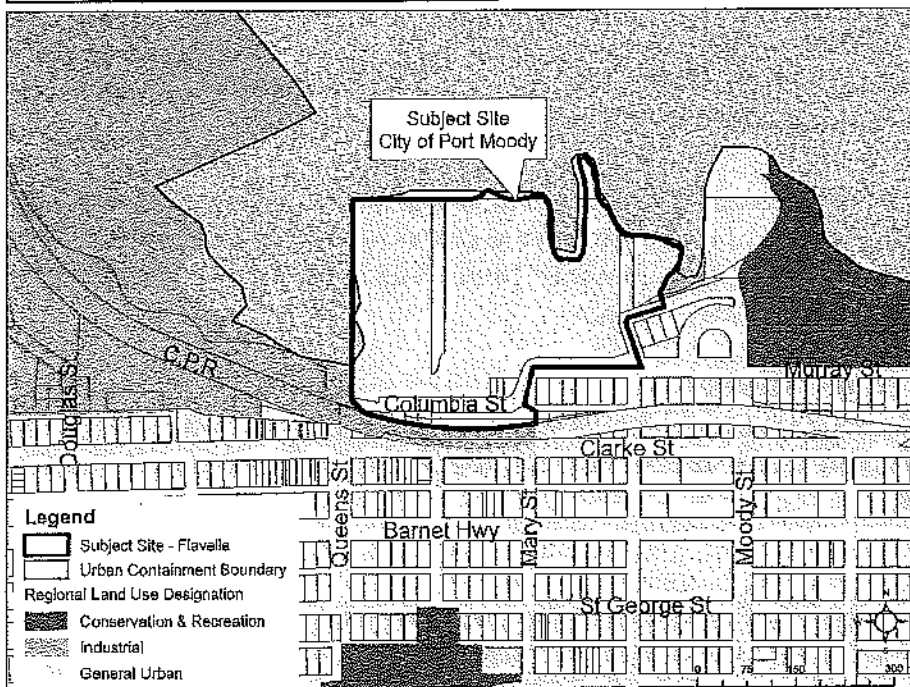
## SCHEDULE A

Subject site, City of Port Moody, Flavelle site, re-designating from Industrial to General Urban, and removing the Special Study Area.

### Subject Site – Prior to Amendment



### Subject Site – Post Amendment



---

To: Regional Planning Committee

From: Jaspal Marwah, Regional Planner, Parks, Planning and Environment

Date: January 23, 2018 Meeting Date: February 2, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site**

---

### RECOMMENDATION

That the MVRD Board decline the City of Port Moody's requested amendment to *Metro 2040* for the Flavelle Mill Site and not proceed with a Regional Growth Strategy Amendment Bylaw.

---

### PURPOSE

To provide the MVRD Board with the opportunity to consider the City of Port Moody's request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to change the regional land use designation for the Flavelle Mill site from Industrial to General Urban.

### BACKGROUND

On June 27, 2017, Port Moody Council passed 1<sup>st</sup> and 2<sup>nd</sup> reading of Official Community Plan (OCP) amendment bylaw No. 3087 for a land use redesignation on the Flavelle Mill site from General Industrial to Mixed Use – Oceanfront District. On July 25, 2017, Council held a public hearing on bylaw No. 3087. At a Special Meeting of Council on July 27, 2017, Port Moody Council gave 3<sup>rd</sup> reading to OCP bylaw No. 3087, and also passed a resolution requesting that the Metro Vancouver Regional District (MVRD) Board amend *Metro 2040* by changing the regional land use designation for the Flavelle Mill site from Industrial to General Urban. The proposed amendment request was received by Metro Vancouver on Friday September 18, 2017.

In consideration of the proposed *Metro 2040* amendment, the MVRD Board may choose to deny the request, or to proceed with initiation of the amendment and a *Metro 2040* amendment bylaw. This proposed amendment is a Type 3 minor amendment to *Metro 2040*, requiring an affirmative 50%+1 weighted vote of the MVRD Board at each reading.

### ASSESSMENT OF PROPOSED AMENDMENT

The City of Port Moody submitted a request to amend the Flavelle site's regional land use designation from Industrial to General Urban to allow for the site to be redeveloped into a medium to high density mixed-use neighbourhood.

### Site Context

The subject site is a large, contiguous, 12.7 hectare (ha) parcel, consisting of the Flavelle Mill site (11.9 ha), a 0.38 ha City-owned parcel and a 0.43 ha site owned by the Ministry of Transportation and Infrastructure (Attachment 1 and Figure 1 below). The site is located at 2450 Columbia Street and is owned by Flavelle Oceanfront Development (Flavelle) who is currently operating a sawmill business on the subject property. The surrounding area includes the Burrard Inlet to the north, a municipal

park and boat launch to the east, low density industrial and commercial businesses to the south, and industrial land under Port jurisdiction to the west, including Pacific Coast Terminals, the world's largest sulphur exporter. Recently, the Evergreen line Moody Centre Skytrain station came online in downtown Port Moody, adding new rapid transit capacity close to the Flavelle site in addition to the existing West Coast Express commuter rail station. Site information is noted in Table 1 below.

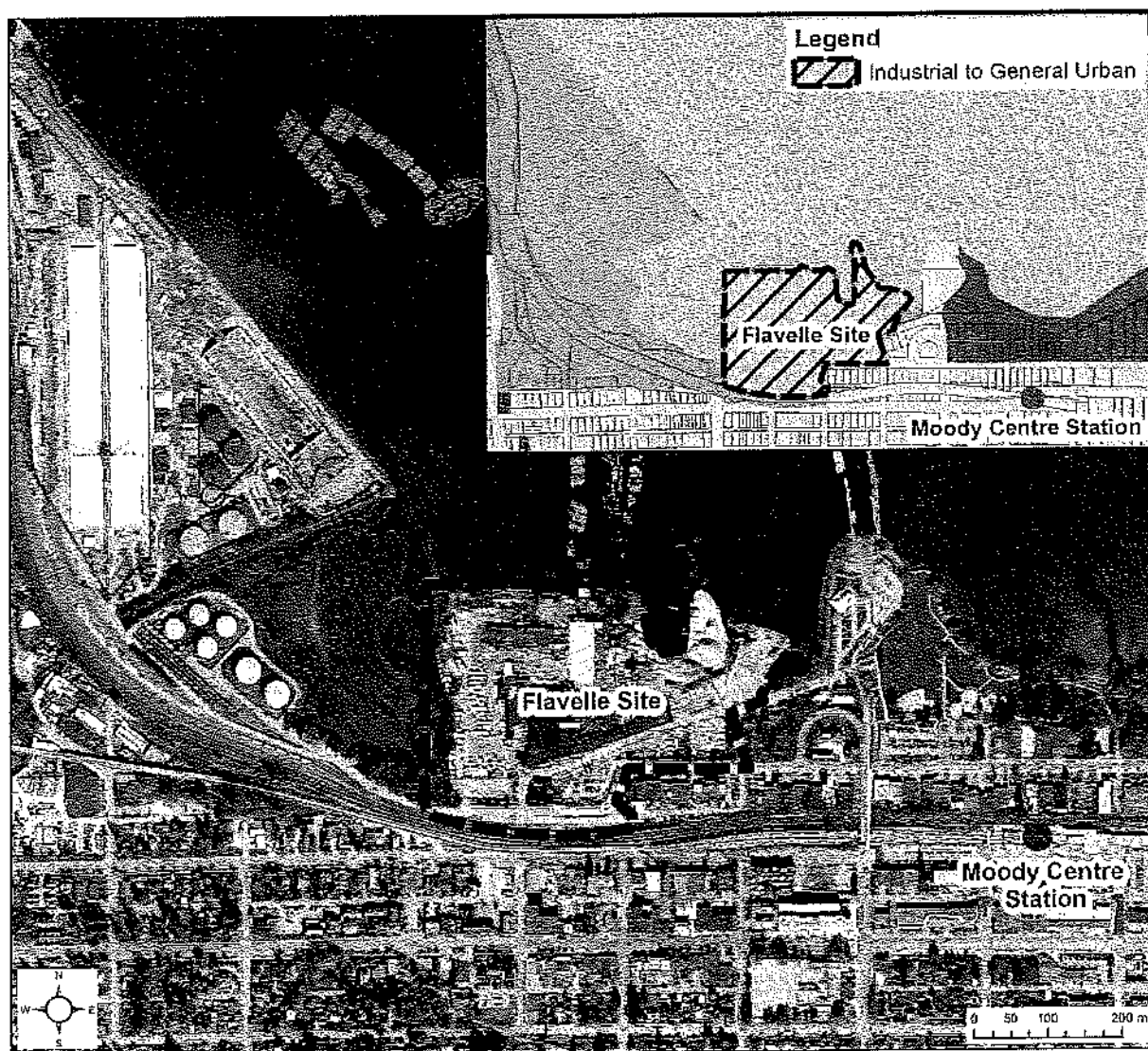


Figure 1. Site Context

Table 1 – Site Information

Municipal	Size	12.7 hectares / 31.4 acres
	Current use	Industrial sawmill
	OCP – designation	General Industrial
	OCP – other	Special Study Area overlay
	Zoning	M3 – General Industrial
Regional	Metro 2040 – designation	Industrial
	Metro 2040 – other	Special Study Area overlay
	Urban Containment Boundary (UCB)	Site is within the UCB

	Regional Sewerage Area	Site is within the GVS&DD Sewerage Area
Other	Agricultural Land Reserve (ALR)	The site is not within the ALR

### **Proposed OCP Amendment and Rationale**

The site is currently used for a sawmill; however, the owner, Flavelle, is planning to move operations to a different industrial site in the region. Now that the industrial activities are coming to a close, the City of Port Moody is pursuing its vision for the site, as articulated in its OCP, to reconnect the community to the waterfront. The Flavelle site is identified as 'Oceanfront District' in the OCP, an area envisioned for medium-high density mixed-use neighbourhood integrated with the waterfront. The proposal has been met with support from Port Moody Council, and members of the public. The City's staff report, including the staff-to-staff response to Metro Vancouver's areas of concern, are included in Attachment 2.

If built out over the next 20-25 years as envisioned in the Flavelle development proposal, the subject site would see up to 7,000 new residents (approximately 50% of the City's projected growth through 2040), and 42,271 square metres (455,000 square feet) of employment space. However, the development proposal does not provide certainty regarding projections for land use, density, jobs and other details. Metro Vancouver's role is not to evaluate the proposal content in terms of site design or quality of development, but instead to evaluate the impacts of changing land use and related activity, of amending the site's regional land use designation from Industrial to General Urban. However, there is a concern that, should the land use designation be amended, the land value will increase significantly, and the owner may choose to sell the land resulting in a very different development proposal coming forward by a future owner.

### **REGIONAL PLANNING ASSESSMENT OF THE PROPOSED METRO 2040 AMENDMENT**

In addition to the Industrial regional land use designation, a regional Special Study Area (SSA) overlays the site. In 2014, the City submitted a similar request to the MVRD Board for amending the regional land use designation on the Flavelle site as part of its OCP update. At that time, the MVRD Board declined the amendment. The rationale for the decision included:

- the viability of the site for industry and its current use as a sawmill;
- the added pressure that redesignating the site would pose on nearby and other regional industrial lands to convert to other uses;
- given the proximity to Moody Centre, the impacts of the Flavelle site development on the accommodation of planned growth for the Moody Centre Frequent Transit Development Area to support the new rapid transit station; and,
- the Special Study Area overlay in *Metro 2040* that indicates that more planning work was needed to effectively evaluate the proposal and "specifically the regional impacts and implications of converting industrial lands to mixed-use transit oriented development".

Metro Vancouver's assessment of the proposed amendment is based on the above considerations, and *Metro 2040* goals, strategies and policy actions.



## **Goal 1 – Create a Compact Urban Area**

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

*Metro 2040* directs municipalities to focus growth and development in Urban Centres and Frequent Transit Development Areas (FTDAs) in a manner generally consistent with the guidelines in *Metro 2040* Table 3, to align land use and transportation planning at a regional scale, and to support the efficient provision of infrastructure and development of compact, complete communities.

The City of Port Moody Regional Context Statement (RCS) identifies Inlet Centre as an Urban Centre in *Metro 2040*, and Moody Centre as a FTDA. These are the planned locations in which the City will focus anticipated growth. The RCS anticipates approximately 34% of new residential growth to be located at Inlet and Moody Centres to support the development of complete, walkable communities and to optimize the Evergreen Line infrastructure. The Flavelle site, if developed as proposed, would contribute a significant amount of new growth (approximately 50% of the City's total projected residential growth to 2040), outside of the two established centres.

In 2015, the City undertook a planning process to establish a new FTDA around the Moody Station area. At the time, Metro Vancouver and TransLink both commented that the area proposed for the FTDA was small given the significant capacity of rapid transit and commuter rail infrastructure in the area to accommodate transit-oriented development. The Flavelle site is not within an identified growth location. However, given the compact nature of Port Moody's downtown area and that the Flavelle site is mostly within 800m of a rapid transit station, it could be seen as an additional location for less-intense growth, to contribute to transit ridership and complement adjacent transit-oriented development plans.

As noted in Metro Vancouver's letter to the City on July 21, 2017; however, it has not been made clear how the proposed development of the Flavelle site aligns with, or supports, the planned growth in the Urban Centre and FTDA locations, particularly in terms of phasing. In addition, on October 13, 2017, Port Moody Council gave 1<sup>st</sup> and 2<sup>nd</sup> reading to an OCP amendment to adopt a transit-oriented development plan for the Moody Centre FTDA that does not encompass any portion of the subject site. That planning process and resulting policy does not address the potential for integration or coordination between the Flavelle site and the FTDA.

As a result, the proposed amendment to allow for urban development and significant growth outside of the nearby FTDA is not aligned with *Metro 2040* policy.

## **Goal 2 – Support a Sustainable Economy**

### *Strategy 2.2 - Protect the supply of industrial land*

#### *Regional significance of the site*

Protecting the region's industrial land supply is a key tenet of *Metro 2040* with an aim to maintaining the region's ability to meet the needs of a growing regional economy, and attract investment and jobs. The amount of industrial land in the region is severely constrained, with current industrial vacancy rate at 1.8%. Demand for land is strong. The 2015 Regional Industrial Lands Inventory shows that between 2010 and 2015, there was a net reduction of 352 ha of industrial lands in the region. Further losses or conversions accentuate challenges and lead to fewer site options, and higher land costs for industrial operators, impacting the region's ability to attract and retain skilled jobs.

All conversions of industrial lands to other uses place additional pressure on the regional inventory and have an indirect speculative impact on other less expensive land uses (e.g. agricultural).

Through the development of the Moody Centre FTDA, the City of Port Moody requested the redesignation of 8.3 ha of lands with a Mixed Employment regional land use designation, and 1.1 ha of lands with an Industrial designation, to General Urban. Metro Vancouver supported these redesignations recognizing the trade-off between loss of industrial lands and the close proximity to rapid transit being a good location for urban growth. Port Moody also recently exercised Section 6.2.7 of *Metro 2040* that provides municipalities 'flexibility' to amend the boundaries of regional land use designations in their OCP without requesting an amendment to the Regional Context Statement under certain circumstances. The provision applies as long as certain criteria related to the scale of the amendment, impacts to surrounding land uses and the quality and accessibility of transit are met. The flexibility clause was exercised to redesignate just under 1 ha of land from a regional Industrial land use designation to General Urban on the nearby Andres Wine site. Therefore, there would be a cumulative loss of 8.3 ha of lands with a Mixed Employment regional land use designation and 14.9 ha of lands with an Industrial regional land use designation given the Moody Centre FTDA, Andres site and if approved, Flavelle site. This loss is significant in a sub-regional context.

The Flavelle site possesses unique characteristics that are in demand from a range of industrial operators. It is a large, flat, contiguous parcel with waterfront access, proximity to rail, and proximity to TransLink's Major Road Network. Within the regional context, there is a paucity of large, waterfront sites similar to the Flavelle site. Currently, there are only 4 vacant waterfront sites in the region with a regional Industrial land use designation that are the same size or larger than the Flavelle site.

The City's submitted materials indicate the site is no longer viable for industrial activities, noting a number of limitations, including: constrained truck access; lack of rail spur; long barge time/distance from the site to Vancouver harbour; need for bi-annual dredging of the Burrard Inlet; the relative isolation of the site due to a lack of nearby industrial businesses; and constraints related to the site's proximity to other non-industrial uses. While these constraints pose limitations to the current land owner, there was no accompanying economic assessment of the site's industrial potential in the City's submitted materials. Nor was there an effort to mitigate the loss of the industrial *land* from the regional inventory. Metro Vancouver's analysis including discussions with the Port of Vancouver, industrial developers and brokers suggests that although the site may have characteristics that pose constraints to certain types of industrial activities (e.g. a sawmill), it is likely suitable for other types of industrial activities. There are a number of sites in the region where close proximity to an Urban Centre does not impede adjacent industrial activities, and some industrial developers are beginning to favour locations with access to transit and amenities to support employee attraction and retention. However, the market has not been able to consider and determine the viability of the site for ongoing industrial activities, given the landowner's interest in achieving a redesignation to permit a mixed use development.

The City's submission conveys that there will be no net loss of industrial jobs in the region as a result of the amendment, and that the proposal has the potential to significantly increase the number of jobs on the Flavelle site. Yet, the City's staff report and Flavelle's commercial market consultants also indicate there is a high degree of uncertainty regarding employment projections on this site. And, although job density is an important measure, for many industrial activities, particularly those that

require sites like the Flavelle site, it is inadequate to evaluate site viability / importance on job provision alone. Different industrial activities have different job densities, and large, flat waterfront sites provide strategic contributions to the local and regional economy and measures such as economic opportunities and throughput must also be considered. An assessment that considers the economic impact of the loss of these industrial lands from the regional inventory, and addresses the value of these lands to the overall economy, has not been prepared / submitted.

#### **Goal 4 – Develop Complete Communities**

*Strategy 4.2 – Develop healthy and complete communities with access to a range of services and amenities*

When the City of Port Moody submitted a proposed amendment for the site in 2014, the MVRD Board indicated that a *Metro 2040* amendment would only be considered where a strong planning rationale was presented for redesignating the site from an Industrial to a General Urban regional land use designation. The City's rationale for the proposed amendment acknowledges the regional significance of the Flavelle site, and engages with the concerns expressed by Metro Vancouver. The proposed amendment aligns with OCP policy, the intent of local and regional SSA overlays, *Metro 2040* objectives to develop complete communities in proximity to transit, and supports the City's desire to move forward on their long-held aspirations to reconnect the community with this part of the waterfront. From a municipal perspective, a planning rationale has been established.

The City's aspirations for the Oceanfront District described in the OCP are to create a complete, compact community within walking distance of rapid transit, with access to a range of jobs, services, amenities and open spaces. The City's efforts to work with stakeholders to develop a vision for the site has resulted in a local planning rationale that is aligned with the broad *Metro 2040* objective of supporting the development of complete communities within the urban area.

#### **Goal 5 – Support Sustainable Transportation Choices**

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

*Metro 2040* strives for coordinated land use and transportation planning to maximize benefits from regional transit investments. In pursuit of this broad objective, *Metro 2040* supports planning efforts that locate high density mixed-use development in transit-rich locations, provide a well-designed urban realm to support active transportation choices and reduce overall vehicle use, and encourages efficient goods movement.

The subject site is near the Frequent Transit Network along St. Johns Street, as well as the new Evergreen Line Moody Centre station, and the West Coast Express Station, which provides commuter service to downtown Vancouver. Locating higher density development close to transportation infrastructure is a key objective of *Metro 2040*. TransLink's Transit Oriented Communities Design Guidelines also support locating higher density mixed use within 800m, or a 10-minute walk, of a rapid transit station. The Flavelle site is mostly within an 800m radius from both stations (as the crow flies). However, in terms of the limited site access and actual walking distance from rapid transit, the majority of the site is not within 800m of the station.

### *Goods Movement*

*Metro 2040* requests that municipalities protect rail line and waterway access for goods movement potential for industrial users. The subject site has direct access to water and is in close proximity to the Major Road Network (MRN), though not directly connected to the region's major highways (e.g. Highways 99 and 91). The City's staff report indicates that traffic from redevelopment on the Flavelle site could have significant impacts on the local road network but that more detailed work on those impacts would be required at the rezoning stage. Given the close proximity of the Flavelle site to Port-related industrial uses, there is the potential that the proposed redevelopment could affect both goods movement and access between the Pacific Coast Terminals (PCT) site to the west, and the MRN.

Further, the Flavelle site is proximate to rail, but has no rail spur for direct access at this time. The redesignation of the site would mean the loss of an industrial site with access to multiple modes of goods movement potential, though access to some modes may be less desirable for certain industrial uses at this location.

### **Risk of Proliferation of Additional Amendment Requests**

Part of assessing proposed amendments to *Metro 2040* is considering whether they are precedent setting or could likely spur additional requests. Regarding the Flavelle site, PCT, the current adjacent industrial tenant, recently renewed a 30-year lease with the Port of Vancouver. PCT submitted a letter to the City noting that the proposed site design and other strategies to mitigate potential conflict between future non-industrial uses and their site were satisfactory. As a result, there is little concern that the redevelopment of the Flavelle site would lead to additional requests for amendments adjacent to the site.

However, a redesignation on the Flavelle site will likely spur interest by landowners in the region in attempting to redesignate other lands from Industrial to General Urban, particularly those adjacent, or with potential access to, rapid transit.

### ***Metro 2040* Special Study Area**

The Flavelle site has a Special Study Area (SSA) overlay in both the City's OCP and in *Metro 2040*. *Metro 2040* SSAs are not designations, but rather overlays that "identify locations where, prior to the adoption of the regional growth strategy, a municipality has expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment" (*Metro 2040* 6.10). *Metro 2040* SSAs do not alter the underlying regional land use designations or the considerations that should be made regarding regional impacts and implications of any proposed amendment to re-designate the underlying designation.

The purpose of an SSA overlay is to recognize the intent to consider future land uses for the identified area and to signal that further detailed planning work by the municipality, in consultation with the community, is required to demonstrate that any alternative proposed land use meets local aspirations for the site, while being consistent with the goals of *Metro 2040*.

In July 2013, at the City's request, the MVRD Board approved the addition of three regional SSAs in Port Moody, including one overlaying the Flavelle site. The Metro Vancouver staff report to the MVRD Board noted that, as the Flavelle (Mill and Timber) site had an Industrial regional land use designation,



the addition of an SSA did not change the underlying designation, nor the requirements to amend that designation.

### **Metro 2040 Amendment Process**

The proposed amendment is a Type 3 minor amendment to the regional growth strategy, which requires an amendment bylaw that receives an affirmative 50%+1 weighted vote by the MVRD Board at each reading including adoption. A draft staff report on the proposed amendment was reviewed by the Regional Planning Advisory Committee on November 17, 2017 as required by *Regional Growth Strategy Procedures Bylaw No. 1148*. The application is now coming before the Regional Planning Committee and MVRD Board for consideration of initiation of the amendment process.

### **ALTERNATIVES**

1. That the MVRD Board decline the City of Port Moody's requested amendment to *Metro 2040* for the Flavelle Mill Site and not proceed with a Regional Growth Strategy Amendment Bylaw.
2. That the MVRD Board initiate the *Metro 2040* minor amendment process and direct staff to prepare a bylaw to amend *Metro 2040*, in response to the City of Port Moody's request, to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban and remove the Special Study Area overlay for the site.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, the *Metro 2040* amendment will not proceed. The City of Port Moody may challenge the decision and engage a dispute resolution process. If the MVRD Board chooses Alternative 2, staff will prepare an amendment bylaw for Board consideration regarding the City of Port Moody's request to amend the regional land use designation for the Flavelle Mill site from Industrial to General Urban, and to remove the Special Study Area overlay. Port Moody will also be requested to submit a consequential amendment to its Regional Context Statement.

### **SUMMARY / CONCLUSION**

A proposed amendment request for the Flavelle site in Port Moody was received by Metro Vancouver on September 18, 2017, seeking to amend its regional land use designation from Industrial to General Urban. This Type 3 minor amendment requires a *Metro 2040* amendment bylaw to receive an affirmative 50%+1 weighted vote by the MVRD Board at each reading, including adoption, in order to proceed.

The City of Port Moody originally requested a proposed amendment for the site in 2014 through its OCP update. At that time, the MVRD Board indicated that a *Metro 2040* amendment would only be considered where a strong planning rationale was presented for redesignating the site from Industrial to a General Urban and expressed concern about the loss of a large Industrial site from the regional inventory. The City's submission acknowledges the regional significance of the Flavelle site, and engages with the concerns expressed by Metro Vancouver.

The proposed amendment aligns with OCP policy and *Metro 2040* objectives to develop complete communities in proximity to rapid transit, and supports the City's desire to move forward on their long-held aspirations to reconnect the community with this part of the waterfront. From a municipal perspective, a strong planning rationale has been established.

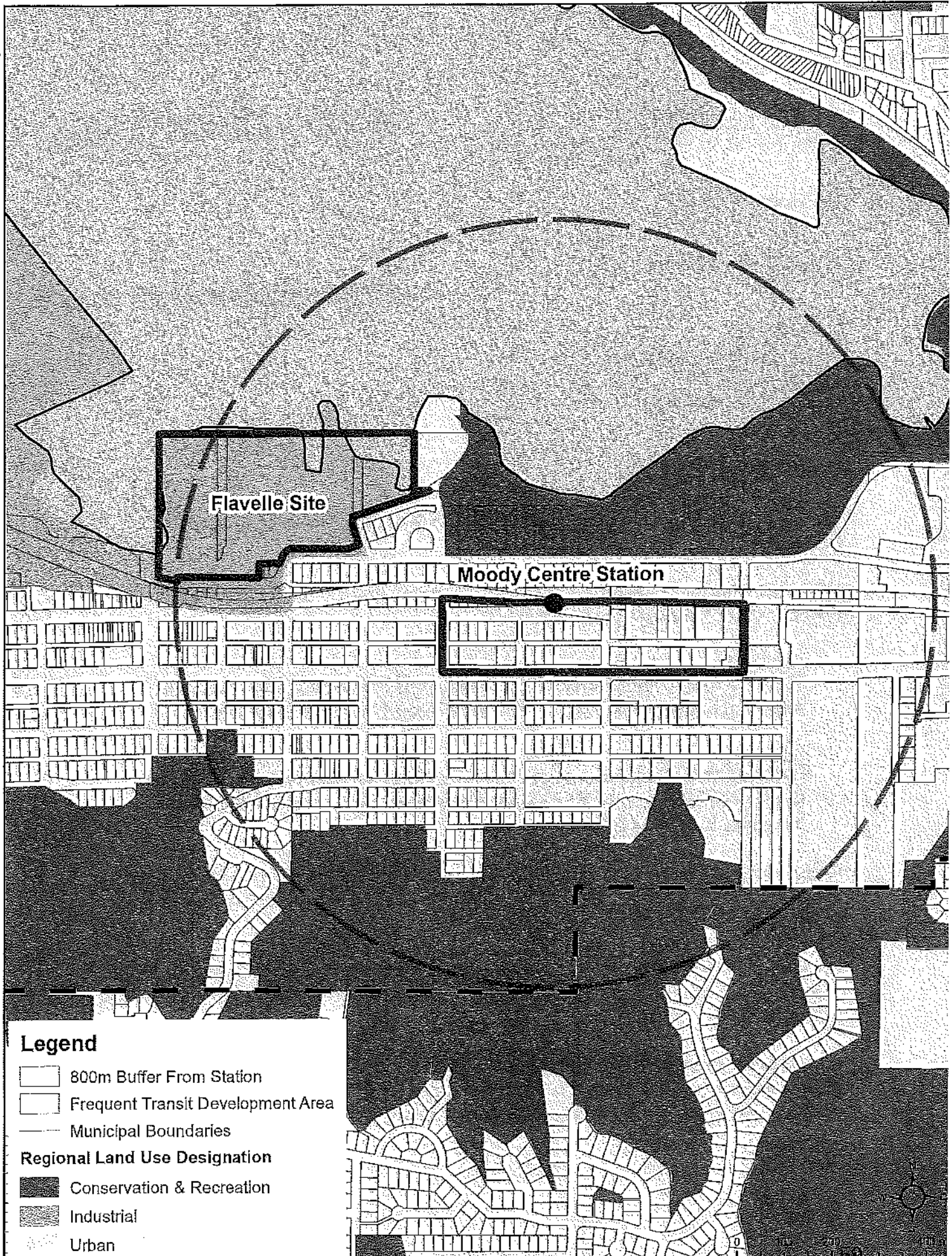
However, the regional federation's interests regarding the protection of industrial land have not been sufficiently addressed. Although the proposal addresses employment density, it does not address the loss of the site from the regional industrial land inventory and the lost economic opportunities. The Flavelle site possesses unique characteristics that are in demand from a range of industrial operators. It is a large, flat, contiguous parcel with waterfront access, proximity to rail, and proximity to TransLink's Major Road Network. Currently, within the regional context, there are only 4 vacant waterfront sites in the region with a regional industrial land use designation that are the same size or larger than the Flavelle site, the vacancy rate for industrial land is 1.8%, and demand is strong. Further, there has been no economic assessment of the site's industrial potential undertaken or options explored for mitigating the loss of the land from the regional industrial inventory. The market not been able to determine the viability of the site for industrial activities, given the landowner's sole interest in achieving a redesignation to permit a mixed-use development.

The City's submission conveys that there will be no net loss of industrial jobs in the region as a result of the amendment, and that the proposal has the potential to significantly increase the number of jobs on the Flavelle site. Yet, the City's staff report and Flavelle's commercial market consultants also indicate there is a high degree of uncertainty regarding the employment projections on this site. Although job density is an important measure, for many industrial activities, particularly those that require sites like the Flavelle site, it is inadequate to evaluate site viability / importance on job provision alone. Different industrial activities have different job densities, and large, flat waterfront sites provide strategic contributions to the local and regional economy and measures such as economic throughput and necessity in the region should also be considered.

Staff recommend Alternative 1, that the MVRD Board decline the proposed amendment.

**Attachments** (*Orbit Doc #24273875*)

1. Site Map
2. Port Moody amendment package



**PORT MOODY**  
CITY OF THE ARTS

100 Newport Drive, P.O. Box 36, Port Moody, B.C., V3H 3E1, Canada  
Tel 604.469.4500 Fax 604.469.4550  
[www.portmoody.ca](http://www.portmoody.ca)

September 15, 2017

File No. 13-6700-20-128

Via email: [chris.plagnol@metrovanancouver.org](mailto:chris.plagnol@metrovanancouver.org)

Chris Plagnol  
Corporate Officer, Metro Vancouver  
4330 Kingsway  
Vancouver, BC V5H 4G8

Dear Mr. Plagnol:

**Re: Request for Amendment to Regional Growth Strategy – Oceanfront District,  
Port Moody**

This is to advise that at the Special Meeting of Council on July 27, 2017, City of Port Moody Council passed the following resolutions:

RC17/305

**THAT the City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle) be read a third time.**

RC17/306

**THAT the Metro Vancouver Board be requested to amend the Regional Growth Strategy by changing the land use designation of the Flavelle Mill Site from Industrial to General Urban.**

Please note that the total area of the lands included in this RGS amendment request is 12.7ha and includes the Flavelle Mill site (11.9ha), vacant City land (0.38ha) and vacant Ministry of Transportation and Infrastructure land (0.43ha).

Bylaw No. 3087 and the draft minutes of the related Public Hearing held on July 25, 2017 are included as Attachments 1 and 2, respectively. Additional information related to this request is also attached.

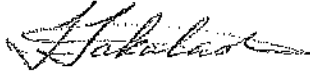
An associated amended Regional Context Statement will be submitted for acceptance following Metro Vancouver Board's decision to initiate the requested RGS amendment as per the process outlined in *Regional Growth Strategy Implementation Guideline #2* (2014).



Re: Request for Amendment to Regional Growth Strategy – Flavelle Oceanfront District,  
Port Moody  
September 15, 2017

Should you have any questions or require further information, please contact Mary De Paoli  
directly at 604-469-4702 or [mdepaoli@portmoody.ca](mailto:mdepaoli@portmoody.ca).

Yours truly,



*for* Dorothy Shermer  
Corporate Officer

cc: Heather McNell, Acting Director, Regional Planning and Electoral Area Services, Metro  
Vancouver (via email)  
Jaspal Marwal, Regional Planner, Metro Vancouver (via email)  
Tim Savoie, City Manager (via email)  
Eric Vance, Acting General Manager of Development Services (via email)  
Mary De Paoli, Manager of Planning (via email)

- Att.
1. Port Moody Official Community Plan Amendment Bylaw 3087
  2. Draft Minutes from July 25, 2017 Public Hearing on Bylaw 3087
  3. Letter from Heather McNell, Metro Vancouver, dated July 21, 2017
  4. Oceanfront District Regional Growth Strategy Amendment Request
  5. Port Moody Council Report dated June 16, 2017
  6. Letter from Pacific Coast Terminals Co. Ltd. dated January 6, 2016
  7. Map showing distances between the Flavelle site and Pacific Coast Terminals
  8. Map showing proximity of the site to Moody Centre Station



# City of Port Moody

## Bylaw No. 3087

A Bylaw to amend the City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to change the land use designation for the area known as the Oceanfront District.

The Council of the City of Port Moody enacts as follows:

### 1. Citation

- 1.1 This Bylaw may be cited as "City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle)".

### 2. Amendment

- 2.1 Chapter 4 of Schedule A of City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended by adding the following as section 4.1.4 and renumbering subsequent sections accordingly:

"4.1.4 MIXED USE – OCEANFRONT DISTRICT – The Mixed Use – Oceanfront District designation applies to the development of a mix of residential, commercial, light industrial, institutional, and public open space uses on the waterfront site currently occupied by the Mill and Timber sawmill."

- 2.2 Chapter 8, section 8.9.2 of Schedule A of Bylaw No. 2955 is amended by adding the following new subsection:

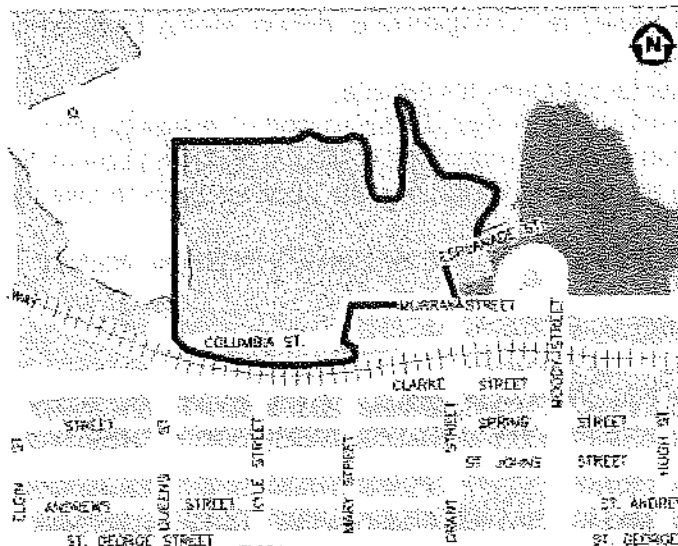
"(e) High-Density Multi-Family Form: High Rise (up to 38 storeys)

This designation is limited to the Oceanfront District and provides for high density residential development predominantly in the form of apartment buildings. Building heights are limited to 38 storeys.

- 2.3 Chapter 11 of Schedule A of Bylaw No. 2955 is amended by deleting Policy 11 (c) Mill and Timber Lands and renumbering the subsequent policies accordingly.

2.4 Chapter 15, section 15.5.5 of Schedule A of Bylaw No. 2955 is deleted and replaced with the following:

**"15.5.5 OCEANFRONT DISTRICT"**



*Policy directives in this section apply to the area outlined in the map above.*

One of the primary objectives for the Oceanfront District is to reconnect this part of the City with Port Moody's historic core area and the rest of Moody Centre with the ocean by introducing an urban presence along the water. The district is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience.

The vision for this area includes:

- Opening the entire oceanfront to the community by permitting uses that encourage greater public activity, such as retail/commercial, residential, entertainment, open space, and an institutional/research facility;
- An emphasis on creating intensive employment generating activities;
- Consideration of eco-industrial networking to capitalize on synergies between compatible businesses;
- Preserving north-south view corridors with the development of an articulated skyline by encouraging a variety of building heights and floorplates;
- Siting residential land uses to minimize the conflict with adjacent industrial uses;
- Buildings set back to provide sufficient space for open/green space and to provide a buffer/transition between the waterfront and buildings;
- Retention of ecological values along the foreshore and Kyle Creek;
- Applying transit oriented development principles for areas within 400-800 metres of rapid transit;
- Provision of public open space/facilities to serve the needs of future residents as well as the wider community;
- Providing linkages to the existing Shoreline Trail in Rocky Point Park and extending this trail along the perimeter of the site to provide public access to the ocean;
- Integrating the existing community and the Oceanfront District through vehicle, pedestrian, and cyclist linkages over the CP Rail and Evergreen Line rights-of-way connecting this site with the historic commercial area on Clarke Street, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations;
- Integrating a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design;

- Creating a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit;
- Exploring locally relevant themes in the development of the public realm experience including the historical significance, role, and influence of the industrial heritage of the site, and integrating local industrial artifacts as part of this experience;
- Integration of sustainable building technologies (e.g. district energy heating, waste, and water recycling);
- Mitigation of any environmental concerns for the site;
- Enhancing the environmental values of Kyle Creek as part of redevelopment;
- Incorporating artificial platforms on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups; and
- Incorporating nesting platforms for birds, such as osprey and purple martins.

## OCEANFRONT DISTRICT POLICIES

1. The land use concept plan for this site is shown in the figure below. This concept plan is included for illustrative purposes only and will be refined as part of any rezoning of the site.
2. The maximum permitted density of development on the site for all uses combined is 357,064m<sup>2</sup> of gross floor area.
3. The maximum permitted density of all forms of residential development on the site, including live-work, is 314,794m<sup>2</sup> of gross floor area and 3,397 units. This maximum excludes any congregate care facility.
4. A minimum of 5,110m<sup>2</sup> of the residential development shall be purpose-built permanent rental accommodation.
5. A minimum of 2,785m<sup>2</sup> of private indoor amenity floor space shall be provided on the site, which may be in a central facility or disbursed among phases. All private indoor amenity space shall be excluded from the maximum permitted density of development on the site set out in Policy 2.
6. The maximum permitted building height on the site is 38 storeys.
7. Permitted employment generating uses on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, congregate care, artist studios, and live-work.
8. A minimum of 42,270m<sup>2</sup> of gross floor area on the site shall be employment generating floor space, of which a minimum of 9,570m<sup>2</sup> of gross floor area shall be light industrial.
9. The maximum permitted size of a grocery store on the site is 1,400m<sup>2</sup> of gross floor area.
10. Lands south of the current Columbia Street right-of-way form part of the Oceanfront District and provide an opportunity to act as a transition between the rail line and the lands to the north. Any future uses proposed for these lands shall be for employment generation and shall have a maximum gross floor area of 2,200m<sup>2</sup>. This gross floor area is in addition to the values set out in Policy 8.
11. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.

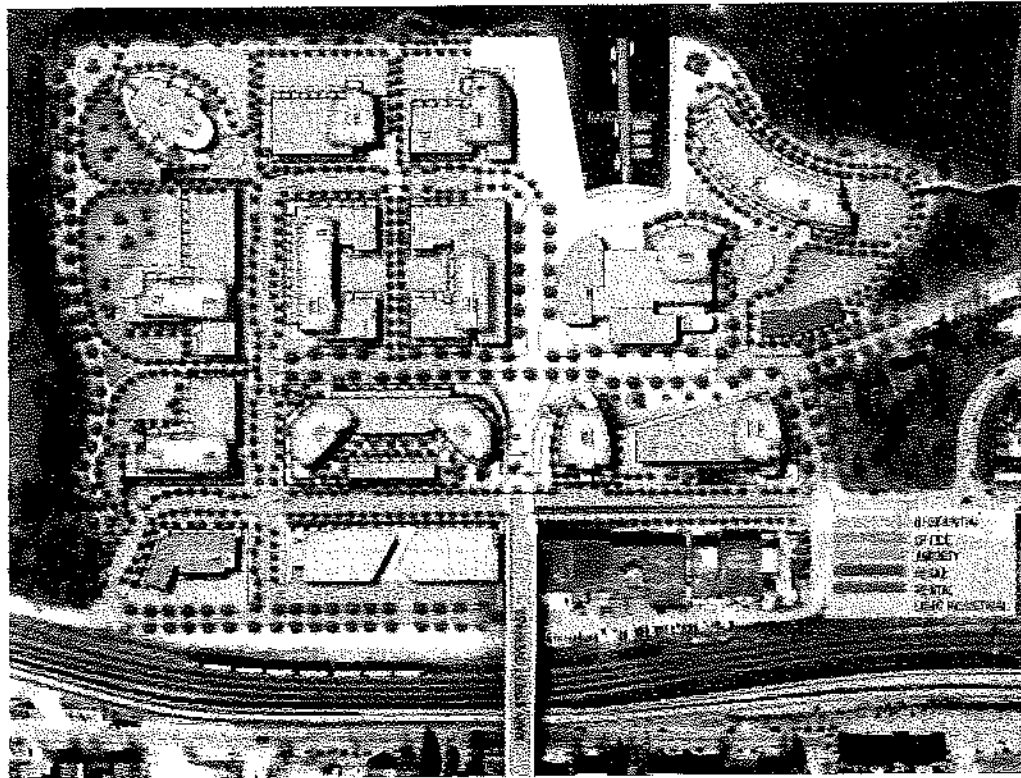


12. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers topics such as:
  - A passive and active open space needs analysis;
  - The programming and design of public park space;
  - Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity;
  - Providing floating platforms on the water for birds and seals, subject to required approvals being obtained;
  - Providing bird nesting boxes, subject to required approvals being obtained;
  - Setting site-specific stormwater runoff management targets and developing a stormwater runoff management strategy;
  - Public access opportunities; and
  - Integration with the climate change risk assessment and adaptation strategy.
13. A public trail shall be created along the entire waterfront perimeter of the site that is integrated with the existing Shoreline trail system and provides the potential for extension of the trail west of the site if the opportunity arises in the future. As part of the first rezoning of the site, a plan shall be prepared that establishes the detailed design of the trail system taking into consideration the need to ensure that environmentally sensitive areas of the waterfront are protected.
14. Pedestrian and cycling routes shall be created that enhance the connectivity between the site and surrounding areas, including to the Moody Centre rapid transit station. A plan shall be prepared that establishes the detailed design of the pedestrian and cycling routes as part of the first rezoning of the site.
15. The barge basin shall be retained and enhanced for public access as part of the redevelopment of the site. A plan for how the basin is used will be part of the first rezoning of the site.
16. A traffic study, including an impact assessment, route alternative evaluation, and a transportation demand management plan shall be completed as part of the first rezoning of the site that considers not only traffic generated by the site, but also the traffic associated with future growth outside of the Oceanfront District.
17. The appropriate parking standards for each permitted use on the site shall be determined as part of the first rezoning of the site. The parking standards may be revisited with subsequent rezoning(s) of the site when actual travel demand and parking demand patterns for completed portions of the redevelopment can be observed and assessed.
18. The road network layout and functional level design shall be determined as part of the first rezoning of the site.
19. A combined vehicle, pedestrian, and cycling connection shall be further analyzed, consistent with the City's Master Transportation Plan, and may include a new Mary Street alignment (as shown in the concept plan) or an expanded Moody Street, which is part of the City's existing road network. Further infrastructure may be necessary to accommodate increased traffic from the site including new overpasses, intersections, and roads, or upgrades to existing overpasses, intersections, and roads. These two connection options, and possibly others, as well as other infrastructure requirements, will be evaluated in detail as part of the first rezoning of the site and in conjunction with the results of the traffic study set out in Policy 16. The City shall determine the best option taking into consideration the land use, traffic, aesthetic, financial, and other community

impacts, the proportional share of traffic generated by the site versus the broader community, and all other relevant factors.

20. A demographic and school impact analysis shall be undertaken as part of the first rezoning of the site, including determining if there is sufficient demand to justify an elementary school being located on the site.
21. A climate change risk assessment and adaptation strategy shall be completed as part of the first rezoning of the site. The strategy will include a flood risk study, assessment of climate change risks and impacts (e.g., sea level rise, saltwater groundwater intrusion, loss and/or degradation of shoreline lands) and identify adaptation measures to address the impacts, including topics such as:
  - Peripheral site protection (e.g., seawalls and dykes);
  - The appropriate flood construction level;
  - Finished floor elevations;
  - Sub-surface parking elevations;
  - Building setbacks and design;
  - Foreshore management strategies;
  - Landscape design standards; and
  - Stormwater management systems.
22. An energy plan shall be completed as part of the first rezoning of the site that considers topics such as:
  - Minimizing greenhouse gas emissions;
  - Increasing the energy performance of buildings;
  - Deploying renewable and low-carbon energy technologies; and
  - The feasibility of a district energy system for the site.
23. A geotechnical study shall be completed as part of the first rezoning of the site to determine the specific measures required to address seismic events, groundwater conditions, climate change, and other pertinent topics.
24. An Archaeological Impact Assessment (AIA) shall be conducted that follows the recommendations of the Archaeological Overview Assessment completed for the site in 2016. The AIA will include a combination of subsurface testing and monitoring of demolition of existing infrastructure on the site and preliminary development activities.
25. A Development Agreement shall be required as part of the first rezoning of the site that sets out the servicing and infrastructure requirements, on- and off-site amenity contributions, provision of public park space, public art, phasing of development, and all other pertinent conditions of development.
26. Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), shall be prepared and adopted as part of the first rezoning of the site. These guidelines shall take into consideration the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location, and other factors that will help create a comprehensively designed neighbourhood that is unique to Port Moody.
27. The Development Permit Area 4: Environmentally Sensitive Areas guidelines shall apply to Kyle Creek and the 30-metre stream buffer.
28. The entire site shall also be subject to the Development Permit Area 5: Hazardous Lands guidelines.

## Oceanfront District Land Use Concept Plan



*Note: For illustrative purposes only and subject to change as part of rezoning of the site.*

- 2.5 Schedule A of Bylaw No. 2955 is amended by replacing *Map 1 – Overall Land Use Plan* with *Map 1 – Overall Land Use Plan* attached to this Bylaw as Schedule A.
- 2.6 Schedule A of Bylaw No. 2955 is amended by replacing *Map 2 – Parks, Open Space and Public Facilities* with *Map 2 – Parks, Open Space & Public Facilities* attached to this Bylaw as Schedule B.
- 2.7 Schedule A of Bylaw No. 2955 is amended by replacing *Map 6 – Bike Routes* with *Map 6 – Bike Routes* attached to this Bylaw as Schedule C.
- 2.8 Schedule A of Bylaw No. 2955 is amended by replacing *Map 7 – Pedestrian Routes* with *Map 7 – Pedestrian Routes* attached to this Bylaw as Schedule D.
- 2.9 Schedule A of Bylaw No. 2955 is amended by replacing *Map 11 – Evergreen Line Sub-Areas* with *Map 11 – Evergreen Line Sub-Areas* attached to this Bylaw as Schedule E.
- 2.10 Schedule A of Bylaw No. 2955 is amended by replacing *Map 16 – Areas Referenced in OCP* with *Map 16 – Areas Referenced in OCP* attached to this Bylaw as Schedule F.
- 2.11 Schedule A of Bylaw No. 2955 is amended by replacing the Regional Land Use Designations map in Appendix 1 Regional Context Statement with the Regional Land Use Designations map attached to this Bylaw as Schedule G.

### 3. Attachments and Schedules

- 3.1 Schedule A – *Map 1 – Overall Land Use Plan* is attached to and forms part of this Bylaw.
- 3.2 Schedule B – *Map 2 – Parks, Open Space & Public Facilities* is attached to and forms part of this Bylaw.
- 3.3 Schedule C – *Map 6 – Bike Routes* is attached to and forms part of this Bylaw.
- 3.4 Schedule D – *Map 7 – Pedestrian Routes* is attached to and forms part of this Bylaw.
- 3.5 Schedule E – *Map 11 – Evergreen Line Sub-Areas* is attached to and forms part of this Bylaw.
- 3.6 Schedule F – *Map 16 – Areas Referenced in OCP* is attached to and forms part of this Bylaw.
- 3.7 Schedule G – *Regional Land Use Designations map* is attached to and forms part of this Bylaw.

**Read a first time this 27<sup>th</sup> day of June, 2017.**

**Read a second time this 27<sup>th</sup> day of June, 2017.**

**Public Hearing this 25<sup>th</sup> day of July, 2017.**

**Read a third time this 27<sup>th</sup> day of July, 2017.**

**Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

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M. E. Clay  
Mayor

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Dorothy Shermer  
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3087 of the City of Port Moody.

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Dorothy Shermer  
Corporate Officer





# City of Port Moody

## Minutes

### Public Hearing

Council Chambers  
Tuesday, July 25, 2017  
at 7:10pm

**Present:**

Mayor M.E. Clay  
Councillor D.L. Dilworth  
Councillor B.A.J. Junker  
Councillor R. Vagramov

**Absent:**

Councillor M.P. Lahti  
Councillor P.Z.C. Royer

**In Attendance:**

Tim Savoie – City Manager  
Brian Barnett – Senior Project Engineer  
Raman Braich – Manager of Information Services  
Mary De Paoli – Manager of Planning  
Tyson Ganske – Manager of Financial Planning  
Jason Harper – Deputy Fire Chief  
Ron Higo – General Manager of Community Services  
Devin Jain – Manager of Cultural Services  
Kevin Jones – Planner  
Kaitlin Kazmierowski – Planner  
Rosemary Lodge – Manager of Communications and Engagement  
Jeff Moi – General Manager of Engineering and Operations  
Robbie Nall – Horticultural Supervisor  
Ayumi Orgar – Manager of Financial Reporting  
Angie Parnell – General Manager of Corporate Services  
Paul Rockwood – GM of Financial Services and Technology  
Marcella Scaglione – Committee Clerk  
Dorothy Shermer – Corporate Officer  
Eric Vance – Acting GM of Development Services  
Richard White – Acting GM of Development Services  
Jessica Woods – Superintendent of Parks  
Will Ying-udomrat – Committee Coordinator

**Council's Vision:** *Port Moody, City of the Arts, is a unique, safe, vibrant waterfront city of strong neighbourhoods; a complete community that is sustainable and values its natural environment and heritage character.*

Please note that Council meetings are recorded and streamed live to the City's website. Any comments you make at the meeting as well as your image may appear on the City's website.

**Official Community  
Plan Amendment –  
Flavelle  
Oceanfront  
Development**

**1. Business**

- 1.1 Notice of Public Hearing  
Bylaw No. 3087  
Report Considered at June 27, 2017 Regular Council Meeting:  
Development Services Department – Planning Division, dated  
June 16, 2017  
Files: 09-3900-02-1 and 13-6700-20-128

*A Bylaw to amend City of Port Moody Official Community Plan  
Bylaw, 2014, No. 2955 to change the land use designation for the  
area known as the Oceanfront District.*

Mayor Clay read the meeting procedures.

The Corporate Officer confirmed that the statutory requirements for this Public Hearing were met and that all written public input received before the advertised deadline was included in the on-table package.

Staff provided an overview of the Official Community Plan (OCP) amendment application.

The applicant gave a presentation on the Flavelle Oceanfront Development.

Mayor Clay called for public input.

Willy Martin, Port Moody, expressed support for the project, noting that extensive consultation has been held and that the project will create jobs and provides the public with access to the shoreline.

Allen Hiebert, Port Moody, expressed support for the OCP amendment, noting that the project is close to the SkyTrain Station, provides a number of amenities, and creates jobs.

Doug Ramsay, Port Moody, expressed support for the project, noting that extensive consultation has been held.

Clay Allain, Port Moody, expressed support for the project, noting that it is good for business owners and will boost tourism in Port Moody.

Kris Schjeiderup, Port Moody, expressed support for the project.

Rod MacVicar, Port Moody, expressed concern about the project, noting that the waterfront should be used for other purposes, and not for residential development.

Daphne Herberts, Port Moody, expressed support for the project, noting that extensive public consultation has been held and that the project will be beneficial to residents, creating new housing, recreational spaces, and green spaces.

Michael Hind, Coquitlam, representing the Tri-Cities Chamber of Commerce, noted that the Chamber of Commerce supports the project and that the project will boost the local economy, create new park spaces, and be located near a SkyTrain station.

Daniel Richardson, Port Moody, expressed support for the project, noting that it will create new commercial and office spaces, which will allow Port Moody residents to live and work in the City.

Helen Daniels, Port Moody, expressed support for the project, noting that extensive public consultation has been held.

Jake Healey, Port Moody, expressed support for the project, noting that new commercial spaces will create more opportunities for businesses, and that additional park space will be beneficial to Port Moody residents.

Laura Dick, Port Moody, expressed support for the project, noting that the project will be a good addition to Port Moody.

Robert Simons, Port Moody, expressed support for the project, noting that it is an opportunity to move forward with Port Moody's vision that started several years ago, and that the project will be an asset to the community.

Shaffin Mawani, Port Moody, expressed support for the project, noting that it will create new housing options and recreation spaces.

Davis Chiu, Port Moody, expressed support for the project, noting that it will create new economic, social, and environmental opportunities for the City.

Ilse Leis, Port Moody, expressed concern about the density of the project and suggested that the waterfront area should be made open to the public as much as possible.

Desiree Dupuis, Port Moody, expressed support for the project, noting that it will create new housing and help boost the local economy.

Tasha Evans, Port Moody, welcomed the addition of new green spaces and noted that there should be meaningful consultation with First Nations going forward.

John Grasty, Port Moody, expressed support for the project, noting that extensive public consultation has been conducted and the proponent has shown corporate social responsibility.

Andrew Mackey, Port Moody, expressed support for the project, noting that it will be a centre piece for the City.

Mike Carlassara, Port Coquitlam, expressed support for the project, noting that it will be an asset to the City.

Ruth Foster, Belcarra, expressed support for the OCP amendment, but expressed concern about the density. Ms. Foster suggested further additions of park spaces.

Dan Helmer, Coquitlam, expressed support for the project, noting that it will boost the local economy.

Cathy Cena, Port Moody, expressed support for the project, noting that it will create more green spaces, jobs, and housing options.

Mike Coghill, Port Moody, expressed support for the project, noting that it will create new business spaces.

Brady Gordon, Port Moody, expressed support for the project, noting that it will create new housing opportunities.

Rasha Lammam, Port Moody, expressed support for the project, noting that it will be a landmark and a legacy for the City.

Jacquie Boyer, Port Moody, expressed concern about the layout of and proposed uses in project.

James Robertson, Port Moody, expressed concern about the density and that the waterfront area may not be accessible to the public. Mr. Robertson encouraged municipalities to work together in planning to solve the housing crisis.

Karen Rockwell, Port Moody, expressed support for the OCP amendment.

David Lank, Port Moody, expressed concern about the high-level of density that the project will bring.

Adam Crandall, Port Moody, expressed support for the OCP amendment, noting that the project will provide more spaces for local businesses to expand.

Sterling Ward, Port Moody, expressed support for the project, noting that adequate public consultation has been held and that the project will be a landmark in the Tri-Cities.

Tim Laidler, Port Moody, expressed support for the OCP amendment, noting that the project will create amenities for public use and that it has the potential to create affordable housing.

Martin Winter, Port Moody, expressed concern about the high-level density that the project will bring and noted that there may be opportunities for alternate use of the waterfront area.

Graham Herring, Port Moody, expressed concern about the proposed maximum height and density of the project and requested that Council consider reducing the density of the project.

Jeremy Wright, Port Moody, expressed support for the project, noting that it will create more housing options.



The Mayor called three times for further public input. There were no more comments from the public.

PH17/007

Moved, seconded, and CARRIED

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle) be referred to the Regular Council meeting to be held on July 25, 2017 for consideration.**

## 2. Close of Public Hearing

The Mayor declared the Public Hearing closed at 8:54pm.

Certified correct in accordance with Section 148(a) of the *Community Charter*.

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D. Shermer, Corporate Officer

Confirmed on the 12<sup>th</sup> day of September, 2017.

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M.E. Clay, Mayor



**metrovancover**

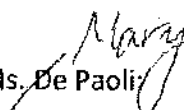
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

*Parks, Planning and Environment Department  
Tel. 604 432-6350 Fax 604 432-6296*

July 21, 2017

File: CR-07-01-PMO

Mary De Paoli  
Manager of Planning  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3  
VIA EMAIL: [mdepaoli@portmoody.ca](mailto:mdepaoli@portmoody.ca)

Dear Ms. De Paoli: 

**Re: Notice of Public Hearing for Flavelle Oceanfront Development Official Community Plan Amendment Application**

Thank you for giving Metro Vancouver the opportunity to provide feedback as part of the Public Hearing for the proposed Flavelle Oceanfront Development (Flavelle) Official Community Plan (OCP) Amendment Application. We greatly value the regular and ongoing collaboration between Port Moody and Metro Vancouver staff in terms of sharing information on the proposed application and other municipal and regional planning issues, processes and requirements.

The Flavelle site is a large, contiguous (11.8 hectares), waterfront site with a General Industrial OCP land use designation and an Industrial regional land use designation in *Metro Vancouver 2040: Shaping Our Communities (Metro 2040)*, the regional growth strategy. The site has a Special Study Area overlay in the OCP and in *Metro 2040*. The proposed OCP amendment is to re-designate the site from a municipal land use designation of *General Industrial – Special Study Area (SSA)*, to *Mixed-Use Oceanfront District*, to support the redevelopment of the site into a medium to high density, mixed use neighbourhood integrated with the waterfront.

We appreciate the acknowledgement that, in order to proceed, the proposed OCP amendment requires approval from the Metro Vancouver Regional District Board to re-designate the site in both *Metro 2040* and Port Moody's Regional Context Statement from an Industrial to a General Urban regional land use designation, as the former does not anticipate residential uses. This *Metro 2040* amendment would be a Type 3 amendment to *Metro 2040*, requiring an amendment bylaw passed by a 50%+1 weighted vote of the Board at each reading and no regional public hearing. The amendment to the Regional Context Statement could be processed concurrently, submitted after the *Metro 2040* amendment is initiated by the Board, and requires only a majority vote of the Board.

In early 2014, Port Moody applied to Metro Vancouver for an amendment to *Metro 2040* for the Flavelle site from an Industrial to a General Urban regional land use designation. At that time, Metro

Vancouver recognized the long-standing local objectives of seeing the site flourish as a new mixed-use community that reconnects the City's waterfront and historic centre and that helps build ridership for the new Evergreen SkyTrain Infrastructure in the City. However, in considering the regional planning implications and consistency with the regional growth strategy, during its meeting on July 11 2014, the Metro Vancouver Regional District Board declined the requested amendment.

The rationale for the decision included:

- the viability of the site for industry and its current use as an sawmill;
- the added pressure that re-designating the site would place for the conversion of adjacent industrial lands;
- given the proximity to Moody Centre, the potential impacts of the Flavelle site on the newly added Moody Centre Frequent Transit Development Area in terms of accommodating anticipated density to support the new rapid transit station; and,
- the Special Study Area overlay in the *Metro 2040*, which indicates that more planning work was needed to effectively evaluate the proposal and "specifically the regional impacts and implications of converting industrial lands to mixed-use transit oriented development".

Staff appreciate and respect the community aspirations for the site, and understand the significant community benefits associated with the proposal. While there is some acknowledgement of regional considerations in the OCP amendment materials to date, the rationale from a regional planning perspective is not clearly articulated. Metro Vancouver staff are open to receiving more information, planning rationale and other considerations the City can share that assist in making the case for consistency with the regional growth strategy. It would be beneficial to articulate how the Metro Vancouver Regional District Board's concerns identified above are being addressed with the current proposal, including:

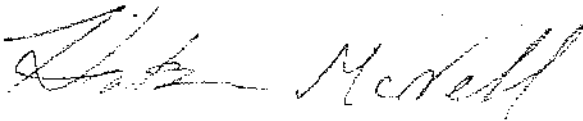
- Given the site's unique site characteristics and context (e.g. large, contiguous, waterfront site, connected to rail and adjacent to significant industry), and the fact that in a region experiencing a shortage of sites for trade-enabling activities, the regional federation, through *Metro 2040*, endorsed a strategy and associated policy actions to protect the supply of lands for industrial activities and support the ongoing viability of industry, information about the City's perspective on the viability and importance of the site for industrial activities, and attention to how, if the site is converted to mixed use, the loss of the particular characteristics of the site for industrial activities will be mitigated.
- Minimizing the pressure for conversion of nearby / adjacent active industrial lands, including identification of how the industrial / residential interface will be managed / designed.
- How the proposed development fits with the strong planning work to date for both Moody Centre and Coronation Park at the Inlet Municipal Town Centre (MTC) in terms of planned growth and density and its planned phasing to best support the new Evergreen Line and stations, and the distribution of planned growth in Port Moody's Regional Context Statement. Metro Vancouver approved the Frequent Transit Development Area overlay for Moody

Centre, supporting the conversion of employment lands in the area and planned densification to optimize the rapid transit investment; the proposed densities and population estimates in the Flavelle proposal are higher than those in the identified for the Coronation Park Neighbourhood Plan in the Inlet MTC, as well as in the work to date for the Moody Centre FTDA, which was designated because of proximity to Moody Station.

We trust that this letter provides the City with a clearer understanding of the regional interests as expressed in *Metro 2040* and the Metro Vancouver Regional District Board's previous decision on the Flavelle site that staff hope to see addressed should this application be formally referred to the Metro Vancouver Regional District Board for consideration.

Thank you for the opportunity to review and provide comments on this amendment application as part of the Public Hearing process. We appreciate Port Moody's commitment to early and ongoing engagement on municipal planning matters. Feel free to contact Jaspal Marwah, Regional Planner at 604-436-6850, or by email at [jaspal.marwah@metrovancover.org](mailto:jaspal.marwah@metrovancover.org) if you have any questions.

Sincerely,



Heather McNell  
Acting Director of Regional Planning and Electoral Area Services  
Parks, Planning and Environment

HM/Jm



## **Oceanfront District Regional Growth Strategy Amendment Request**

This request to amend *Metro Vancouver 2040: Shaping Our Communities (Metro 2040)*, the regional growth strategy, for the Oceanfront District is the culmination of 20 years of community visioning of alternative land uses for this area. These studies began in 1998 with the City's *Waterfront and Area Economic Visioning Study*, which outlined redevelopment opportunities for the Flavelle site if the mill were to cease operations. In 2000, the Port Moody Official Community Plan (OCP) first designated the site as a Special Study Area, a designation that has been further reinforced in subsequent OCPs, as well as in *Metro 2040*. The Special Study Area designation recognizes that more detailed planning work is required to determine the most appropriate uses for this area provided that adequate capacity for traffic and utility services is provided and environmental and community impacts are addressed. Over the past two years, this detailed planning work has been undertaken, resulting in a comprehensive community vision for Port Moody's Oceanfront District. This vision is a reflection of the community's aspirations for Port Moody to evolve from a former mill town to a modern pedestrian friendly complete community connecting current and future residents to the waterfront, generating a significant number of new jobs and enhancing the waterfront natural environment.

This attachment provides additional information in response to Metro Vancouver staff comments included in the letter dated July 21, 2017 (**Attachment 3**).

### **1. The Flavelle site is no longer viable for industry and its current use as a sawmill:**

- The inadequate transportation connections to the site render it inefficient for its current sawmill use.
- According to the Mill owner, the distance between the Vancouver Harbour (Lions Gate Bridge) and the Flavelle site is an extended barge/tug travel time that is approximately 5-7 hours depending on the boom size. The site is isolated and there are no adjacent complementary timber handling businesses.
- Logs for the sawmill are typically harvested on the Northern Coast of BC and transported to Metro Vancouver. The Mill owner has a site in Surrey on the Fraser River that it believes is better suited to a sawmill use as there are other businesses in the area that can support the timber handling after the sawmill has completed its rough cut (i.e., planers, etc). The Surrey site has a rail spur and the South Fraser Perimeter Road is immediately adjacent.
- It is not a deep water port site. To maintain water access to unload timber, the Burrard Inlet navigation channel to the site must be dredged bi-annually.
- Truck access is challenging - trucks must travel through often congested local streets to access trucking routes.

- The site is not connected to rail.
- The site's immediate proximity to Port Moody's urban area and park network also limit its viability for many types of industrial users.

**2. Re-designating the Flavelle site would not place added pressure for the conversion of adjacent industrial lands:**

- Adjacent land to the west on the waterfront is owned by Port Metro Vancouver, which controls its future use. Pacific Coast Terminals (PCT) is the industrial tenant on these adjacent lands and in 2012 announced a new 30-year lease with the Port.
- The proposed conceptual land use plan for the Flavelle site includes a wide continuous park space along the entire western edge of the site, adjacent to PCT, acting as a buffer to their industrial activities.
- Rocky Point Park is directly to the east, as is the Murray Street Mixed Employment area that allows a mix of light industrial, office, commercial and residential uses.

**3. The Flavelle site is not expected to negatively impact the Moody Centre Frequent Transit Development Area's ability to accommodate anticipated density to support rapid transit:**

- The Port Moody OCP adopted in 2014 defines transit-oriented development areas around the Moody Centre and Inlet Centre stations where the City will accommodate growth and land uses to support rapid transit. This included a vision for the Oceanfront District as a medium to high density mixed-use area with linkages to the Moody Centre SkyTrain and Westcoast Express stations.
- The existing Moody Centre Transit-Oriented Development Area land use designation and the proposed Oceanfront District land use designation both encourage medium to high density mixed-use development. While each site has unique characteristics (urban centre vs waterfront), it is anticipated that both sites will significantly contribute to the ridership for the SkyTrain and Westcoast Express stations at Moody Centre.

**4. Additional detailed planning work has now been completed to address the Special Study Overlay on the site and to evaluate the proposal and the regional impacts of converting industrial lands to mixed-use transit-oriented development:**

- The City of Port Moody and Metro Vancouver designated the site with a Special Study Area Overlay. The planning process undertaken for the OCP amendment involved significant planning analysis that considered both local and regional impacts, including demographic, transportation, environmental, sustainability, geotechnical, archaeological, and civil engineering studies as noted in the City staff report (included as **Attachment 5**).
- An Economic Impact Assessment was undertaken by Urban Futures to assess the employment characteristics and economic development associated with the redevelopment proposal. The assessment estimated a total of 1,130 full-time equivalent jobs on the site at full build-out.

- The OCP amendment bylaw requires that a minimum requirement of 42,270m<sup>2</sup> (455,055ft<sup>2</sup>) of gross floor area on the site be employment generating floor space, of which a minimum of 9,570m<sup>2</sup> (103,010 ft<sup>2</sup>) of gross floor area shall be for light industrial uses.
- This translates to an employment density of 93 jobs per hectare (39 jobs per acre). In comparison, the sawmill on the site currently employs approximately 60 workers at an employment density of 5 jobs per hectare (2 jobs per acre). According to the Mill owner, these jobs will be transferred to the Surrey location so there will be no loss of industrial jobs in the region.
- The light industrial employment generated from the required 9,570m<sup>2</sup> (103,010ft<sup>2</sup>) minimum floorspace equates to approximately 186 full time equivalent jobs (based on a ratio of 1.81 employees/1000 ft<sup>2</sup> used in the Urban Futures report). The redevelopment proposal therefore results in a net increase of 126 industrial jobs on the site.

**5. The viability of the site for industrial activities is considered to be limited, and the loss of particular characteristics can be mitigated by providing new and more intensive employment generating activities on site and relocating existing jobs to more appropriate locations in the region:**

- As previously noted, the site is not connected to rail and PCT is the only adjacent industrial use. Burrard Inlet, Rocky Point Park, mixed use employment designated lands and rail uses border the site's north, east and south boundaries, respectively.
- In addition, the OCP policy framework for the site includes a minimum industrial and minimum employment generating development program that substantially exceeds the existing industrial activity and current employment generating activities on site. This intensification of industrial activity on the site enables the City to accommodate increased economic and employment activity on a limited land base and make more efficient use of lands and resources (*Metro Vancouver Industrial Land Protection and Intensification Policies, 2014*).
- The Mill owner has also indicated their intention to relocate the existing mill equipment and jobs to their Surrey property that will render that property, which exhibits all of the characteristics noted above (i.e., waterfront, rail, surrounded by industry, large and contiguous), with a more intensified industrial use in the region.

**6. The pressure for conversion of nearby/adjacent active industrial lands, including identification of how the industrial/residential interface, will be minimized as follows:**

- As previously noted, the proposed conceptual land use plan for the Flavelle site includes a wide continuous park space along the entire western edge of the site, adjacent to PCT, acting as a buffer and visual barrier to their industrial activities. This component of the redevelopment plan has been discussed with PCT and is acknowledged in their letter dated January 6, 2016 (**Attachment 6**). A map showing the distances between the Flavelle site and PCT, which range from 150-400 metres (490-1,312 feet), is included as **Attachment 7**.

- In the subsequent rezoning stage, the City will ensure that any future residential development will acknowledge the adjacency of industrial activity, locate uses appropriately, and include design and construction guidelines in the Development Permit Area guidelines to mitigate potential interface issues.
- 7. The proposed development complements the strong planning work for Moody Centre and Coronation Park in terms of planned growth and density and provides additional density to support the new Skytrain stations and achieve Port Moody's population and employment targets:**
- While not within the core 400m transit-oriented radius surrounding the Moody Centre station, the site is within an 800m radius of rapid transit (**Attachment 8**). This location is consistent with TransLink's defined rapid transit catchment area of the station where the highest density of uses is encouraged. In addition to the growth and density proposed for the Moody Centre and Coronation Park TOD neighbourhoods, the density proposed for the site will provide further support to optimize this rapid transit investment.
  - Integrating both residential and employment generating uses and densities at the values proposed will help the City achieve the planned growth in Port Moody's Regional Context Statement (RCS).
  - The City's RCS employment goal is 11,527 jobs by 2041 (Port Moody currently has an estimated 7,300 full- and part-time jobs). The estimated 1,130 full-time equivalent jobs on the site represents 26% of the additional jobs required to reach this 2041 employment goal.
  - The City's RCS population goal is 50,000 residents by 2041 (Port Moody currently has a population of 33,550). The estimated population of approximately 7,000 residents on the site represents 42% of the additional population required to reach this 2041 population goal.
- 8. In summary, the Oceanfront District land use change supports and advances *Metro 2040's* five regional goals as follows:**
- Goal 1 – Sustainable Economy**
- The proposed development will help diversify the economy and tax base by allowing for a mix of residential, commercial and light industrial uses.
  - Employment generation both in the short term (construction and development) and long term (through employment generating land uses).
- Goal 2 – Compact Urban Areas**
- The Oceanfront District is envisioned to be transformed into a vibrant, compact mixed-use community in Port Moody with connections to the region via the SkyTrain and West Coast Express.
  - The land uses provide for medium to high density residential and employment generating uses around rapid transit.

## Oceanfront District Regional Growth Strategy Amendment Request – September 15, 2017

### Goal 3 – Complete Communities

- The policy framework includes a variety of housing types and tenures, a range of employment uses, and parks and open spaces.
- A range of housing options are permitted in the policy framework including market residential, purpose-built rental, and institutional (congregate care).

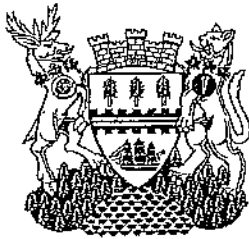
### Goal 4 – Protecting the Environment

- The proposal will reclaim sensitive ecosystem values and enhance the natural area along the foreshore of Burrard Inlet and Kyle Creek.
- The proposed land uses include parks and open spaces and new trails along the water's edge connecting to Rocky Point Park.
- Planning for the site will ensure climate adaptation strategies and sustainability measures are integrated throughout the landscape and built form.

### Goal 5 – Sustainable Transportation

- The Oceanfront District will include higher levels of residential and employment densities, a mix of land uses, accessibility to rapid transit and infrastructure that supports active modes of transportation.
- One of the key aspects of the redevelopment is to take advantage of the two rapid transit options located near the site and limit the amount of traffic generated by the redevelopment by integrating travel demand measures to accommodate pedestrians, cycling and transit use.





# City of Port Moody

## Report/Recommendation to Council

Date: June 16, 2017

File No. 13-6700-20-128

Submitted by: Development Services Department – Planning Division

Subject: Flavelle Oceanfront Development's Official Community Plan Amendment

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### Purpose / Introduction

This report presents the input received from the City's public open house on Flavelle Oceanfront Development's Official Community Plan (OCP) amendment application, discusses a number of elements of the plan submitted by the applicant, and presents an OCP Amendment Bylaw for Council consideration of first and second readings and referral to Public Hearing.

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### Recommended Resolutions

**THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle) be read a first time as recommended in the report dated June 16, 2017 from Development Services Department – Planning Division regarding Flavelle Oceanfront Development's Official Community Plan Amendment.**

**THAT Bylaw No. 3087 be read a second time;**

**AND THAT Bylaw No. 3087 be referred to a Public Hearing to be held on Tuesday, July 25, 2017 at City Hall, 100 Newport Drive, Port Moody.**

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### Executive Summary

Flavelle Oceanfront Development (Flavelle), the owner of the waterfront mill property located at 2450 Columbia Street, has applied to amend the OCP to redesignate the 11.9ha (29.3ac) site<sup>1</sup> that it owns from "General Industrial – Special Study Area" to "Mixed-Use Oceanfront District" to allow the redevelopment of the lands to a high-density mixed-use neighbourhood (see **Attachment 1** for location map).

The plan put forward by Flavelle proposes 3,397 residential units and a mix of other uses including light industrial, commercial, office, private indoor amenity space, and possibly a congregate care facility and a hotel (see **Attachment 2**). Approximately 3.1ha (7.53ac) of the site is proposed to be publicly dedicated as parks and open space, which is 25% of the site area currently owned by Flavelle. At full build-out, which is expected to take at least 20 to 25 years, depending upon market conditions, it is estimated by Flavelle that the site will have a population

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<sup>1</sup> As discussed in the main body of this report, there is additional land within the Oceanfront District area not currently owned by Flavelle that is also part of the proposed OCP amendment.

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of almost 7,000 residents and will support over 1,100 jobs (full-time equivalent) if all uses are developed to their maximum proposed density.

The City hosted an open house on January 26, 2017 to present Flavelle's proposed plan. The feedback received indicated a high level of support for taking the site out of industrial use into a mixed-use development, primarily because of the opportunities for waterfront living, recreation, shopping, and work. The greatest concerns expressed about the plan were related to the density of development, the dominance of high-rise building forms, and the traffic and other community impacts.

The plan was presented to the Community Planning Advisory Committee (CPAC) on February 7, 2017, where the Committee recommended support for the application to amend the OCP for the site.

Staff support the proposed change in land use designation, which will create greater public access to the waterfront, provide additional public park space, allow the waterfront natural environment to be enhanced, create significant employment opportunities, and increase Port Moody's housing supply.

However, staff believe that the density of development proposed by Flavelle is not appropriate at this location, especially given that it is not within one of the 400-metre Transit-Oriented Development (TOD) areas set out in Port Moody's OCP where higher density development is to be focused. Staff believe that the plan should be scaled back to be more in line with other current and planned higher-density mixed-use developments in Port Moody. Staff are, therefore, recommending that the residential density be reduced by 12% from 3,397 units to a maximum of 3,000 units, which will still make the Oceanfront District a relatively dense development. Flavelle is not in agreement with staff on this point. A letter from Flavelle explaining its rationale is included as **Attachment 3**.

The applicant is only seeking an OCP amendment at this time and, if supported by Council, this will be followed at a later date by an application for rezoning that will require more detailed studies and site planning. Council and the public will have a number of opportunities to provide further input on the plan as part of that process.

## Background

Flavelle applied in June 2015 to amend the OCP's land use designation for its site (which is the majority of the area formally referred to as the "Oceanfront District" Neighbourhood Area in the OCP) from "General Industrial – Special Study Area" to "Mixed-Use Oceanfront District" to permit a mix of urban land uses.

The City hosted a Public Open House on January 7, 2016 on the preliminary submission received from Flavelle as part of its OCP amendment application. The results of the public input were reported to Council at its meeting on March 8, 2016, where Council directed that a number of organizations be formally notified of the application per section 475 of the *Local Government Act*. The input received from these organizations was reported to Council at its meeting on

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Flavelle Oceanfront Development's Official Community Plan Amendment  
June 16, 2017

January 17, 2017. Staff also presented further details on Flavelle's plans at that meeting and informed Council of a second Public Open House to be hosted by the City on January 26, 2017, as well as of the intent to present the application to the Community Planning Advisory Committee (CPAC) on February 7, 2017.

With the public consultation now concluded and with CPAC having provided input, Flavelle's proposed plan is being brought forward to Council along with an OCP Amendment Bylaw for Council consideration of first and second readings and referral to Public Hearing.

Current Zoning and OCP Policy

The site is currently zoned M3 General Industrial and is designated in the City's OCP as General Industrial, but with an overlay that also designates it as a Special Study Area. It is also designated as Industrial and a Regional Special Study Area in Metro Vancouver's Regional Growth Strategy (RGS). The intent of the Special Study Area designation in both the OCP and the RGS is to indicate that consideration may be given to allowing the site to be re-designated from industrial to other uses in the future if a compelling planning case can be made for re-designation.

The City's OCP contains a number of policies with respect to the future of the site if it is re-designated from industrial to other uses (p. 89). The primary objective for the Oceanfront District is to reconnect that part of the City with Port Moody's historic centre and the rest of Moody Centre with the ocean by introducing a residential presence along the water. The district is envisioned in the OCP as a vibrant medium-high density mixed-use area with the water's edge as an integral feature.

The OCP requires that a local area or development plan be prepared as part of any redevelopment proposal and that this plan address a number of objectives, including the preservation of views, access to the waterfront, linkages across the CPR tracks, integration of the site's history and significant artefacts, and mitigation of any environmental concerns.

The OCP vision for the area contains a number of both broad and specific points. From a broad land use perspective, the key points are:

- Encouraging uses that foster greater public activity, such as retail/commercial, residential, entertainment, open space, and institutional/research facility;
- Siting residential uses to minimize the conflict with adjacent industrial uses;
- Creating intensive employment generating activities;
- Applying transit-oriented development principles;
- Providing public open space and facilities; and
- Creating vehicle, pedestrian, and cycling linkages, including to the existing shoreline trail in Rocky Point Park.

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Metro Vancouver Regional Growth Strategy

The site can only be re-designated by the City from industrial to other uses if it is also removed from its industrial designation in Metro Vancouver's RGS. This requires that Council refer the OCP amendment application to the Metro Vancouver Board after the OCP bylaw amendment has been given third reading by Council. A simple majority vote (50% +1) of the Board is required to amend the RGS for this type of application. If the Board approves the amendment to the RGS, Council can then consider adoption of the bylaw, which puts the new designation in place in the OCP.

If the Board does not approve the proposed amendment, the site will remain in its current designation, which allows a wide range of industrial uses, including port-related. Under this scenario, the City will have limited control over how the site is used in the future as long as the use conforms to the M3 zoning.

Rezoning and Development Agreement

This OCP amendment, if approved by Council, will not allow Flavelle to start any redevelopment on the site for non-industrial uses. A rezoning application will then have to be made to the City, which will provide much more detail on the uses, densities, building forms and other elements of the proposed development on a parcel-specific basis. A comprehensive development agreement between the City and the land owner will also be needed that sets out the terms and conditions of development, including, for example, the type and timing of public amenities that will be provided, environmental protection and enhancements, site servicing requirements, and transportation improvements. The rezoning process will include further public consultation; the final decision on any rezoning and subsequent development approvals rests with Council.

**Discussion**

Flavelle's land use plan along with all of the technical reports required at the OCP amendment stage have been submitted to the City and reviewed by staff. There are elements of Flavelle's proposed plan that require Council direction, as elaborated upon below. There have also been questions raised through the public consultation on items such as traffic impacts, school impacts, geotechnical conditions on the site, and impacts on the natural environment. These elements of Flavelle's proposed plan are also discussed here.

Area Covered by Proposed OCP Amendment

The total area of the site owned by Flavelle is 13.4ha (33.0ac), including undevelopable water lots. Staff and Flavelle are in agreement that the barge basin, which is 0.49ha (1.2ac) in size, should be counted as part of the developable area of the site. Flavelle believes that the basin can be filled in to create more land area for development, but would prefer that it be retained as a significant waterfront amenity with public access. By excluding undevelopable water areas and including the barge basin, the resulting gross developable area of the Flavelle site is 11.9ha (29.3ac).

Flavelle is proposing to add to its gross developable site area by acquiring unused parts of City-owned road rights-of-way adjacent to its site (i.e., along Murray and Columbia Streets).

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June 16, 2017

This might be through purchase or a land exchange. This City land, which totals 0.38ha (0.94ac), is included in the area covered by the OCP Amendment Bylaw.

Also included is a vacant 0.43ha (1.1ac) parcel of land between Columbia Street and the CP Rail right-of-way that is part of the area covered by the "Mixed Use – Oceanfront District" designation in the OCP. This land was formerly owned by Flavelle, but acquired by the Province a number of years ago for use as a construction staging point and storage area for the Evergreen Line project. Flavelle has been attempting to buy the land back from the Province (via the Ministry of Transportation and Investment (MoTI)) now that the Evergreen Line project is completed, but the process is taking longer than Flavelle had anticipated. Staff believe that the property should be part of the proposed OCP amendment regardless of ownership and it is, therefore, included in the area proposed to be re-designated. Staff have informed MoTI in writing of the City's intent to do so.

The proposed OCP policy for this parcel of land is that it be used for employment generating activities. However, given its dimensions (relatively long and narrow), it may ultimately be determined to have little development potential.

Density

The plan proposed by Flavelle would be the densest major development either currently built or planned for Port Moody and staff believe that it should be scaled back to be more in line with the current OCP vision and policies that guide how the City develops.

The total gross floor area proposed by Flavelle for the site is 357,665m<sup>2</sup> (3,850,000ft<sup>2</sup>) if all components including residential and employment generating are fully built out. This equates to a gross floor area ratio (FAR) of 3.01<sup>2</sup>. In comparison, the 5.5ha (13.5ac) Newport Village site has a gross FAR of 2.06, the 8.9ha (22.0ac) Suterbrook Village site has a gross FAR of 1.62 (or 2.2 with the greenway excluded), and the 11.3ha (28.0ac) Klahanie neighbourhood has a gross FAR of 1.96.

The recently adopted Coronation Park Neighbourhood Plan has an estimated FAR of 2.26 (including park area) and is mostly within 400 metres of the Inlet Centre rapid transit station. The Flavelle site is not within a 400-metre TOD area, which is where the OCP currently focuses all higher density development in Port Moody. The site is, however, within 800m, which is a 10-15 minute walking distance.

In terms of the residential density specifically, Flavelle's plan proposes 3,397 residential units, which is an average of 116 units per acre (UPA). In comparison, the UPA counts are 41 at Klahanie, 67 at Newport Village, and 76 at Suterbrook. The Coronation Park Neighbourhood Plan has an estimated UPA count of 93.

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<sup>2</sup> If Flavelle ultimately acquires the City and MoTI owned parcels of land to add to its developable area, the FAR would be 2.82 under its proposed maximum density and 2.5 under staff's recommended maximum density.



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Based on these considerations, staff believe that the maximum permitted FAR on the site should be 316,680m<sup>2</sup> (3,409,000ft<sup>2</sup>) of gross floor area, which is an 11.5% reduction from what Flavelle is proposing. This results in an FAR of 2.67 and would still make it a denser development than other higher-density neighbourhoods in Port Moody, but recognizes that, in return, the City gains a number of benefits such as public waterfront access, significant public park space, substantial employment creation, and environmental enhancements.

Staff believe that this scaling back in density should be on the residential side and not at the expense of the employment generating floor space since creating intensive employment generating activities is one of the key themes of the OCP vision for the site. Staff, therefore, believe that the number of residential units at the Flavelle site should be reduced from Flavelle's proposed 3,397 to a maximum of 3,000, which would yield a UPA of 102. Even with this reduced density, it can only be accommodated by most, if not all, of the residential building forms on the site being high-rise.

Flavelle and staff have been unable to reach agreement on the density of residential development on the site. The proposed OCP Amendment Bylaw (**Attachment 9**) contains the density numbers recommended by staff (Policies 2 and 3). If Council wishes instead to support the density proposed by Flavelle, or some other set of numbers, these two policies will need to be amended in the Bylaw.

**Employment Creation**

The OCP vision for the Oceanfront District includes: "An emphasis on creating intensive employment generating activities" (p. 89). Staff and Flavelle are in agreement that a strong commitment is needed to employment creation on the site as part of the plan.

Analysis undertaken for Flavelle has concluded that an estimated 1,130 permanent jobs (full-time equivalent (FTE)) would be created on the site if all the employment generating floor space (42,270m<sup>2</sup>/455,000ft<sup>2</sup>) is fully developed, including the retail, light industrial, office, hotel and congregate care facility. This is an employment density of 39 jobs per acre. In comparison, the sawmill on the site currently employs about 60 workers, which is an employment density of just two jobs per acre.

Flavelle is proposing that the hotel and congregate care facility only be labelled as "potential" uses in the plan because of uncertainty over market demand. These two uses together account for 16,815m<sup>2</sup> (181,000ft<sup>2</sup>) of the employment generating floor space, and 144 of the jobs.

With respect to the office building, which is 9,197m<sup>2</sup> (99,000ft<sup>2</sup>) of the employment generating floorspace, Flavelle's commercial market consultants concluded that the demand for this building is likely limited, which calls into question whether it will eventually be constructed. This office space accounts for 375 of the jobs on the site.

If the hotel, congregate care facility, and office are ultimately not built due to lack of demand, the amount of employment generating floor space on the site will drop by 62% to only 16,257m<sup>2</sup> (175,000ft<sup>2</sup>) and employment on the site will drop by 46% to only 611 jobs.

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Staff appreciate that there is no benefit to either the community or the developer of requiring uses to be developed on the site that are not viable. With this in mind, staff and Flavelle agree that the plan requires that a minimum of 42,270m<sup>2</sup> (455,000ft<sup>2</sup>) of the gross floor area on the site be for employment generating uses. However, with the exception of a proposed OCP requirement that a minimum of 9,570m<sup>2</sup> (103,000ft<sup>2</sup>) be for light industrial floor space, all other employment generating uses in the proposed OCP amendment are listed only as possibilities rather than outright requirements. These possibilities include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, congregate care, artist studios, and live-work. The onus will be on the developer to seek out businesses and uses that are viable to fill this space based on market demand in the coming decades.

The City's RGS employment goal is 11,527 jobs by 2041 (Port Moody currently has an estimated 7,300 full- and part-time jobs). The estimated 1,130 FTE jobs at the Flavelle site would be 9.8% of this 2041 employment goal, which is a major contribution.

Building Heights

The plan proposes that 96% of the residential units be in one, eight-storey mid-rise building and 11 towers ranging from 16 to 38 storeys in height. The remaining 4% of the housing will be 75 live-work units and an estimated 60 to 70 units in a low-rise rental building. The rationale for the increased tower heights is to open up more of the ground plane, which provides a greater separation between buildings, more room for parks and other open space, as well as improved view corridors.

Staff support higher building forms, although the exact tower heights and siting are issues that will need to be explored in further detail at the rezoning stage. This will include the preparation of Development Permit Area Guidelines for the site that include details on the form and character of development. This will require a further OCP amendment concurrent with rezoning to adopt the guidelines.

The OCP currently allows a maximum building height of 26 storeys and only in the Inlet Centre TOD area. If Council wishes to allow higher building forms in the Oceanfront District, a number of OCP policies need to be amended accordingly, as set out in the Amending Bylaw (Attachment 9). However, these higher building forms on the site do raise the issue of a building height precedent being set outside of TOD areas.

If Council wishes to limit the maximum height of towers on the site to 26 storeys, or some other number, this would require an amendment to Policy 6 in the Bylaw.

Affordable Housing

Flavelle is proposing that a minimum of 5,110m<sup>2</sup> (55,000ft<sup>2</sup>) of the residential development be for purpose-built permanent rental accommodation. This would likely yield between approximately 60 and 70 units of rental housing, which is 1.7% to 2.0% of the total of 3,397 residential units on the site under Flavelle's plan and 2.0% to 2.3% of the total of 3,000 residential units under staff's recommended density cap. Flavelle has indicated to staff that

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ultimately there might be more rental housing than the stated minimum developed on the site depending on market demand. However, this is only proposed as a possibility.

Flavelle is also proposing a 9,847m<sup>2</sup> (106,000ft<sup>2</sup>) congregate care facility, although as discussed earlier, there is no certainty that it will be constructed since it will depend on market demand.

There is no OCP policy for the Oceanfront District that speaks directly to the issue of affordable housing. However, the OCP does contain a number of affordable housing policies that apply more broadly City-wide, including the following overarching policy:

*"The future needs of the City will be met through a variety of housing types and forms and tenures, providing residential accommodation ranging from affordable to affluent to serve the needs of a wide variety of people, including families, singles, seniors, and those with special needs." (p. 47)*

If Council wishes for Flavelle to make a stronger commitment to affordable housing on the site at this time, this should be part of Policy 4 of the OCP Amendment Bylaw.

Population Impacts

At full build-out, which is expected to take at least 20 to 25 years, depending upon market conditions, it is estimated that the site will have a resident population of almost 7,000 based on Flavelle's proposed 3,397 housing units.

To put this figure of 7,000 into context, Port Moody's current population is about 35,000, so 7,000 residents equates to boosting the City's population by 20%. If the number of residential units is scaled back to 3,000 as recommended by staff, the population on the site would be about 6,200 rather than 7,000, which is still very significant in both absolute and relative terms (i.e. 18%).

Looking forward to 2041, which is the endpoint of the City's OCP projections, the population of Port Moody is estimated to be 50,000. This figure is based on current OCP housing policies and land use designations and does not take into account the possibility of housing on the Flavelle site since it is designated for industrial use. The 7,000 people on the Flavelle site would therefore be in addition to the 50,000 number, boosting the City's 2041 population by 14% more than currently projected in the OCP. Under staff's proposed residential density cap, the figure would be slightly less at 12.4%.

This amount of population growth, coupled with other residential developments anticipated in Port Moody in the next several decades, will have major implications for the City in terms of service demands. These will need to be factored into the City's financial and other plans since, as noted, the Flavelle site is currently designated as industrial and is, therefore, not assumed to be a source of increased service demand for the City.

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School Impacts

City staff recently met with School District #43 staff to discuss the potential impacts on local schools of a number of major planning and development proposals in Port Moody. In response to this meeting and follow-up analysis by School District staff, the City recently received a letter from the School District (**Attachment 4**). The School District's comments on Flavelle's proposed plan are as follows:

- The site is isolated and not well suited for children to travel to and attend existing schools, especially elementary;
- Roadway and pedestrian connectivity are needed along school routes; and
- The City may want to consider planning for enough family-centred housing to yield approximately 400 elementary aged students and designate land for a school on the site. Conversely, the site could be developed in a way that does not include family friendly housing.

With respect to the issues of roadway and pedestrian connectivity, the proposed new overpass over the CP Rail tracks and the Evergreen Line between the site and Moody Centre should help alleviate some of this concern, although it will depend in part on the alignment ultimately chosen for the overpass (further discussed below).

With respect to the demographics of the residents living on the site, Flavelle's consultants concluded that the vast majority (84%) would be aged 15+. Using Flavelle's proposed 3,397 residential units and an associated population of 6,935 (an average of 2.04 persons per household), this means that an estimated 1,100 residents would be aged 14 years and younger.

The analysis did not further disaggregate this younger population, but assuming that it is evenly spread across the age group, it would mean 73 residents for each age between 0 and 14. The elementary school population (Grades K-5) would, therefore, be an estimated 438 students. Based on the School District's input, this suggests that an elementary school could be supported on the Flavelle site.

Using the same methodology and assumptions, but based on staff's recommended 3,000 residential unit cap on the site, the elementary school population (Grades K-5) would be an estimated 392 students. This number also suggests that an elementary school could be supported on the Flavelle site.

Flavelle had not considered the possibility of an elementary school on the site, nor had staff, until the School District's letter was received. This is a complex and important issue and requires further detailed analysis and discussions between the City, School District, and Flavelle to arrive at a workable solution. For this reason, the OCP Amendment Bylaw includes a policy (Policy 20), which requires that a detailed demographic and school impact analysis be undertaken as part of the first application to rezone the site. If it is determined that a school site is required, a further amendment to the OCP can be made at that time (one will be required anyway to adopt the detailed Development Permit Area guidelines for the Oceanfront District).

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If, however, Council wishes for the matter to be definitively resolved at this time, staff anticipate that this will take a number of months and could lead to significant revisions to Flavelle's plan before an OCP Amendment Bylaw could move forward.

Public Parks

Approximately 3.1ha (7.53ac) of the site is proposed to be publicly dedicated as parks and open space, which is approximately 25% of Flavelle's site area. It includes active and passive park space, trails, and environmentally sensitive areas along the waterfront. While not necessarily publicly dedicated, other areas of the site will also have public access and use, such as the central plaza, which is an additional 0.8ha (1.9ac) in size.

This amount of park space significantly exceeds the 5% park dedication required as part of subdivision under the *Local Government Act* and staff believe that what Flavelle is proposing to dedicate is significant and also of high value to the community because it is on the waterfront.

Traffic

One of the most significant impacts of the development will be traffic. Currently there are 4,000-4,700 vehicle trips during the peak hour on the City's arterial network in Moody Centre. This includes St. Johns Street, Clarke Street, and Murray Street. The traffic studies conducted for Flavelle to date have concluded that, with the density and uses proposed by Flavelle, the site will generate an estimated 1,800 vehicle trips on and off the site in the weekday morning peak and 2,100 vehicle trips in the weekday afternoon peak.

As the Exhibit 1 diagram in **Attachment 5** shows, this would be the equivalent of adding an estimated 40% to the existing peak hour traffic volumes on the road network, of which 22% is estimated to be westward bound and 18% eastward bound.

Looking forward to the year 2045 (the end point of local traffic modelling), as the Exhibit 2 diagram in **Attachment 5** shows, Flavelle traffic would be adding 30% to the estimated traffic volumes, with 17% westward bound and the other 13% eastward bound.

This number of trips is substantial, but is somewhat less than might otherwise be the case given the site's proximity (400-800 metres) from the Moody Centre rapid transit and Westcoast Express station and other public transit, plus the mix of uses proposed for the site and its flat terrain, which will encourage more walking and cycling.

To address traffic, Flavelle is proposing to construct a new vehicle and pedestrian overpass from its site across the CP Railway and SkyTrain Line and Clarke Street to connect to Mary Street in Moody Centre to help alleviate some of the impacts to the local road network. This is, however, only one of the possible overpass options and the OCP Amendment Bylaw makes clear in Policy 19 that other options will also be evaluated at the rezoning stage that examine the land use, traffic, aesthetic, financial, and other impacts in greater detail. It is the City that will ultimately determine the best option.

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It is important to recognize that even with the overpass in place and regardless of the alignment, there is still a major traffic impact in Port Moody and beyond resulting from the proposed plan. The Flavelle development would accelerate the rate at which the capacity of the road network is reached. Therefore, while the overpass is a means to move vehicles more efficiently onto and off the site, ultimately those new vehicles will add to overall traffic congestion in the system.

**Natural Environment and Sustainability**

The environmental work done to date by Flavelle has identified four significant reaches along the shoreline, each with different biophysical characteristics (see **Attachment 6**). They include:

- Reach 1, which is contiguous with the intertidal flats of the estuary of Schoolhouse and Kyle creeks (estuary);
- Reach 2, which is that part of the shoreline along the northern margin of the mill yard, west of the log ramp and the log handling basin;
- Reach 3, which is defined by the log ramp and log handling basin; and
- Reach 4, which is the barge basin.

Flavelle is proposing a number of measures to protect and enhance the shoreline natural environment. Policies 12, 21, and 22 provide guidance for these future studies. This includes, for example, significant replanting in a number of areas and setbacks ranging from 7.5m to 30m in width from the shoreline.

There will be more detailed work required on the natural environment and sustainability plans for the site at the rezoning stage. What the plan shows at this stage should be considered conceptual, but an appropriate level of detail for an OCP amendment.

**Geotechnical**

The geotechnical studies conducted to date for the site have concluded that the proposed building forms can be supported, but that various forms of piling and other structural engineering will be required. This may include a seismic dam around the waterfront perimeter of the site to deal with the possibility of a major earthquake event.

To deal with climate change and rising sea levels, the Flood Construction Level (FCL) is likely to be about 5.6m (18.4ft), although more detailed analysis will be needed at the rezoning stage to set the final FCL. This will be achieved by removing all non-structural fill from the site (which Flavelle has indicated that it plans to do by barge) and building up the site with structural fill to the ultimately determined FCL.

While the site is capable of accommodating the proposed development from a geotechnical perspective, considerable site preparation work will be required. This will include a more detailed level of geotechnical analysis for the site overall at the rezoning stage, followed by geotechnical analysis of each parcel on the site as it is developed. This is the standard City process with all developments.



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Archaeological

An Archaeological Overview Assessment (AOA) conducted for Flavelle has concluded that there is the potential for archaeological materials along the pre-industrial shoreline based on the sheltered location of the site, proximity to a salmon-bearing stream, and other factors. Shell midden and intertidal sites are the most likely to be present in this area.

Historic developments make it likely that any archaeological sites associated with the pre-industrial shoreline have been severely impacted. However, the AOA notes that caution must be exercised due to the cultural significance of both intact and disturbed archaeological materials, and the potential for human remains to be interred in the shell midden deposits. Flavelle's plans include leaving the area closest to the stream undisturbed, in part because this is where the likelihood of archaeological materials being present is highest.

An Archaeological Impact Assessment to further investigate areas of high potential is recommended by the consultants prior to any development-related activities being undertaken. This will be one of the conditions of development written into the development agreement as part of the first rezoning on the site. Policy 24 makes reference to the need for these future studies.

**Most Recent Public Consultation**Open House

An estimated 150 people attended the open house hosted by the City on January 26, 2017 to present Flavelle's proposed plan. As a result, there were 68 comment forms completed and submitted to the City. The three questions asked were:

1. Are there elements of the proposed plan that you like? If so, what are they?
2. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?
3. Do you have any other comments on the proposed plan?

All the comments received were transcribed verbatim and are contained in **Attachment 7**.

In summary, the elements of the proposed plan mentioned most frequently as liked included:

- Improved public access to the waterfront;
- The park space;
- The trail network;
- Bringing more businesses and jobs to Port Moody;
- Adding more housing to Port Moody;
- The mix of uses;
- Shopping opportunities;
- The barge basin; and
- The plaza.

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In summary, the elements of the proposed plan mentioned most frequently as of concern included:

- The density of the development;
- The height of the towers;
- The number of towers;
- The traffic impacts;
- The population and other community impacts;
- Insufficient park space; and
- Rising sea levels/geotechnical conditions.

Port of Vancouver Letter

The City received a letter from the Port of Vancouver (**Attachment 8**). The Port remains concerned about the depletion of industrial land in the region. It does not support its conversion to other uses because it significantly undermines employment and economic development opportunities. If, however, residential and commercial development occurs on the Flavelle site, it would like to be involved in future design guidelines to limit industrial-residential conflicts.

School District #43 Letter

As discussed earlier in this report, the City also received a letter from School District #43 (**Attachment 4**).

Community Planning Advisory Committee

Flavelle's application was presented to CPAC on February 7, 2017, where the Committee heard from a number of members of the public. CPAC recommended:

CPAC17/002

THAT the application to amend the Official Community Plan for the Flavelle Mill site to change the designation from General Industrial to Oceanfront District to allow a high density mixed-use neighbourhood be supported as proposed by the developer;

AND THAT support for the Amendment be based on the following:

- The vehicle and pedestrian overpass alignment over the CP Railway and SkyTrain lines be determined at the rezoning stage based on a detailed analysis of the land use, traffic, aesthetic, and other impacts at that time.

The minutes of the CAPC meeting were received by Council at its meeting on March 28, 2017.

**OCP Amendment Bylaw**

Based on the considerations set out in this report, staff recommend that City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle) be given first reading and second reading and referred to a Public Hearing on July 25, 2017. The Public Hearing date of July 25 is proposed in order to provide sufficient time for those organizations that were part of the initial consultation under section 475 of the *Local Government Act* to be notified and to provide a written response if they so wish.

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**Other Options**

THAT Council refer the report dated June 16, 2017 from Development Services Department – Planning Division regarding Flavelle Oceanfront Development's Official Community Plan Amendment back to staff for further information and analysis.

THAT the report dated June 16, 2017 from Development Services Department – Planning Division regarding Flavelle Oceanfront Development's Official Community Plan Amendment be received for information.

**Financial Implications**

There are no financial implications associated with the recommendations in this report.

**Communications / Civic Engagement**

The civic engagement to date on this application is as discussed above. The Public Hearing will be a further opportunity for Council to receive input on the OCP Amendment Bylaw.

If the proposal to amend the RGS is approved by the Metro Vancouver Board and the OCP Amendment Bylaw is then adopted by Council, there will be further public consultation as part of the rezoning process for the site once an application is filed by the property owner.

**Council Strategic Plan Objectives**

This planning process aligns with Council's objective of proactive regional, city, and neighbourhood planning for the short and long term that engages neighbourhoods to create a livable, vibrant, sustainable, orderly, and coordinated community.

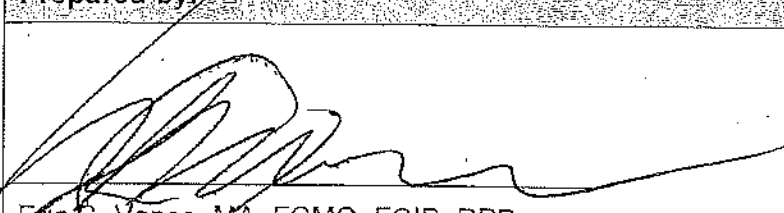
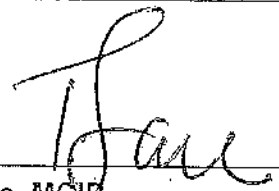


**Attachments:**

1. Location of the Subject Property.
2. Oceanfront District Land Use Concept Plan.
3. Letter from Flavelle Regarding Density.
4. Correspondence Received from School District #43.
5. Flavelle Development Traffic Diagrams.
6. Shoreline Biophysical Reaches Map.
7. Feedback Received on Flavelle's Proposed Plan (Comment Forms).
8. Correspondence Received from Port of Vancouver.
9. City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle).

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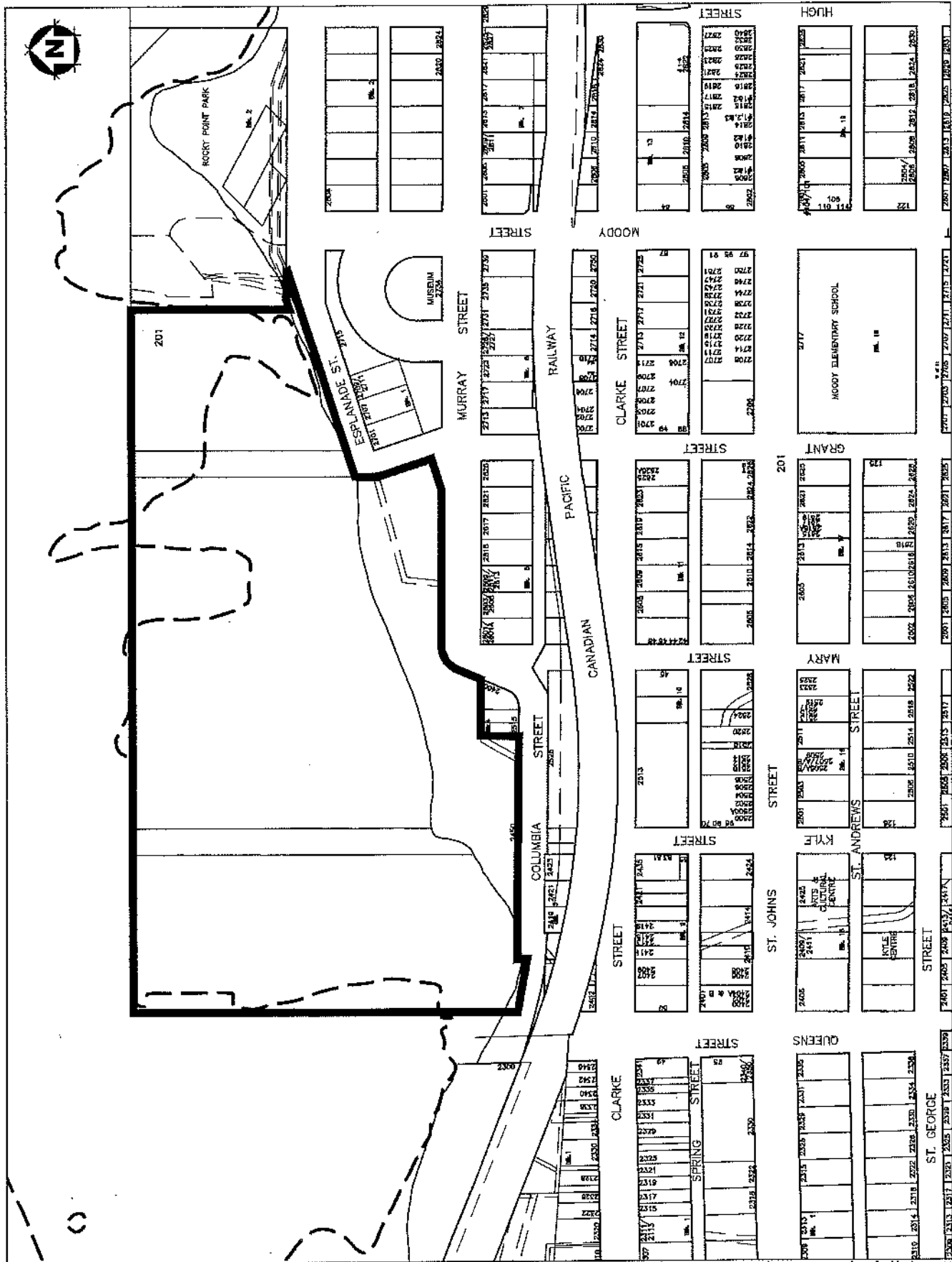
Flavelle Oceanfront Development's Official Community Plan Amendment

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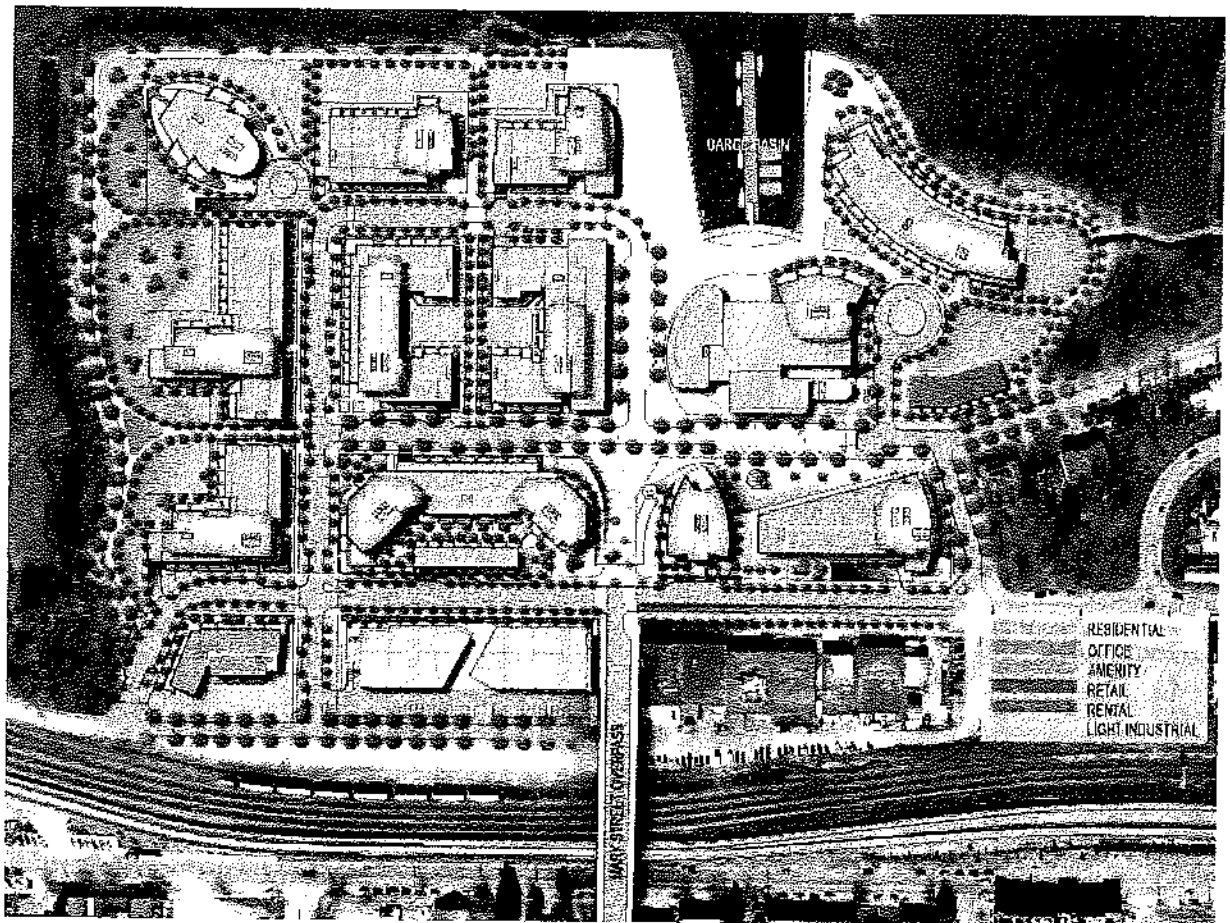
<b>Prepared by:</b>	
 Eric C. Vance, MA, FCMC, FCIP, RPP Acting General Manager, Development Services	
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
<b>City Manager's Comments</b>	
 Tim Savoie, MCIP City Manager	
<b>Corporate Review</b>	<b>Initials</b>
Engineering and Operations	 
Environment and Parks	

# LOCATION MAP - 2450 Columbia Street

☐ SUBJECT PROPERTY



**Attachment 2: Oceanfront District Land Use Concept Plan**



Note: For illustrative purposes only and subject to change as part of rezoning of the site.





## **FLAVELLE OCEANFRONT DEVELOPMENT**

A Division of AP Group

2400 Murray Street, Port Moody, BC V3H 4H6  
604-580-2781 | [www.flavelleoceanfront.ca](http://www.flavelleoceanfront.ca)

June 19, 2017

City of Port Moody  
Mayor & Council  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Mayor and Council,

On February 7, 2017, the Community Planning Advisory Committee (CPAC) voted to support the Official Community Plan (OCP) amendment application as proposed by Flavelle Oceanfront Development and presented at the City led community Open House on January 26, 2017.

Following the CPAC meeting, we have been working with City Planning staff to revise the draft policy language and to strengthen our application. Of note is an area of land that is currently owned by the Ministry of Transportation and forms part of the amending policy. Flavelle has been working with the Ministry to re-acquire this land. This transaction has been delayed and we anticipate that it will complete soon. Therefore, Flavelle Oceanfront wanted to clarify that the proposed developable area now excludes the Ministry land, which means the FSR # for the Flavelle proposal increased by 0.1 FSR to 2.92, however the overall developable area remained constant at 357,064m<sup>2</sup>.

The City Planning staff and Flavelle have come to agreement on all items except density. We respectfully disagree with the staff recommendation for density and the number of residential homes and request that Council amend the policy language to reflect the Flavelle proposal which considers an overall developable area of 357,064 m<sup>2</sup> and 3,397 homes.

Flavelle Oceanfront remains committed to the development proposal endorsed by CPAC. Our proposal is a culmination of over 2 years of community engagement, City Planning staff advice and input, stakeholder meetings, 2 City led open houses and number of other events. Together we reached a plan that takes into consideration the future growth and needs of the City.

## **FLAVELLE OCEANFRONT DEVELOPMENT**

A Division of AP Group

2400 Murray Street, Port Moody, BC V3H 4H6  
604-580-2781 : [www.flavelleoceanfront.ca](http://www.flavelleoceanfront.ca)

The Flavelle Oceanfront proposal offers significant amenities to the community and our density is commensurate to the on-site public/community benefits including:

- Locating a diverse mix of uses, including residential and employment, on a prime waterfront site in close proximity to rapid transit (10 to 15 minute walk);
- Access to Waterfront and Public realm
  - Flavelle oceanfront will build 1.3km of new recreational trails and a boardwalk along the water's edge connecting to Rocky Point Park;
  - New park area totalling 4.9 acres;
  - Public Plaza – building upon the Port Moody tradition of providing open spaces for merchants and residents to enjoy - totalling 1.92 acres
- Economic Development – Approx. 1,000 on site jobs upon completion of the project, generating approx. \$57 million in employment income annually;
- Environmental enhancements using best practices;
- Potential community amenity contributions; and
- Increasing housing supply to meet the pressing housing demands

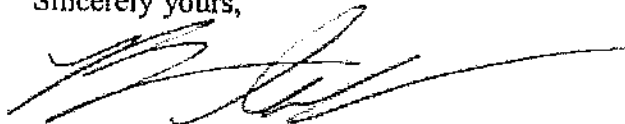
As you deliberate on this decision, please also be mindful that there are extraordinary costs associated with redeveloping the Flavelle Sawmill site into a robust and vibrant waterfront neighbourhood, as explained in the letter that we submitted to the CPAC (attached for reference).

We believe that the proposed development plan presented to and supported by CPAC is viable and we would like to move forward with it as presented.

We kindly request that you amend the OCP amendment language before you to reflect an overall developable area of 357,064 m<sup>2</sup> and 3,397 homes.

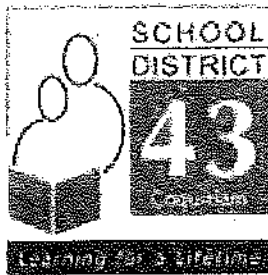
Thank you for your consideration.

Sincerely yours,



Bruce Gibson, VP  
Real Estate Asset Management  
AP Group of Companies  
604-580-2781

Attach.



550 Poirier Street, Coquitlam, British Columbia V3J 6A7 • Phone (604) 939 9201 • Fax (604) 939 7828

March 14<sup>th</sup>, 2017

Ms. Mary De Paoli  
Manager of Planning  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Ms. De Paoli,

**Re: School District # 43 Feedback on Proposed Developments in Port Moody**

On behalf of School District #43, I am writing to provide feedback on the proposed developments in Port Moody in the following areas: Coronation Park, Moody Centre, Flavelle, and the former Andres Wines site. We appreciate Port Moody staff taking the time to meet with us and explain the proposed developments in these four areas.

Based on previous discussions with Port Moody staff over the past few years, School District staff had been planning for student spaces for the development of approximately 800 high rise units, 1200 low rise units, and 250 townhouse units in the Moody Centre/St. John's corridor area over the next ten years. Based on further discussions with City Staff on potential densification changes in the Official Community Plan, the School District has also been working on pre-planning further additions and creation of new spaces for the much longer term. Feedback and considerations are outlined by each proposed development area below based on a preliminary analysis of factors including proximity, accessibility, and capacity of current school sites.

**Coronation Park:**

- Current school sites are in close proximity as there are elementary and middle schools within 1 kilometre and the secondary school is approximately 2 kilometres from this neighbourhood.

Ms. De Paoli

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March 14, 2017

- Current roadways, sidewalks, and pathways make these schools easily accessible for families.
- Possible infrastructure improvements for connection to school sites may include upgrades or creation of new sidewalks and pathways.
- Based on the number of and type of units proposed, projected enrolment can be planned for and accommodated.
- Evaluating factors such as proximity, accessibility, and capacity, School District staff feel, with further planning, we can accommodate students yielding from this area on existing school sites.

**Moody Centre Station:**

- Current school sites are in close proximity as there are elementary and middle schools within 1 kilometre and the secondary school is approximately 2 kilometres from this neighbourhood.
- Current elementary and middle school sites are close but crossing of St. John's may make accessibility challenging for families.
- Possible infrastructure improvements for connection to school sites may include upgrades or creation of new sidewalks and pathways.
- Based on the number of and type of units proposed, projected enrolment can be planned for and accommodated.
- Evaluating factors such as proximity, accessibility, and capacity, School District staff feel, with further planning, we can accommodate students yielding from this area on existing school sites.

**Former Andres Wines Site:**

- Current schools sites are reasonably close by as there are elementary and middle schools within 2 kilometres and the secondary school is approximately 600 metres from this neighbourhood.
- Travel along and crossing of St. John's may make accessibility challenging for families.
- Possible infrastructure improvements for connection to school sites may include upgrades or creation of new sidewalks and pathways.
- Based on the number of and type of units proposed, projected enrolment can be planned for and accommodated.
- Evaluating factors such as proximity, accessibility, and capacity, School District staff feel, with further planning, we can accommodate students yielding from this area on existing school sites.

Ms. De Paoli

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March 14, 2017

**Flavelle:**

- Although the actual distance is not excessive, Flavelle is isolated and not well suited for children to travel to and attend existing school sites especially at the elementary level.
- It appears that considerable work will need to be done to ensure safe access to school sites
- Roadway and pedestrian connectivity are needed along school routes.
- Given the concerns regarding isolation and accessibility if this area is to be developed, the City may want to consider planning for enough family-centred housing to yield approximately 400 elementary aged students (approximate size of a new elementary school) in Flavelle. If this were the case, land would need to be designated for an elementary school to service this specific area. Conversely, this area could be developed in such a way that does not include family friendly housing.

We appreciate your support in our school planning process and we look forward to continue to working collaboratively with your municipality. Please call me at (604) 939-9201 to discuss this matter further.

Sincerely,

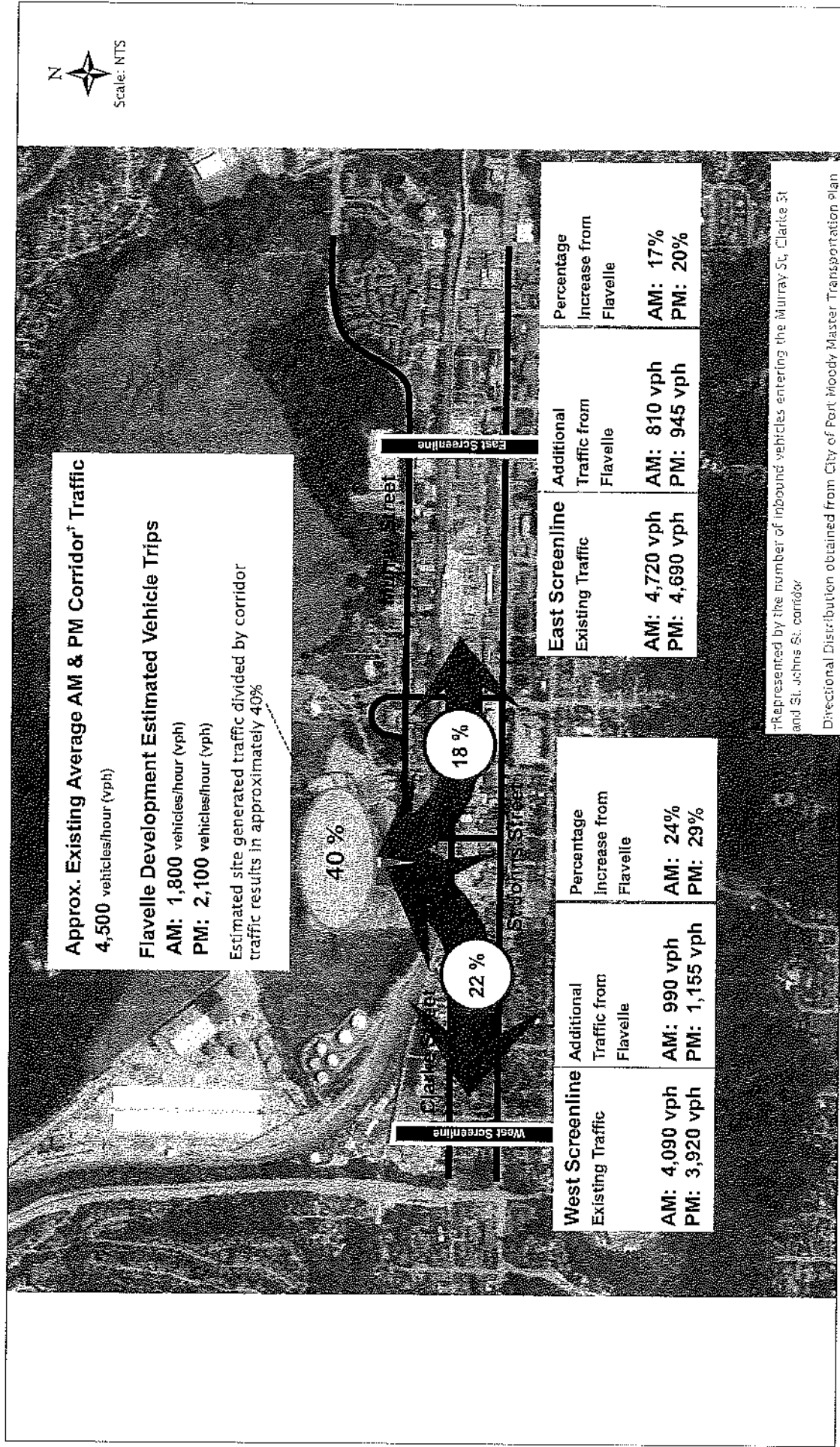
**SCHOOL DISTRICT NO. 43 (COQUITLAM)**



Ivano Cecchini

Assistant Secretary-Treasurer, Facilities and Planning Services

c. Chris Nicolls, Acting Secretary-Treasurer

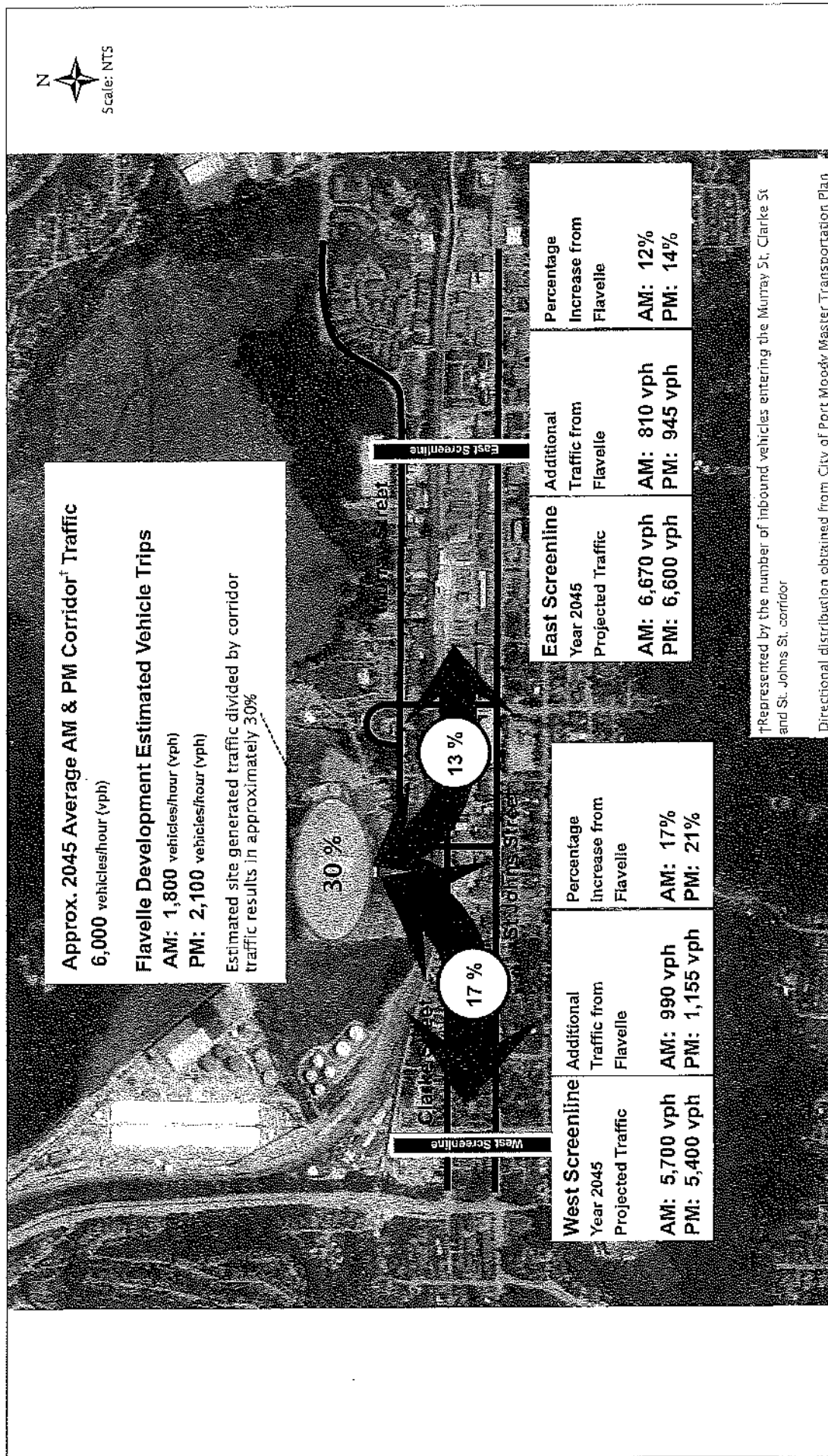


# **Exhibit 1** **Flavelle Development Traffic Addition to Area Road Network** Compared to Existing Weekday AM and PM Peak Hour

Flavelle OCP  
Feb 2017

6107.02

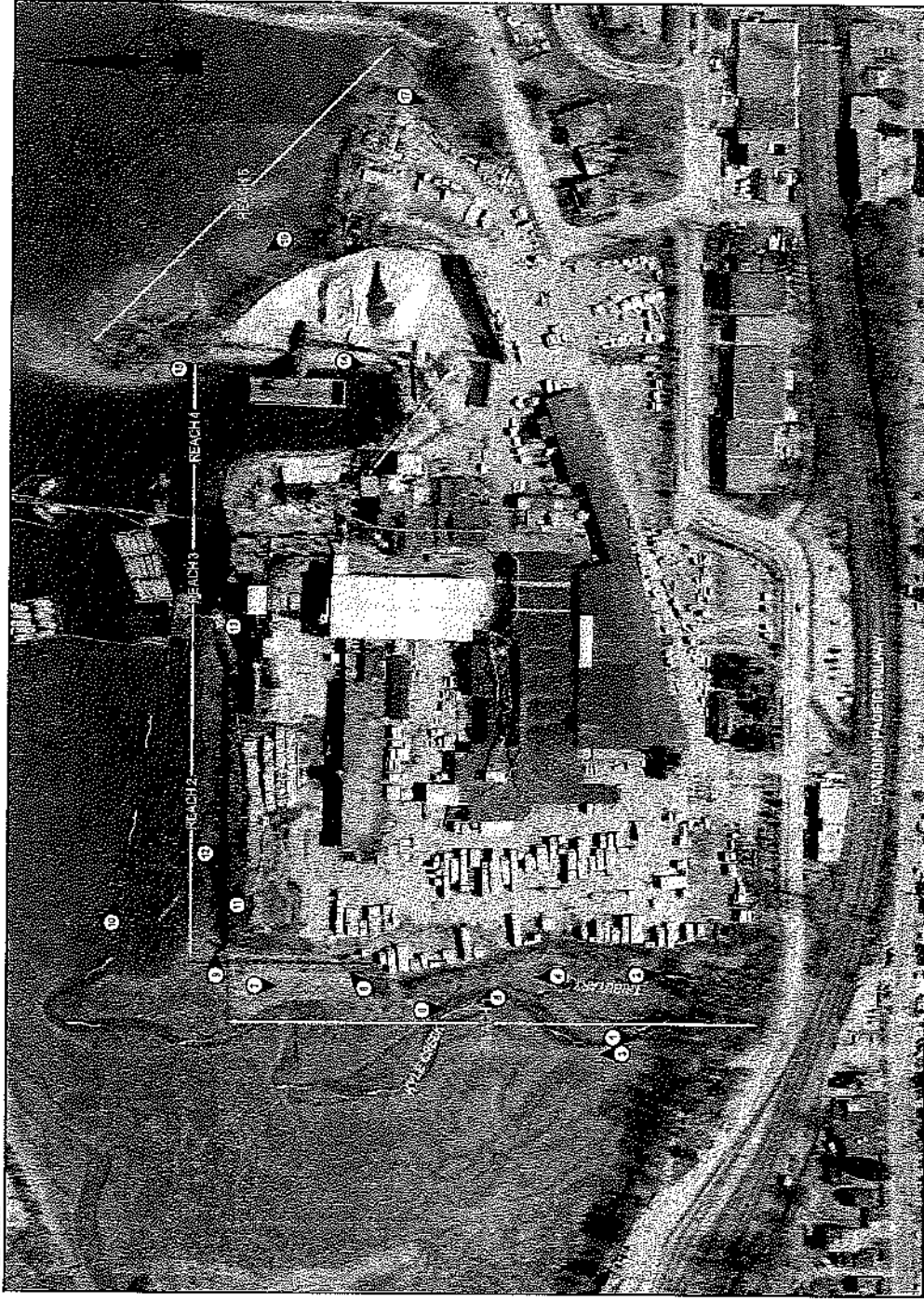




**LOCATION**  
SCALE 1:50000



**PLAN**  
SCALE 1:2500



**REFERENCE DRAWINGS**  
1. 2006 Ortho Photograph from McEwen Consulting Services Ltd.  
2. 2004 Ortho Photograph from Metro Vancouver.

**MILL & TIMBER PRODUCTS LTD.**  
Surrey, BC  
  
**FLAVELLE SAWMILL SHORELINE**  
**BIOPHYSICAL DESCRIPTION**  
Port Moody, BC



**envirowest consultants inc.**  
Suite 101 - 1512 Broadway Street  
Port Moody, British Columbia  
V3H 4S2  
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Fax: 604-464-1587  
www.envirowest.ca

**REACHES AND PHOTOGRAPH LOCATIONS**

PROJECT	FLAVELLE SAWMILL SHORELINE	DATE	October 14, 2013
CLIENT	FLAVELLE SAWMILL SHORELINE	DATE	October 14, 2013
SCALE	As Shown	DATE	October 14, 2013
DATE	October 14, 2013	DATE	October 14, 2013

**Summary of Feedback Received on Flavelle Oceanfront Development's Proposed Plan**

**January 2017**

**1. Are there elements of the proposed plan that you like? If so, what are they?**

1. Pathway (green) systems. Bike paths.
2. Great addition to Port Moody
3. Yes, the use of green space. Adding more housing
4. Good to see development on the waterfront area
5. Residential units, increasing Port Moody's community and expanding Rocky Point
6. Nice mix of uses.
7. All of it. It brings jobs to area. Helps traffic get off Murray St (to Barnet). Allows for investment opportunity. Hopefully the collection of additional property taxes help to reduce taxes for other residents. This should also include the expansion of the Inlet trail which will be well used by many.
8. The increased access to the Inlet to the public will enhance the livability of the neighbourhood. The reduction of commercial and industrial use of the land will give a new life to an area that is under-utilized due to no public access.
9. Heavy timber façade at street level with black iron. Boat houses look great. Make sure they have a west coast feel. It will be a nice break from concrete and glass.
10. Love it. Bridge. Hi rise. Signature building. More amenities.
11. Bridge to Port Moody centre is great. Number of units will help make Port Moody affordable for young people.
12. Overall site layout, preserving view corridors. Ample green space and walkways along perimeter, giving community access to the shoreline. The density with the proximity to the SkyTrain/Westcoast Express station make a lot of sense. It will help revitalize the nearby Old Town Centre.
13. Public waterfront - intense employment.
14. Excellent, love the plan.
15. Love the light industrial for purchase. Love the new overpass. Seawall. Store fronts. Marina.
16. Overall plan looks excellent to me. Like marina day parking, sea wall with storefronts, overpass for cars, foot bridge.

17. Have been following this since the beginning. Love the idea of a planned community.
18. Rental. Park space (lots of it!) and open space. Transit-Oriented.
19. Multi-use community - residential, commercial. Walking community.
20. Living/working/play model. Like the 8-10 storey buildings.
21. Like the new overpass at Murray Street. Like the bike path and shops.
22. Public access to the waterfront. 2) Park space.
23. This part of Port Moody needs more density to re-establish a sense of neighbourhood vitality. The inclusion of green spaces and a seawall walkway will make this area inviting for all Port Moody residents. This proposal has exciting possibilities.
24. I like the fact its oceanfront.
25. Regaining public waterfront access and increasing (although relatively limited in area) green space accessible to public to augment Rocky Pt Park, since Port Moody has not identified any other greenspace to relieve existing and future congestion/overuse of Rocky Pt. when considering their buildout of additional residential density in Moody Centre.
26. I love the public marina concept. The house boat/hotel concept is interesting. In general, I like the idea of mixed use development on these lands with tilt towards residential BUT....
27. I like the varied living options from condo to houseboat and what looks to be somewhat of a village feel; with paths and shops.
28. Commercial areas, residential buildings, walkways.
29. Greenspace, walkability to transit and the park, new bridge from St. Johns Street into the development, mix of residential and retail/commercial.
30. Close proximity to Moody Centre Station. Large amounts of office space. Architecture looks good.
31. It looks like a very well thought out plan. Sophisticated and urban but lots of green space and paths for walking. SkyTrain Station for me puts it over the top! I love it!
32. Most of it looks great! Future Granville Island.
33. The proposed plan is very beautiful. I think it will make Port Moody a very attractive place to live. Am sure young generation would love to come and live here!
34. I really like the entire concept. It is a mix of condos, office space, senior's facility!!! I love the idea of restaurants. I hope there is a grocery store and a hotel! I believe that just over 50% is

dedicated to park/open spaces. Yeh! It will connect to Rocky Point. I like the access for everyone! Also looking to be energy proficient.

35. Integration with nature. Universal access. Progressive mindset.
36. I like the low rises, shops underneath the residences, access to the park.
37. Large amount of residential space. Rental space. Office space.
38. Appears to be well thought out in design. Question of soil stability for structures.
39. Open space, especially private park but public accessible. Opportunity for waterfront dining. Upgrading the intertidal and adjacent land.
40. Respect of nature, housing, expansion (businesses).
41. Beach - Park space. Mooring (public) for boats. Piazza. Density
42. I like the amount of park (green) space. The plan looks good so far. Of course it is difficult to see the whole concept without a scaled model.
43. I appreciate the significant amount of public open space included in the plan. The flexibility of the plaza space would be an amazing addition to our city. The varied building heights and shapes are a welcome change from some of the monotonous designs elsewhere.
44. Yes - residential properties. Green space. Proximity to sky train. I like how similar to Olympic Village it looks
45. Environmental concerns seem to be addressed. Livability. Overall plan is generally good
46. Love the location and the artist renderings. The presentation of the natural environment is important.
47. I think the proposed plan looks great! I will be downsizing within the next 5 years or so, and have been looking for a community like this - central, well appointed amenities, several transportation choices, retail, green space - it has it all.
48. It looks wonderful - access to RETAIL offices for dr. lawyer optometrist massage spa etc. Groceries/upscale ladies/gents. BIKES
49. I like the idea of a vibrant site with amenities. I like the walkway at the water perimeter around the site. The second bridge is also a must so I am happy to see that is proposed.
50. I really like the day marina and house boat idea. This is very successful at granville island and in very high demand. I would like to see more of it if possible.
51. No. The property should remain Industrial land or become park land.

52. Very little. A hotel could be a useful addition to the local economy.
53. Overall concept: perhaps somewhere else, not on this site. Like idea of jobs, possibly some small element of residential, including rental. Far too much density and high towers not appropriate for several reasons: liquefaction zone in the event of a moderate to high intensity earthquake, difficulty for emergency response, infrastructure cannot support this much density and additional population. Parks, hospitals, schools, roads, etc. Traffic is already a problem. Six storeys maximum.
54. The continuation of the trail system from Rocky Point (trail use being one of the most popular forms of recreation in Port Moody according to prior documents). Light industrial inclusion is good (needs to be bigger spaces for businesses which we need).
55. In the way of improving Port Moody for the residents and visitors, the proposed plan has no value. It does not provide any much needed real expansion to Rocky Point Park, a park that is very well used and is at saturation. Rocky Point Park should be gradually expanded to include the mill site, as the city can afford it. This would ensure the area remains livable as the population grows in response to the new transit.
56. Nice green spaces and continuation of the inlet trail.
57. I like the green space and the trail network, especially the shoreline trail. I also like the pedestrian-friendly and "public plaza" elements of the design, and the fact that it is a mix of residential and commercial space. It would be great if this could be a "stand-alone" community, with all essential services within walking distance. I am not opposed to including light industrial and institutional land use as well.
58. I like the idea of houseboats in the marina area. I also think there should be more moorage space for visiting boats. Creatively shaped buildings (instead of rectangular towers) are a positive addition.
59. Rental accommodations
60. I like the variety of housing options (except too many towers), good amount of green space, connectivity to Rocky Point Park, public plaza and light industrial areas.
61. I like that they are proposing some rental.
62. The green space and the seawall is something I like to seem but there should be more of it in this plan. Some retail/commercial space is fine along with amenities for the community.
63. I like the amount of open & park space planned as well as the plaza. I also like the mixed density housing, and the fact that there is proposed commercial as well. And I like the boat/float houses as well!
64. The new 4-lane, overpass of the CP mainline at Mary St. More shoreline multi-use paths. More employment potential in the new office and retail spaces; home businesses; and daily services to residents (interior decoration, appliance servicing, etc.). Other civic amenities



funded when the City of Port Moody shares the land value appreciation windfall when this property is rezoned from Industrial to Transit-oriented Mixed Use. Age-friendly and family-friendly housing potential.

**2. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?**

1. Perhaps too tall? 38 seems high
2. Concerned about congestion & traffic on St. Johns Street
3. This could be a tourism attraction but needs more work. Better use of views for restaurants and social areas. Better selection of use of boat moorings, make it a destination by boat. Put all car parking below ground. You are not looking for parking garrie but destination - safer for families.
4. High rises right on water front, prefer lower condos.
5. Artist live work is unrealistic - very little work, more live. This site should generate more space for realistic job space. Too much residential condo style. Too much "semi-public, semi-private" space - increase public space (not necessarily park).
6. Ensure you have the traffic flow situation dealt with.
7. A better idea of traffic flow.
8. Ensure traffic flow is a priority.
9. None!
10. Should be a more public ownership and employment interface with existing industrial. Instead of 10,000 residents how about 10,000 jobs instead.
11. Remove the float homes from the area off the plaza. Allow boaters to come for a visit. Hopefully shops on the plaza e.g. coffee shop, to attract business.
12. More diverse housing form and tenure.
13. Limit height of high rise to 15 stories.
14. Less stories on the buildings. Cap at 22 versus 38.
15. Road infrastructure - access from Port Moody directly onto Barnet. Remove overpass at Moody. Run road straight to Barnet.
16. Much lower density. No high rises.
17. Iconic architecture could put this development (and this part of the lower mainland) on the map.
18. The proposed FSR of 2.95 resulting in 3000+ residential units and 7500+ residents is much too high for the area and inevitably would require permitting of massively tall forms (400' and for

38 storeys) that would catastrophically alter the landscape (this is higher than the elevation of the top of the Chines for example). Also, the road network proposed absolutely cannot support 7500+ more residential and would permanently gridlock St. Johns Street (emergency traffic danger) and worsen already serious safety issues on Gatensbury Rd as people try to shortcut routes in and out.

19. Oh yes, 38 stories is a non-starter for Port Moody. Someone made the excellent point that it's taller than the highest point in the Chines! The conceptual design is uninspiring, seems too homogeneous, and an almost grid-like layout of towers. I'd really like to think a more diverse concept is coming. Maybe it's just the concept, but the landscape looks isolated rather than connected and like "condo parks" that no one will use rather than actual parks. The aerial imagery contrasting with Rocky Point clearly shows this.
20. I am concerned about the density. In my opinion there are too many towers, putting too many people into such a confined area. It would take away from the neighbourhood feel. Traffic is obviously a concern. The new overpass would help, especially if it could be limited to residents only during peak traffic hours.
21. Murray-Barnet connection instead of another overpass. Need a quick access from Guilford through to Barnet with few lights. Allows St. Johns Street and Clarke to have local traffic for restaurants, shops, etc.
22. No, I think it looks great.
23. I would like to see the proposed additional road crossing bridge constructed, or the Rocky Point loop bridge expanded.
24. Too much towers.
25. I think the proposed plan needs no improvement. It is well done.
26. Would like an overpass or something to connect with Evergreen Line. The Line I've waited for since moving here in 1988. it's finally arrived.
27. Will continue to study to seek possible improvements.
28. Please scrap the high, high rises. 18 stories, too high. No need for hotel.
29. Population density maybe a little high. Concerns re: traffic.
30. Grant Street overpass and how it connects with existing streets.
31. More space for boats to be parked, private spots, public spots. Add decks/docks that stick out i.e. Olympic Village (less linear). More parking for public underground (this is a drawback of Olympic Village).
32. I do NOT think house boats should form part of the plan. The space could be better utilized one suggestion - a ferry perhaps to downtown Vancouver ex could bring tourist to Port

Moody

33. Have zero cars on the surface on the north half of the area. All buildings must be under 5 stories. Lower park area to have high density apparently needed. Huge increase in "Marina" space is needed. Your pictures show almost no access now. Your plans look like first drafts. Its a mess so much wrong.
34. Addition of non motorize boat centre of launching area to east side of site would be great. However, this might make sense off the property on city land at Rocky Point due to access & location of the old boathouse.
35. Timeline. Bike paths. More commercial/restaurant spaces.
36. I think its too dense especially combined with Moody Centre Development. Too many units/high-rises. Added stress on community Parks especially Rocky Point & Shoreline. I would like even greater setbacks for "Nature". Traffic Congestion. Not enough road access
37. The park space next to Rocky Pt Park should be incorporated into Rocky Point Park and should include the entirety of area "A" overleaf. The park (Rocky Pt) is far too small already, and addition of 3000+ people will make this worse.
38. I understand the need to create housing but am nervous about how many towers are in the plan. I like urban or "natural/urban" but still want to feel as though I can move around in the space. Obviously in & out traffic will be a concern but thank goodness for sky train!
39. It would be great if there were community garden(s) throughout and incorporated into the building designs. Less grass to grow/mow and more content productive residents :)
40. Not clear but ACCESS to main rd. guest parking - possible gated area for older residents. ACCESS to bus/sky train/WCE. NOTHING TOO HIGH - IT IS THE NORTH SLOPE - and the (SHED) is blocking late day and view already
41. There are too many high rises and they are too high. I was hoping for a Granville Island feel with a few high rises but the site is full of them. The density is too high, I would like to see more of a balanced approach.
42. Hard to determine how much retail will be there, we want this area to become a destination with a variety of options. More house boat docks. I like that light industrial space is being kept. Too much greenspace, push buildings further out, with more back fill town homes on the lower podiums. Incorporate retail space into the western extent of the property. Pocket cafes add variety.
43. Add the Flavelle mill site to Rocky Point Park Not Shown on the Presentation Boards - OCP – Oceanfront District 15.5.5, page 89 Incorporating an artificial platform on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups

44. Development of this property does not happen in isolation from the rest of the city. I cannot imagine what the corner of Mary St and St. Johns will be like at rush hour. No addition of merging lanes will mitigate the traffic leaving and entering the site at those times. If anything like this goes forward, it should be in association with construction of additional connections directly to Murray and the Barnett rather than requiring access to St. Johns. Work construction of a Murray - Barnett connector into this plan. I spoke with a representative who pointed towards mixed bicycle-pedestrian and roadside routes through the area, which would not be bicycle friendly. The city lost an opportunity to expand its bicycle paths when the skytrain route was created. Don't do that again.
45. There is currently no integration of a direct bicycle pathway through or around e.g. to the south side the site, with an eye towards connecting the current bike path to Rocky Point with a path around BBY Mtn. I spoke with a representative who pointed towards mixed bicycle-pedestrian and roadside routes through the area, which would not be bicycle friendly. The city lost an opportunity to expand its bicycle paths when the skytrain route was created. Don't do that again.
46. The potential institutional/hotel possibilities, which could be creatively brought forward as specific plans, seem entirely undeveloped afterthoughts.
47. The current conceptual plan tucks the hotel away behind residential towers rather than taking advantage of the view. Reversing this could make for a much more attractive facility. People will buy condo units that look at and overlook the hotel anyway.
48. Plan for a theatre, either smaller or larger than the ca 125 Inlet (is that 'institutional??). Ensure that a fraction of residences are old age-friendly, to increase the possibility of folks staying in Port Moody. The previous council allowed a tremendous amount of construction largely ignoring this serious problem. Do they think that they themselves will not become older??
49. More green space. Not nearly enough for proposed density and lack of destination park already in Moody Centre. If changed from current use, make it Port Moody's version of Granville Island, or Toronto's Harbourfront. Could have educational components as well. Destination spot, jobs, culture, possibly some light industrial and office space.
50. Increased green space, less "plaza" concrete areas. Increased business and light industrial use. Business will increase tax base which is diminishing in PM and people will be more likely to use transit (evergreen line). Residents will increase cars.
51. The buildings on the site could be retained and upgraded to house and support the many activities in and around the park. A lasting heritage of Port Moody. This would be a long term transition that would support the industry, Port Moody's tax base, and continued livability.
52. The density of this site is ridiculous given the existing road structure, the proposed new overpass will do nothing to improve traffic congestion on Clark and St Johns. Given the fact that Sutter Brook is expanding, Coranation Park is slated to be redeveloped, Bosa will be building a tower by Inlet station and not to mention the old fire hall/public works yard. It is time to put a halt to all development until something is done about this issue. In my opinion there needs to be a direct link to the Barnett Hwy other than the fore mentioned Clark and St

Johns possibly Murray via Columbia.

53. I think a greater portion of the site should be dedicated to parkland. Rocky Point is getting woefully overcrowded in the summer and on weekends, and is expected to host several large events over the course of the year. It would be nice to have more parkland along the waterfront. I don't support the plans for high-rise towers and a hotel. I think this will create too much of a big-city/downtown/Metrotown feel. I would keep the building heights to about six storeys, and try more for a "seaside village" atmosphere.
54. Rocky Point Park is far too small for the current population of Port Moody. It is the jewel in the crown of Port Moody, and increasing the number of residents mean the park should be made bigger. Small pocket parks are important, but absolutely no substitute for a large and natural park next to the inlet. The available property is an opportunity akin to central park in New York City. It will never be possible to extend the park again; this is a once in a lifetime opportunity. The entire east part of the site (from the dredged sawdust port eastward) should be compulsory-purchased (crowd fund if necessary), incorporated into Rocky Point Park for perpetuity, and left as natural parkland for wildlife and quite, peaceful, natural, shoreline access. There are too many tall towers. WE must avoid making a false creek maze of towers on our inlet. The shadow effect of towers should be considered; this can eliminate the possibility of seeing evening sun across the whole of Rocky Point Park. The impact of 4000+ additional residents will be enormous on local traffic patterns. Roundabouts are a necessity.
55. There should be more rental units. I think the density of this development is too high. This is going to impact Rocky Point park because there is not enough park space on the east end of the project. The high density is also going to add more cars to the rush hours in both the morning and afternoon. I don't know what the impact is of the Evergreen Line on reducing vehicle usage in the rush hours but I live adjacent to Murray Street and it appears to me that the traffic has not changed since the Evergreen Line opened. My major concerns are both the over crowding of Rocky Point park and traffic congestion on the pinch points of the Clarke, Barnet and North road intersections. I would also like to point out that the statistical average of households with dogs is close to 1 in 4. If there are 7,000 residents there could potentially be 1,800 dogs and there are no dog parks incorporated into the plans. The small dog park in Rocky Point park may become too crowded for dogs.
56. I do not like the idea of tall towers. I think 8 - 10 stories is acceptable but do not like the idea of 20 plus story towers. I think a development with buildings like Klahanie would better suit the site. I do not want our waterfront to look like Westminster Quay or False creek.
57. I don't feel there is enough green space. Another improvement would be smaller buildings, not more than 6 floors. I couldn't tell if there is any recreation besides the marina. There isn't a dog park, the one at Rocky is over used already.
58. There are too many residential towers. I think it is too much development for that area. It isn't the right look or fit for this community. This isn't downtown Vancouver....11 towers is too much. Access and density in this area is already so difficult. It feels like they are just cramming so much into that space. Simplify and more green space.



59. Access (especially vehicle access) to this area is an issue. The additional bridge is required, but are there also additional improvements (widening etc) required to the Murray St bridge? Is there sufficient underground parking, and underground visitor parking? The skytrain will help, but many people who come to Rocky Point and this area are from the Tri Cities with families and they drive instead of transit. Parking is always an issue here in the summer (especially on weekends).

60. Needs the proposed Queen St. rapid transit station to be built in tandem plus a pedestrian overpass of the CP mainline to link Flavelle to the new station. The current redevelopment is NOT transit-oriented. Three and four bedroom units should be available for families. As our climate warms, glass wall towers may not be sustainable (especially during extended electricity outages). Although the site will be raised to 5m above sea level, will it soon become an island as adjacent properties are inundated? Where are the new elementary school, day care, and medical arts centre?

**3. Do you have any other comments on the proposed plan?**

1. Make sure that items are displaced by Flavelle as part of walking area - to detail what was on the industrial site i.e. wheels (?) as part of benches - explain on plaque. Hotel a must - and a good quality restaurant/Bistro's
2. I think it's a great idea but suggest that ideas from other successful projects around the world are incorporated. This seems very much the way it was done not a new refreshing approach. Look to use it as a focal point for tourism.
3. Like the connection to Rocky Point. Would have to think of transit and streets for traffic. Street behind St. Johns gets very busy.
4. It looks like a lot of typical promise proposed at the OCP stage that will actually not materialize when building starts. A lot of "jargon" used to look good.
5. Doggie paper! Must be pet friendly. Parking. Serious thought to stores in area (i.e. no Mac's or 7-11). Good lighting/CPTED for safety for all. This are won't attract "white trailer trash" so PoMo police should have no issues. No Low Income Family Homes!
6. I would support this as a rejuvenation of an area much in need of it. It would provide a face lift to a corner that is in need and would enhance the sense of neighbourhood pride.
7. No.
8. Please build sooner, young people need homes now.
9. The time has come for a project like this to re-invent an existing key site on the City's waterfront. I am in favour of what is being proposed and encourage the City's support of it. The development should be expedited to get it going - no feet dragging please.
10. By cooperating with owner/consultants in imagining residential development the City is leaving the residents with expensive real estate if the residents wish to purchase ? ? For park. Should continue with industrial land use? To high employment use.
11. I am willing to move my business into the proposed light industrial building (commercial) if project proceeds.
12. I am willing to move my business into the proposed commercial building if project is built.
13. Please move on this! City needs to be behind project, enthusiastically support removing land from industrial to allow development to proceed.
14. Very much looking forward to the development of this site.
15. Questions: 1) Subject to flooding with rise of oceans? 2) Concern re: toxic soil due to industry?
16. Question if toxins are in soil. Flooding concerns.

17. Too many residents for road infrastructure. Increase access to Barnet.
18. Traffic in and out of site and the current movement of traffic in and out and through Port Moody must be addressed and vastly improved prior to any more vehicles moving into the neighbourhood.
19. The proposed SkyTrain station at Queens Street should be further developed, with a possible overpass to the Old Town Centre. This could be the seed crystal to revitalize this Old Town Centre.
20. I think it would be a welcomed addition to this great city Port Moody.
21. I cannot support adding this large a population to Moody Centre with the resulting impacts on transportation and building height/viewscape/in addition to the existing limitations on greenspace in the Moody Centre area. 20-38 storeys is completely out of scale with any existing or conceivable acceptable impact on existing community. There are a great many number of reasons why the Olympic Village in Vancouver is only 8-12 storeys max. The FSR must be decreased at a minimum.
22. You need to provide visual simulations from different Moody Centre viewpoints looking north. I hope these have been considered by the developer but suspect not given the 38 storey behemoth. There are some good ideas and intentions, but this design needs a lot of work.
23. I love the overall idea, I just don't want to see it turn into Sutterbrook or Metrotown in terms of over population density. Keep the feel of Port Moody... very much a neighbourhood not the projects.
24. Needs to be developed ASAP! SkyTrain investment needs density to justify. Port Moody Centre is now an urban centre...no longer a suburb... let's enjoy its potential.
25. I want to live there!
26. I want a unit please!
27. Wish you publish updates on the City's website and local papers when it starts and in stages.
28. I hope the towers will come pretty soon. I love to come and live in one of the towers. Looking forward for it coming soon.
29. I can hardly wait. Please move it along...
30. Looking forward to planning stages!
31. Where is "Flavelle" giving??
32. I think it looks like a great place to live or visit.

33. New businesses!
34. Port Moody is "City of the Arts". My hope is the architecture captures the spirit of Port Moody as a distinct/separate entity (vs Vancouver YT or Coal Harbour). Make it better than YT/Coal Harbour/Olympic Village by sticking to PM identity.
35. Please keep the green spaces!!
36. This destroying of old Port Moody is meant to be under 5 stories. 10 years ago this was settled.
37. I fully support this project and think that it would be significant positive addition to ur city. It is horribly under-utilized as an industrial site and no longer makes sense.
38. Very excited for the development. Thank you for opportunity to provide feedback!
39. I would like to see less density re: residential and more "industrial". Most opportunities are retail/hospitality. Not high paying jobs. \*What about child access to schools. How easy will it be to get there.
40. Love the overall concept - please...just don't overdo the number of residential units. I see myself living here one day! Looking forward to seeing more.
41. Just that there are MANY OVER 65 residents of POMO who have lovely homes who would like to downsize in POMO on the WATER and who would like decent well managed condos/townhouses/with AMENITIES
42. The guy told me that the project won't be complete until 25 years from now. Too long, who will be able to afford it?
43. Comments to the City of Port Moody regarding the proposed Oceanfront Development February 2, 2017.

Thank you for this opportunity to comment.

The Burrard Inlet Marine Enhancement Society is concerned with maintaining and improving the ecological health of Port Moody Arm of Burrard Inlet including the watersheds that feed it, its shoreline, and the organisms on and below the surface of its waters. As one of the local environmental stewardship groups, we are regularly asked to meet with developers to consider the ecological aspects of their proposals and to discuss ways to reduce environmental impact. During this consultation process we also seek opportunities to restore previously degraded sites.

During December and January, there were multiple attempts to schedule a Mill and Timber site visit for local environmental stewards and this was appreciated. Unfortunately, the ice and snow made this impossible. There was mention of a sit-down meeting but this has not yet been scheduled. The recent public open house was not attended by some members of the stewardship community because of the expectation of a dedicated meeting with the Oceanfront development team. Consequently, although there has been considerable sharing

of the vision with the general public, there has been a paucity of dialogue with the environmental community in the past year. Given this, the City of Port Moody deadline of February 2nd for comments at this stage is difficult for our group. We look forward to meeting with the development team to discuss the environmental facets of the current proposal.

BIMES would like to offer some preliminary points for further discussion and clarification at this juncture.

The shoreline of the project has been described in 5 reaches. Reaches 1 and 2 are the west and northwest shores. The plan states that there is intention to 'maintain and reclaim' them. These areas are largely beyond the site's property lines. Maintaining could imply leaving parts as a post-industrial fill area. Would 'reclaim' involve the removal of invasive *Spartina* grass?

Reach number 3 is essentially the waterfront log removal area...sorting, jack ladder, barking and mill. In the concept plan, it is identified as a location where 'possibility exists to enhance the existing degraded shoreline'. Hopefully this is more commitment than possibility. Is there a detailed plan of shoreline softening, of the nature of the 'seawall', and of the extent of the intertidal zone and wetlands? The concept plan also states: "possibly reclaim some ecological functions associated with historical riparian environments, including the 'spit' ". Details on this would be appreciated.

There is mention of "top of bank" setbacks. Is this the present industrial top of bank or a historic standard? The projects states that there will be "places to play, open space, trails connection, continuous waterfront parkland" ... "inviting to residents on the waterfront". We look forward to more specifics.

Currently, in this internationally recognized Important Bird Area (IBA), there are bald eagles, purple martins, barn swallows, osprey and numerous overwintering seabirds. Presently one commonly sees mergansers, surf scoters, Barrow's goldeneyes, herons, black turnstones, sandpipers, dunlin, grebes, and gulls in the area, some of which nest locally. Will birdwatchers, representing one of the fastest growing pastimes in North America, see the environment improving or at least remaining stable for these local birds?

How will we know if the project has made the shoreline more productive and better for out-migrating salmon fry and for spawning forage fish? Baseline data plus a monitoring protocol should be encouraged. Note that there has been enhancement work on Schoolhouse South Creek to the west that relates to the planned introduction of salmon fry in order to establish that species at this nearby location. Our group is putting a great deal of energy into raising salmon and we are also working to ensure that the receiving saltwater into which they migrate is not a hostile environment. The hardening of shoreline and the shading of the marine environment from nearshore tall structures to the south raise questions and concerns. Has the effect of day-long shade on the marine environment been modelled?

We believe that, at present, there exists no baseline data upon which to evaluate the loss or gain of habitat in this area. How can compensation or mitigation be costed out without knowing the role and value of present habitat? It would be desirable to have diverse

reconnaissance surveys performed by more than one agency and possibly with the inclusion of local environmental stewards. A video archive of visible biota and substrate conditions at the representative reaches along the foreshore of the Mill and Timber site is suggested.

We recommend that the City employ the most recently revised green shoreline management guidelines and planning programs available. Other jurisdictions are using decision-making tools for shoreline planning, education and outreach in order to achieve alternatives to armored i.e. hardened shorelines.

The central location and the large size of this development site dictate the need for the City of Port Moody to proceed slowly and with fulsome consideration for the environmental opportunities and issues that it entails. The Burrard Inlet Marine Enhancement Society would welcome any opportunities to have further input into the process.

Thank you. The Board of the Burrard Inlet Marine Enhancement Society

44. If done right this has the potential to be a jewel for Port Moody. A development on the water where people can congregate have a coffee, a drink, lunch, would be amazing for the city. I hope the city does not sell out the residents of Port Moody for a development where the developer make a fortune and then disappears with their boat load of money, and then we are stuck with a massive development with traffic issues and overcrowding.
45. Overall site density seems low. FSR should be higher to make this a vibrant self supporting community. Taller buildings, more townhouse mix.
46. Property value:  
BC Assessment e- values the Flavelle property (34 ac) at \$1,748,200 million. The City of Port Moody estimates the value of the former Fire Hall (1.77ac) and Works Yard (2.2 ac) property at \$40 million dollars (or \$10 million per acre) with proposed building heights of 4, 17, 21, 29 storeys high-rises. The Favell site 26.5 ac. (34ac- 7.5 acres park land) is proposed with 12 high risers' towers 16 – 38 storeys and 4 – 6 storey buildings.

It follows; the Flavelle site could be valued at \$265 million (if sold under City Of Port Moody's estimate value of \$40 million for the 4 acres Fill Hall and Works Yard site) if the site designation changes from General Industrial to Mixed Use – Oceanfront District. A \$windfall to Flavelle requiring no development except the Metro Vancouver board changing Flavelle land designation from General Industrial to General Urban. The changed land designation could raise the possibility of a future land sale.

#### Traffic:

The Flavelle development design stops on Murray Street (450 ft. west of the Moody Street Overpass) and at Spring Street (Overpass over the CP track and Evergreen line). Murray Street has no left-hand turn slot at the Mary Street Overpass over the CP and Evergreen line. This assumes vehicle traffic from Heritage Mountain and Coquitlam will use the Moody Street Overpass to access Clarke or St. John Street and not carry on to use the Mary Street Overpass.

The approach grades to the overpass will be in the range of 15% from Murray Street to CP tracks and 11% from Clarke Street to Spring Street. It is assumed by stopping at Spring Street



the developer hope to avoid the redesign of the Mary and St John Street intersection along with a left-hand turn lane on St. John Street. This cost, at a later date, for Port Moody residents and TransLink.

#### Sidewalk:

It should be noted the sidewalk grades of 11 – 15% on the Mary Street Overpass are too steep for sidewalk walking, too steep for strollers, too steep to walk children to Port Moody elementary school on Moody Street and well above the 5% ( one inch in 20 inches ) for wheel chairs. It is unclear how wide the sidewalks are on the Overpass but they should be the minimum 3 m as on the Moody Street Overpass (connecting Moody Centre to the waterfront).

#### Multi Use trails

The Multi use trail shown on the presentation is either 4 ft. or 4m wide. The two people (page 6) standing would suggest the multi-use trail is 4 ft. wide. The multi-use trail, to accommodate walkers, joggers, dog walking, wheel chairs, young children on bikes, families walking with young children should be 20 ft. wide and divided.

#### Moderate to High risk of Earthquake soil liquefaction zone

The Flavelle mill site shown on Map 14, Hazardous Lands is in a Moderate to High risk of Earthquake soil liquefaction zone. The water and sewer lines are on Murray Street in front of the development.

In the event of an earthquake (predicted sooner than later), the ground under the Flavelle site could liquefy and the roadways could collapse and the sewer and water lines could pull apart. The worst case scenario, if an earthquake occurred and the Flavelle site was built out with 12 high-rise towers would be 7000 people would have to be moved into temporary accommodation. And, if the City of Port Moody could not repair the roadways, sewer and water lines, the Flavelle development would be abandoned and the residents if they could not move back to their homes/business would suffer financial loss and not be able to pay the mortgage and property taxes.

Not Shown on the Presentation Boards - OCP – Oceanfront District 15.5.5 Incorporating an artificial platform on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups

In summary, the City of Port Moody or Metro Vancouver should buy the Flavelle Mill site for park land as a future legacy for the residents of Port Moody and surrounding communities. BC Assessment e-value of Flavelle Mill site at \$1,748,200 million without a land change designation from General Industrial to General Urban will remain at more-less the same value.

47. The city will not benefit from the loss of good jobs, and industrial tax base. I personally would be willing to pony up in taxes to see the city purchase some of this site to remain as truly public parkland with public access through the area.
48. As said above, this might be okay in a completely different location with appropriate infrastructure, etc. -- but not on this site. This density/population is almost double the

prediction early on in the OCP process, and the early estimate was considered way too much at the time. Too many questions still unanswered, including geotechnical aspects.

49. It is very difficult to comprehend how anyone would consider a development at zero elevation, unless they are in climate-change denial. Does city council not believe that global warming is happening and that sea levels are rising? A walk down Murrey Street during a high tide with the wind from the west would certainly be a field trip council should consider. Once there are water incursions into any new developments at sea level the tax payers of Port Moody will certainly be asked to contribute.
50. Way too many towers in the plan and not enough lower level properties! 12 to 13 proposed towers!! This is Port Moody not Vancouver/ Coal Harbor!
51. I don't like Port Moody's new trend to plan high-rise towers all over the city. A few are OK, but the best thing about this city is its small-town feel, and I worry that this is going to be lost if it turns into another Metrotown (or Brentwood, or Coquitlam Centre...) with high-rise developments everywhere you turn. By keeping the developments low-rise, compact and self-sustaining with shops and services, and surrounded by or with easy access to green space, you will be creating a "seaside village community" atmosphere that is different from the rest of the Lower Mainland, and will set us apart in terms of livability and desirability.
52. It needs a low-rise market area, in the style of Granville Island. If the development does not give positive amenities and socializing space then it should be left as industrial zoning.  
The need for extensive groundworks and sea wall building, will have great impact on the sensitive environment of the inlet. The foreshore of the east end of the site should not be converted to sea wall, but should remain a beach for wildlife access and to extend the visual and perceptual nature of Rocky Point Park to the west.
53. The development proposals coming before the city are substantial, between Coronation Park, Flavell, Moody Centre and the loco lands. I am feeling an increasing tension about looking at these proposals in isolation of each other and think the population increase, projected from each of these proposals, has to be examined as a total number for the city. We are already headed for a dispute about Bert Flinn park, which is really a traffic issue, that could be bitter and long lasting. Please consider the infrastructure and parks in our small city and how these developments may erode our quality of life here.
54. It's too large and would severely impact Rocky Point Park. Adding 7,000 people to that end of Port Moody is not a good idea. This looks a lot like False Creek and this would be a disaster for our community. Rocky Point is already full in the summer.
55. I think the proposed development fits very well with this area in Port Moody and would be a welcome addition. I think the traffic and parking impacts will need to be addressed as the project progresses. I hope Port Moody and Metro Vancouver elect to go forward with this project!
56. This massive residential redevelopment, with about 8,500 residents, contradicts Metro Vancouver's long-term growth management plan of encouraging growth centres. As well, the likely competing IOCO property redevelopment will be another distant 'pole' of growth

dispersion.

There is nothing to distinguish the appearance of this development from Brentwood and Lougheed 'Town Centres', for example. At least the UniverCity project on Burnaby Mountain has a token amount of low rise, ground-oriented units for families; and a modest shopping and personal services component.

Proximity to the CP mainline will generate perpetual noise complaints to the City unless noise attenuation features are part of new construction in the nearest units [refer to Canada Mortgage & Housing Corporation's "Road and Rail Noise: Effects on Housing", Reprinted 1986, ISBN 0-662-11021-0]



Vancouver Fraser Port Authority  
100 The Pointe, 999 Canada Place  
Vancouver, B.C. Canada V6C 3T4  
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March 9, 2017

Mr. James Stiver  
General Manager of Development Services  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Mr. Stiver,

**Re: City of Port Moody Official Community Plan (OCP) Amendment  
Application – Flavelle Mill Property, 2450 Columbia Street,  
Port Moody**

Thank you for the opportunity to comment on the City of Port Moody's Official Community Plan amendment application to designate the Flavelle Mill property from "General Industrial" to "Oceanfront District". Vancouver Fraser Port Authority (VFPA) has reviewed the material provided in the correspondence received on February 1<sup>st</sup> as well as Council Report from the February 7<sup>th</sup> Community Planning Advisory Committee meeting and offer the following comments:

Further to the previous comments detailed in the September 16, 2016 letter (see attached), the Port remains concerned with the depletion of industrial lands in the region and we do not support conversion of industrial land to other uses within Metro Vancouver. Erosion of industrial land significantly undermines employment and economic development opportunities for the region.

Should any form of residential and commercial development of the site proceed, we welcome the opportunity to be involved in future discussions of the design guidelines to limit future industrial-residential conflicts.

Thank you again for the opportunity to comment. Should you have any questions

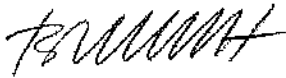
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Mr. Stiver  
March 9, 2017  
Page 2 of 2

regarding our feedback, please contact me directly at 604-665-9135 or Sarah Crowley, Planner at 604-665-9558.

Sincerely,

VANCOUVER FRASER PORT AUTHORITY



Tegan Smith,  
Manager, Planning

cc Mary De Paoli, Manager of Planning, City of Port Moody  
Sarah Crowley, Planner, Vancouver Fraser Port Authority

encl (1) 2016-09-16 VFPA Response Letter



Vancouver Fraser Port Authority  
100 The Pointe, 999 Canada Place  
Vancouver, B.C. Canada V6C 3T4  
portvancouver.com

September 16, 2016

Mr. James Stiver  
General Manager of Development Services  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 5C3

Dear Mr. Stiver:

Re: **Port Moody Official Community Plan (OCP) Amendment Application at Flavelle Oceanfront Development Site**

Thank you for the opportunity to comment on the preliminary Port Moody Official Community Plan (OCP) Amendment Application at Flavelle Oceanfront Development Site.

The Metro Vancouver region is experiencing significant pressure on the established industrial and employment land base. Industrial lands continue to be converted to other uses, which can have a negative effect on employment and the competitive trade economy of the region and the country. Vancouver Fraser Port Authority (VFPA) supports the preservation of industrial lands wherever possible, in particular the very limited remaining supply of trade-enabling industrial lands. It is our view that the Mill and Timber site should be preserved for industrial use that leverages its excellent rail and water access on Burrard Inlet.

In addition, the Port is concerned about intensification of residential uses in proximity to existing industrial sites. Such land use patterns can and do result in noise or nuisance complaints from future residents, particularly as port industrial land uses intensify over time. The Mill and Timber site is located adjacent to port industrial land occupied by Pacific Coast Terminals and waters within the port's marine jurisdiction. A residential development at this location is likely to generate conflicts with the established industrial uses in the area.

Should any form of residential/commercial development proceed, design mitigation such as extensive landscaping, triple glaze windows, sound attenuation, and careful attention to building/unit orientation will be important. Property encumbrances such

... /2

Mr. James Stiver  
Proposed Amendment to OCP at 2515 Columbia Street  
September 16, 2016  
Page 2 of 2

as Restrictive Covenants registered on title could also serve as notice to future landowners that adjacent industrial activities can be expected to continue and potentially intensify. We believe these measures may reduce likely conflicts with nearby industrial uses, but not eliminate them.

Please call me if you have any questions or wish to discuss this further at 604-665-9135.

Yours truly,

VANCOUVER FRASER PORT AUTHORITY



Tegan Smith  
Manager, Planning

cc Mary De Paoli, Manager of Planning, City of Port Moody  
Greg Yeomans, Director, Planning and Development, VFPA  
Gord Tycho, Senior Planner, VFPA





# City of Port Moody

## Bylaw No. 3087

A Bylaw to amend the City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to change the land use designation for the area known as the Oceanfront District.

The Council of the City of Port Moody enacts as follows:

### 1. Citation

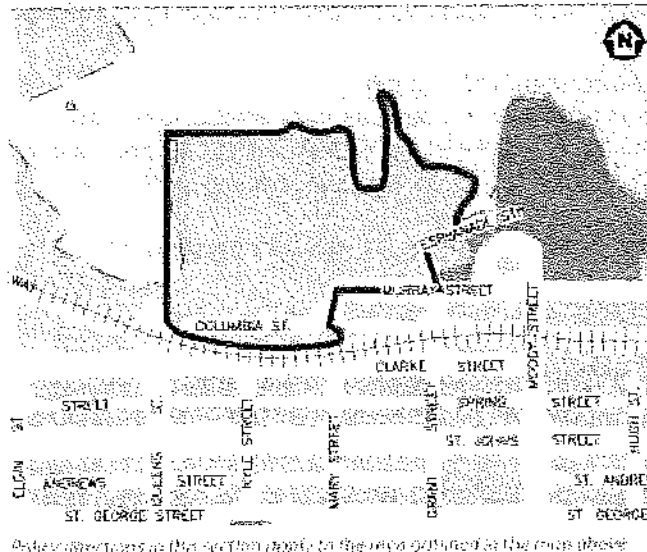
- 1.1 This Bylaw may be cited as "City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 7, 2017, No. 3087 (Flavelle)".

### 2. Amendment

- 2.1 Chapter 4 of Schedule A of City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended by adding the following as section 4.1.4 and renumbering subsequent sections accordingly:  
  
"4.1.4 MIXED USE – OCEANFRONT DISTRICT – The Mixed Use – Oceanfront District designation applies to the development of a mix of residential, commercial, light industrial, institutional, and public open space uses on the waterfront site currently occupied by the Mill and Timber sawmill."  
  
2.2 Chapter 8, section 8.9.2 of Schedule A of Bylaw No. 2955 is amended by adding the following new subsection:  
  
"(e) High-Density Multi-Family Form: High Rise (up to 38 storeys)  
  
This designation is limited to the Oceanfront District and provides for high density residential development predominantly in the form of apartment buildings. Building heights are limited to 38 storeys.  
  
2.3 Chapter 11 of Schedule A of Bylaw No. 2955 is amended by deleting Policy 11 (c) Mill and Timber Lands and renumbering the subsequent policies accordingly.

2.4 Chapter 15, section 15.5.5 of Schedule A of Bylaw No. 2955 is deleted and replaced with the following:

"15.5.5 OCEANFRONT DISTRICT"



*Policy directions in this section apply to the area outlined in the map above.*

One of the primary objectives for the Oceanfront District is to reconnect this part of the City with Port Moody's historic core area and the rest of Moody Centre with the ocean by introducing an urban presence along the water. The district is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience.

The vision for this area includes:

- Opening the entire oceanfront to the community by permitting uses that encourage greater public activity, such as retail/commercial, residential, entertainment, open space, and an institutional/research facility;
- An emphasis on creating intensive employment generating activities;
- Consideration of eco-industrial networking to capitalize on synergies between compatible businesses;
- Preserving north-south view corridors with the development of an articulated skyline by encouraging a variety of building heights and floorplates;
- Siting residential land uses to minimize the conflict with adjacent industrial uses;
- Buildings set back to provide sufficient space for open/green space and to provide a buffer/transition between the waterfront and buildings;
- Retention of ecological values along the foreshore and Kyle Creek;
- Applying transit oriented development principles for areas within 400-800 metres of rapid transit;
- Provision of public open space/facilities to serve the needs of future residents as well as the wider community;
- Providing linkages to the existing Shoreline Trail in Rocky Point Park and extending this trail along the perimeter of the site to provide public access to the ocean;
- Integrating the existing community and the Oceanfront District through vehicle, pedestrian, and cyclist linkages over the CP Rail and Evergreen Line rights-of-way connecting this site with the historic commercial area on Clarke Street, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations;
- Integrating a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design;

- Creating a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit;
- Exploring locally relevant themes in the development of the public realm experience including the historical significance, role, and influence of the industrial heritage of the site, and integrating local industrial artifacts as part of this experience;
- Integration of sustainable building technologies (e.g. district energy heating, waste, and water recycling);
- Mitigation of any environmental concerns for the site;
- Enhancing the environmental values of Kyle Creek as part of redevelopment;
- Incorporating artificial platforms on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups; and
- Incorporating nesting platforms for birds, such as osprey and purple martins.

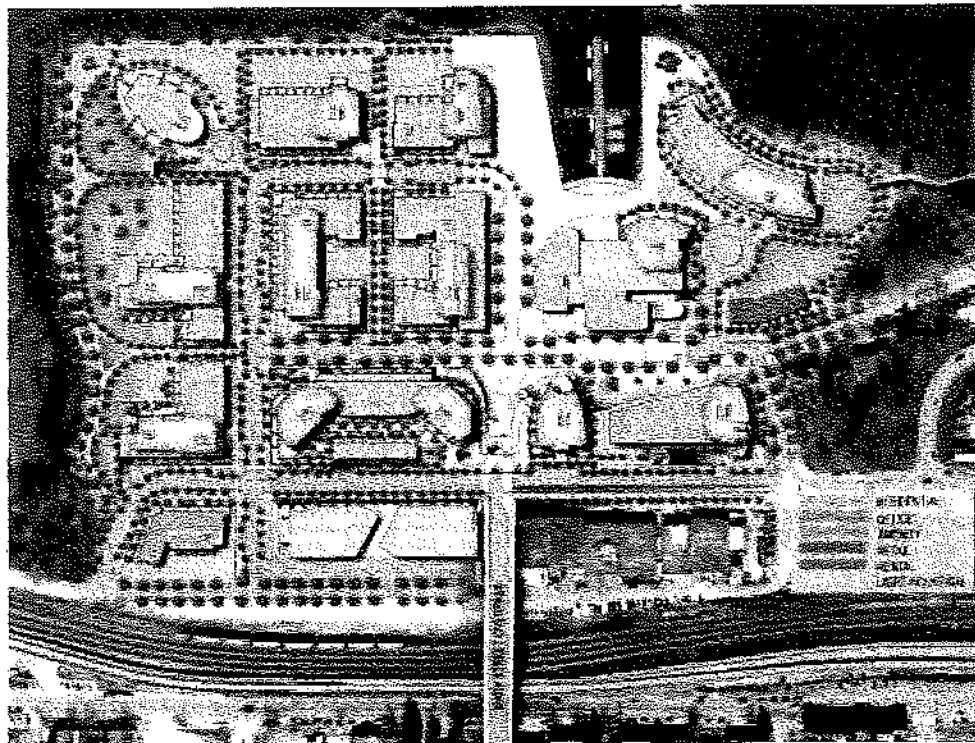
#### OCEANFRONT DISTRICT POLICIES

1. The land use concept plan for this site is shown in the figure below. This concept plan is included for illustrative purposes only and will be refined as part of any rezoning of the site.
2. The maximum permitted density of development on the site for all uses combined is 316,680m<sup>2</sup> of gross floor area.
3. The maximum permitted density of all forms of residential development on the site, including live-work, is 274,410m<sup>2</sup> of gross floor area and 3,000 units. This maximum excludes any congregate care facility.
4. A minimum of 5,110m<sup>2</sup> of the residential development shall be purpose-built permanent rental accommodation.
5. A minimum of 2,785m<sup>2</sup> of private indoor amenity floor space shall be provided on the site, which may be in a central facility or disbursed among phases. All private indoor amenity space shall be excluded from the maximum permitted density of development on the site set out in Policy 2.
6. The maximum permitted building height on the site is 38 storeys.
7. Permitted employment generating uses on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, congregate care, artist studios, and live-work.
8. A minimum of 42,270m<sup>2</sup> of gross floor area on the site shall be employment generating floor space, of which a minimum of 9,570m<sup>2</sup> of gross floor area shall be light industrial.
9. The maximum permitted size of a grocery store on the site is 1,400m<sup>2</sup> of gross floor area.
10. Lands south of the current Columbia Street right-of-way form part of the Oceanfront District and provide an opportunity to act as a transition between the rail line and the lands to the north. Any future uses proposed for these lands shall be for employment generation and shall have a maximum gross floor area of 2,200m<sup>2</sup>. This gross floor area is in addition to the values set out in Policy 8.
11. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.

12. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers topics such as:
  - A passive and active open space needs analysis;
  - The programming and design of public park space;
  - Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity;
  - Providing floating platforms on the water for birds and seals, subject to required approvals being obtained;
  - Providing bird nesting boxes, subject to required approvals being obtained;
  - Setting site-specific stormwater runoff management targets and developing a stormwater runoff management strategy;
  - Public access opportunities; and
  - Integration with the climate change risk assessment and adaptation strategy.
13. A public trail shall be created along the entire waterfront perimeter of the site that is integrated with the existing Shoreline trail system and provides the potential for extension of the trail west of the site if the opportunity arises in the future. As part of the first rezoning of the site, a plan shall be prepared that establishes the detailed design of the trail system taking into consideration the need to ensure that environmentally sensitive areas of the waterfront are protected.
14. Pedestrian and cycling routes shall be created that enhance the connectivity between the site and surrounding areas, including to the Moody Centre rapid transit station. A plan shall be prepared that establishes the detailed design of the pedestrian and cycling routes as part of the first rezoning of the site.
15. The barge basin shall be retained and enhanced for public access as part of the redevelopment of the site. A plan for how the basin is used will be part of the first rezoning of the site.
16. A traffic study, including an impact assessment, route alternative evaluation, and a transportation demand management plan shall be completed as part of the first rezoning of the site that considers not only traffic generated by the site, but also the traffic associated with future growth outside of the Oceanfront District.
17. The appropriate parking standards for each permitted use on the site shall be determined as part of the first rezoning of the site. The parking standards may be revisited with subsequent rezoning(s) of the site when actual travel demand and parking demand patterns for completed portions of the redevelopment can be observed and assessed.
18. The road network layout and functional level design shall be determined as part of the first rezoning of the site.
19. A combined vehicle, pedestrian, and cycling connection shall be further analyzed, consistent with the City's Master Transportation Plan, and may include a new Mary Street alignment (as shown in the concept plan) or an expanded Moody Street, which is part of the City's existing road network. Further infrastructure may be necessary to accommodate increased traffic from the site including new overpasses, intersections, and roads, or upgrades to existing overpasses, intersections, and roads. These two connection options, and possibly others, as well as other infrastructure requirements, will be evaluated in detail as part of the first rezoning of the site and in conjunction with the results of the traffic study set out in Policy 16. The City shall determine the best option taking into

consideration the land use, traffic, aesthetic, financial, and other community impacts, the proportional share of traffic generated by the site versus the broader community, and all other relevant factors.

20. A demographic and school impact analysis shall be undertaken as part of the first rezoning of the site, including determining if there is sufficient demand to justify an elementary school being located on the site.
21. A climate change risk assessment and adaptation strategy shall be completed as part of the first rezoning of the site. The strategy will include a flood risk study, assessment of climate change risks and impacts (e.g., sea level rise, saltwater groundwater intrusion, loss and/or degradation of shoreline lands) and identify adaptation measures to address the impacts, including topics such as:
  - Peripheral site protection (e.g., seawalls and dykes);
  - The appropriate flood construction level;
  - Finished floor elevations;
  - Sub-surface parking elevations;
  - Building setbacks and design;
  - Foreshore management strategies;
  - Landscape design standards; and
  - Stormwater management systems.
22. An energy plan shall be completed as part of the first rezoning of the site that considers topics such as:
  - Minimizing greenhouse gas emissions;
  - Increasing the energy performance of buildings;
  - Deploying renewable and low-carbon energy technologies; and
  - The feasibility of a district energy system for the site.
23. A geotechnical study shall be completed as part of the first rezoning of the site to determine the specific measures required to address seismic events, groundwater conditions, climate change, and other pertinent topics.
24. An Archaeological Impact Assessment (AIA) shall be conducted that follows the recommendations of the Archaeological Overview Assessment completed for the site in 2016. The AIA will include a combination of subsurface testing and monitoring of demolition of existing infrastructure on the site and preliminary development activities.
25. A Development Agreement shall be required as part of the first rezoning of the site that sets out the servicing and infrastructure requirements, on- and off-site amenity contributions, provision of public park space, public art, phasing of development, and all other pertinent conditions of development.
26. Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), shall be prepared and adopted as part of the first rezoning of the site. These guidelines shall take into consideration the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location, and other factors that will help create a comprehensively designed neighbourhood that is unique to Port Moody.
27. The Development Permit Area 4: Environmentally Sensitive Areas guidelines shall apply to Kyle Creek and the 30-metre stream buffer.
28. The entire site shall also be subject to the Development Permit Area 5: Hazardous Lands guidelines.

**Oceanfront District Land Use Concept Plan**

*Note: For illustrative purposes only and subject to change as part of rezoning of the site.*

- 2.5 Schedule A of Bylaw No. 2955 is amended by replacing *Map 1 – Overall Land Use Plan* with *Map 1 – Overall Land Use Plan* attached to this Bylaw as Schedule A.
- 2.6 Schedule A of Bylaw No. 2955 is amended by replacing *Map 2 – Parks, Open Space and Public Facilities* with *Map 2 – Parks, Open Space & Public Facilities* attached to this Bylaw as Schedule B.
- 2.7 Schedule A of Bylaw No. 2955 is amended by replacing *Map 6 – Bike Routes* with *Map 6 – Bike Routes* attached to this Bylaw as Schedule C.
- 2.8 Schedule A of Bylaw No. 2955 is amended by replacing *Map 7 – Pedestrian Routes* with *Map 7 – Pedestrian Routes* attached to this Bylaw as Schedule D.
- 2.9 Schedule A of Bylaw No. 2955 is amended by replacing *Map 11 – Evergreen Line Sub-Areas* with *Map 11 – Evergreen Line Sub-Areas* attached to this Bylaw as Schedule E.
- 2.10 Schedule A of Bylaw No. 2955 is amended by replacing *Map 16 – Areas Referenced in OCP* with *Map 16 – Areas Referenced in OCP* attached to this Bylaw as Schedule F.
- 2.11 Schedule A of Bylaw No. 2955 is amended by replacing the Regional Land Use Designations map in Appendix 1 Regional Context Statement with the Regional Land Use Designations map attached to this Bylaw as Schedule G.

**3. Attachments and Schedules**

- 3.1 Schedule A – *Map 1 – Overall Land Use Plan* is attached to and forms part of this Bylaw.
- 3.2 Schedule B – *Map 2 – Parks, Open Space & Public Facilities* is attached to and forms part of this Bylaw.
- 3.3 Schedule C – *Map 6 – Bike Routes* is attached to and forms part of this Bylaw.
- 3.4 Schedule D – *Map 7 – Pedestrian Routes* is attached to and forms part of this Bylaw.
- 3.5 Schedule E – *Map 11 – Evergreen Line Sub-Areas* is attached to and forms part of this Bylaw.
- 3.6 Schedule F – *Map 16 – Areas Referenced in OCP* is attached to and forms part of this Bylaw.
- 3.7 Schedule G – Regional Land Use Designations map is attached to and forms part of this Bylaw.

**Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

**Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

**Public Hearing this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

**Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

**Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2017.**

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M. E. Clay  
Mayor

---

Dorothy Shermer  
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3087 of the City of Port Moody.

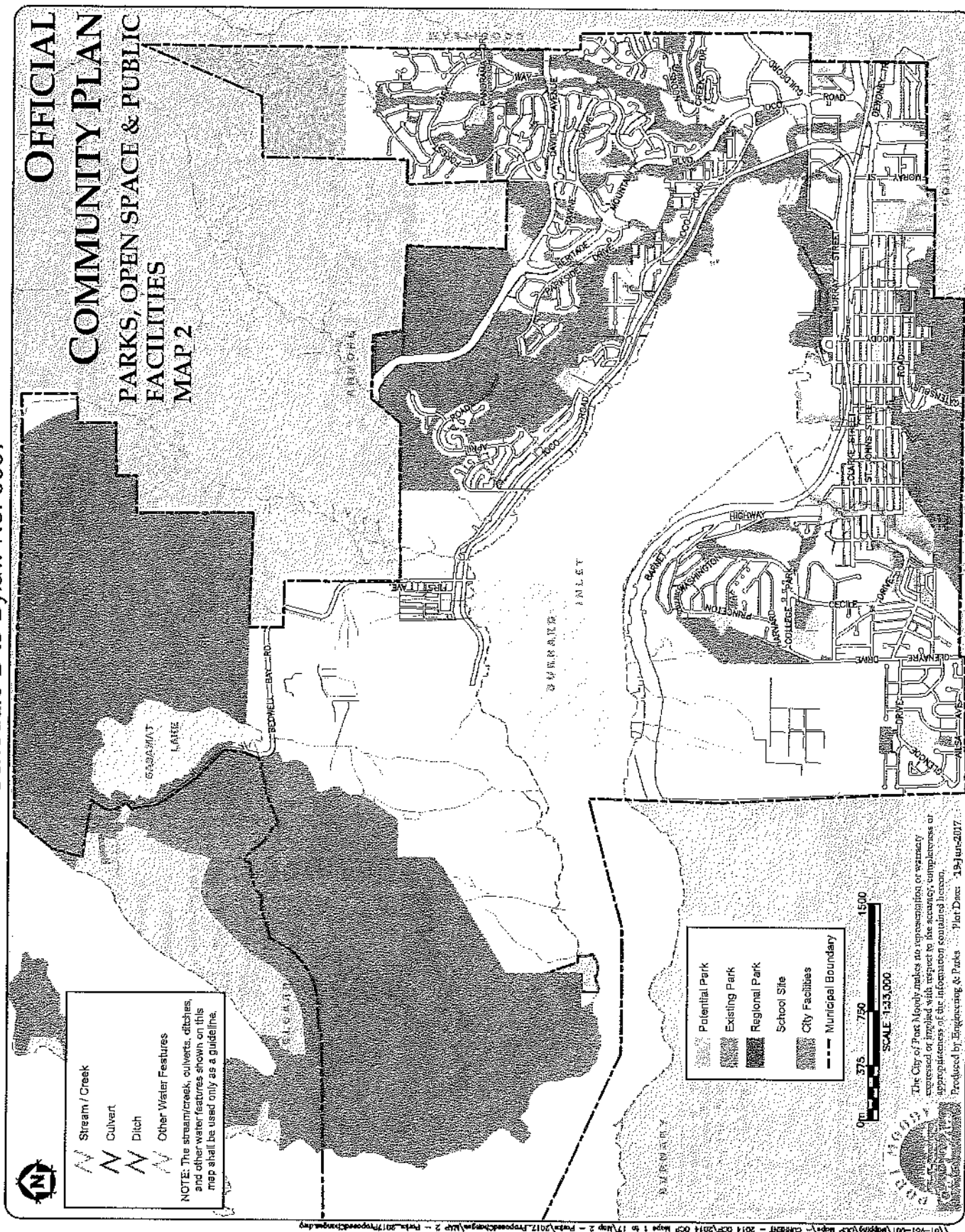
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Dorothy Shermer  
Corporate Officer

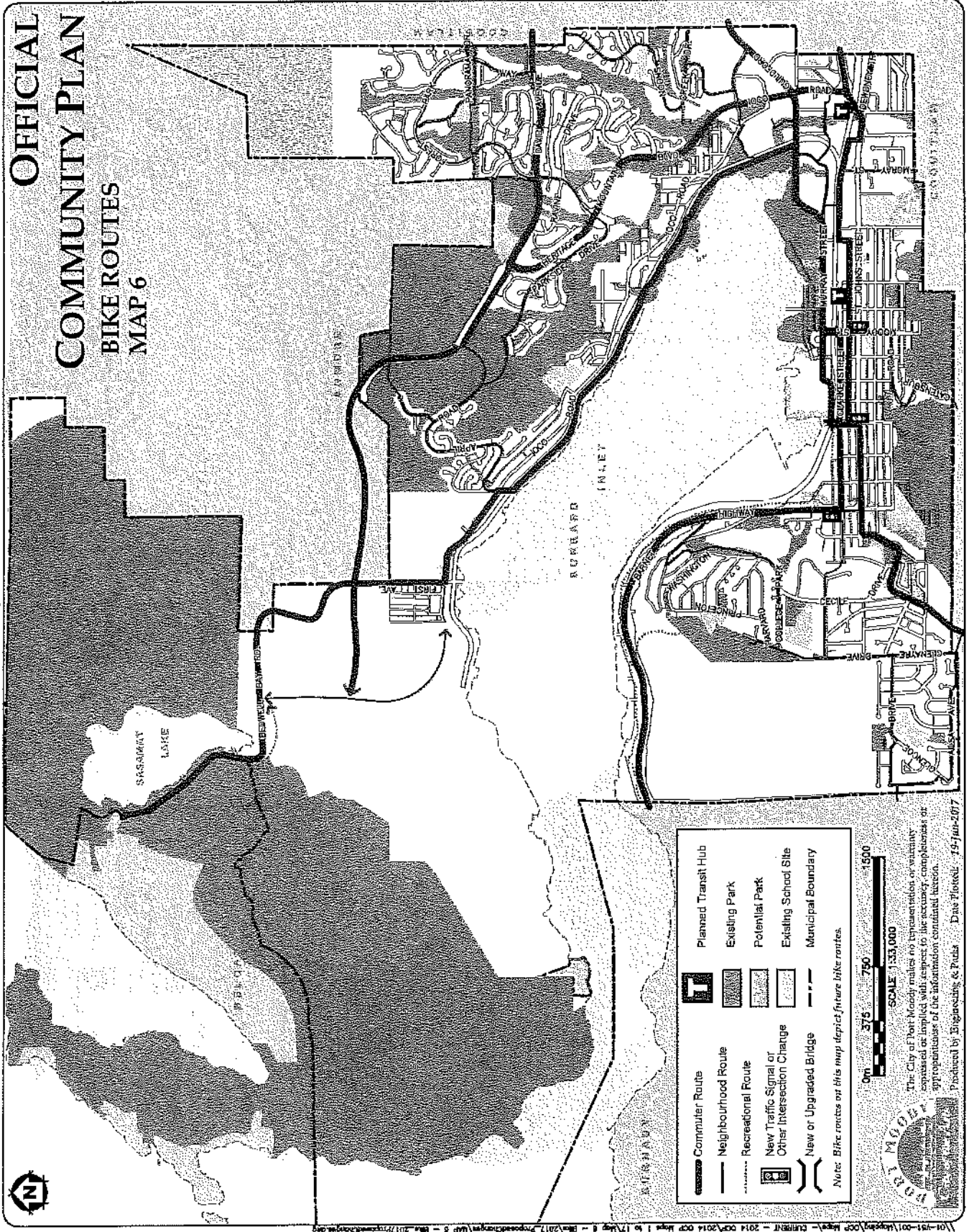




Schedule B to Bylaw No. 3087

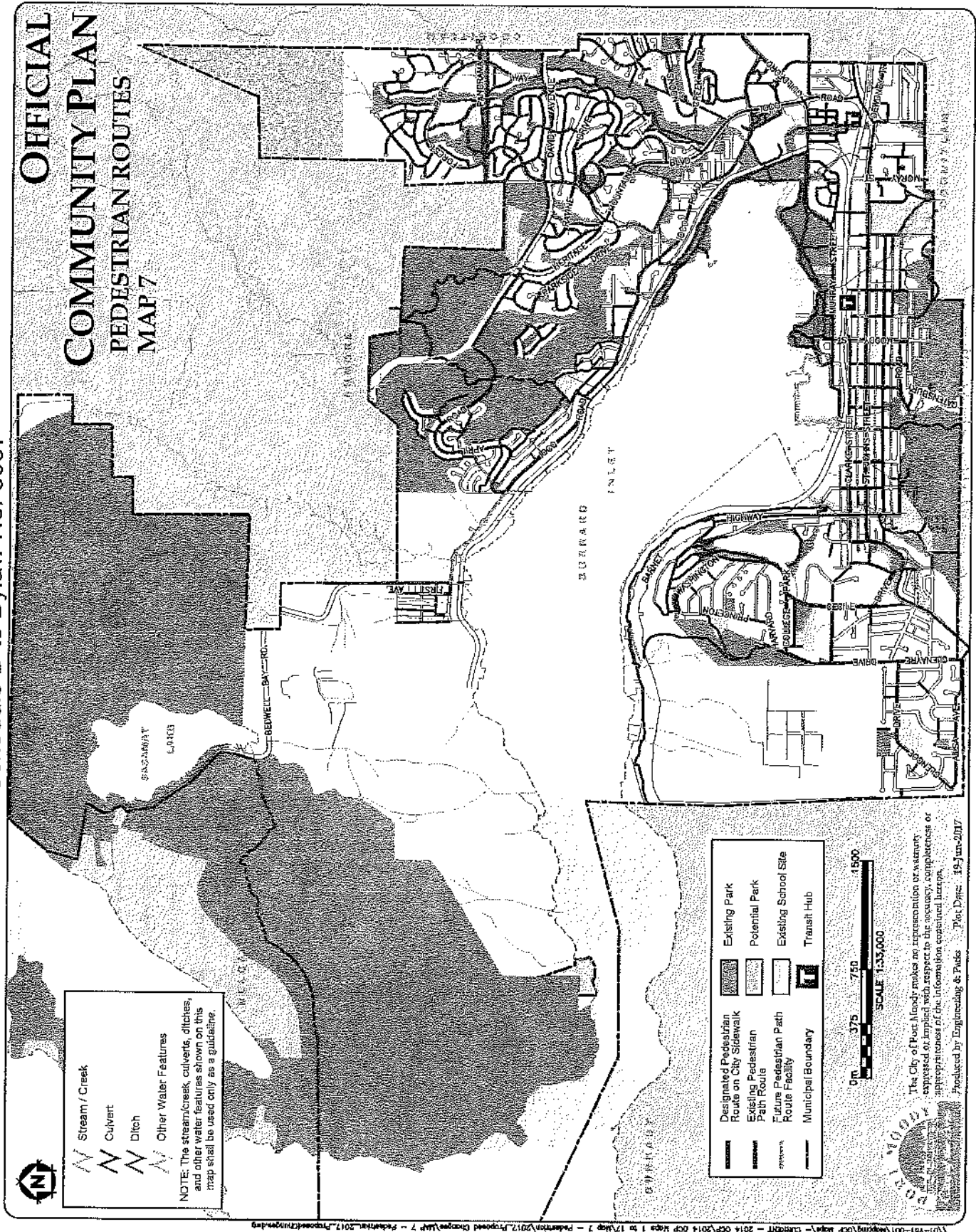


Schedule C to Bylaw No. 3087



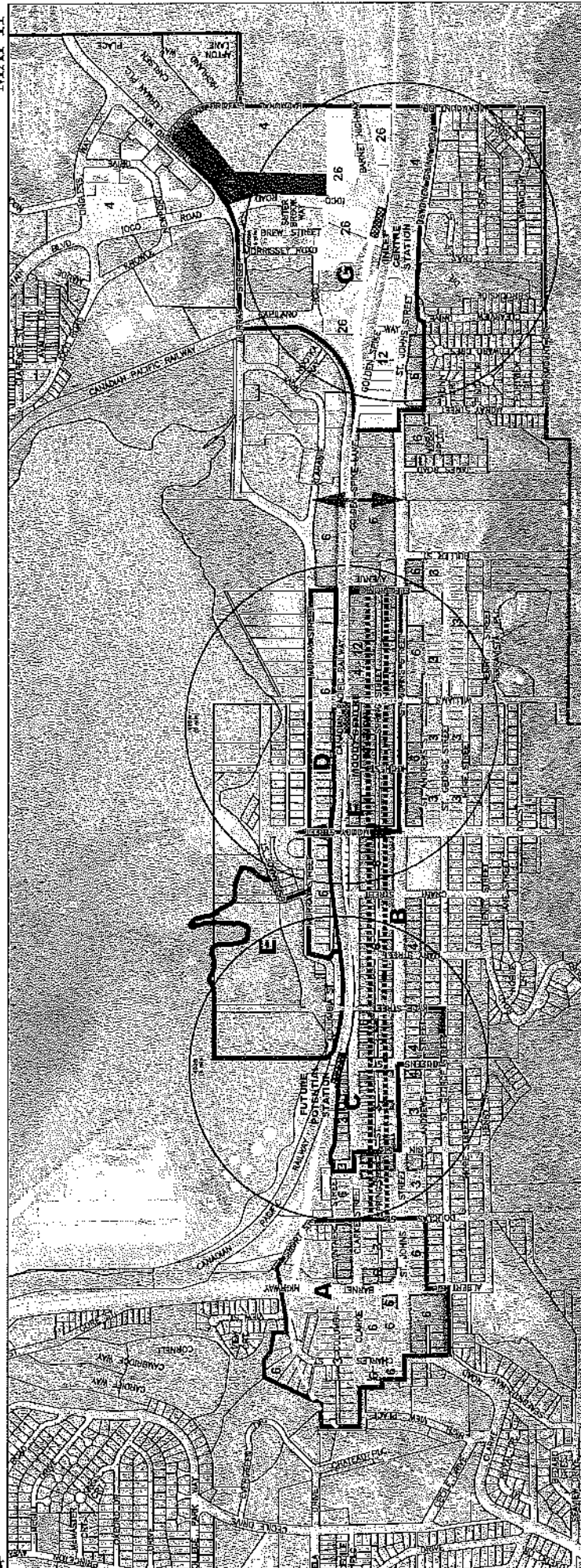


Schedule D to Bylaw No. 3087



Schedule E to Bylaw No. 3087

OFFICIAL  
COMMUNITY PLAN  
EVERGREEN LINE SUB-AREAS  
MAP 11



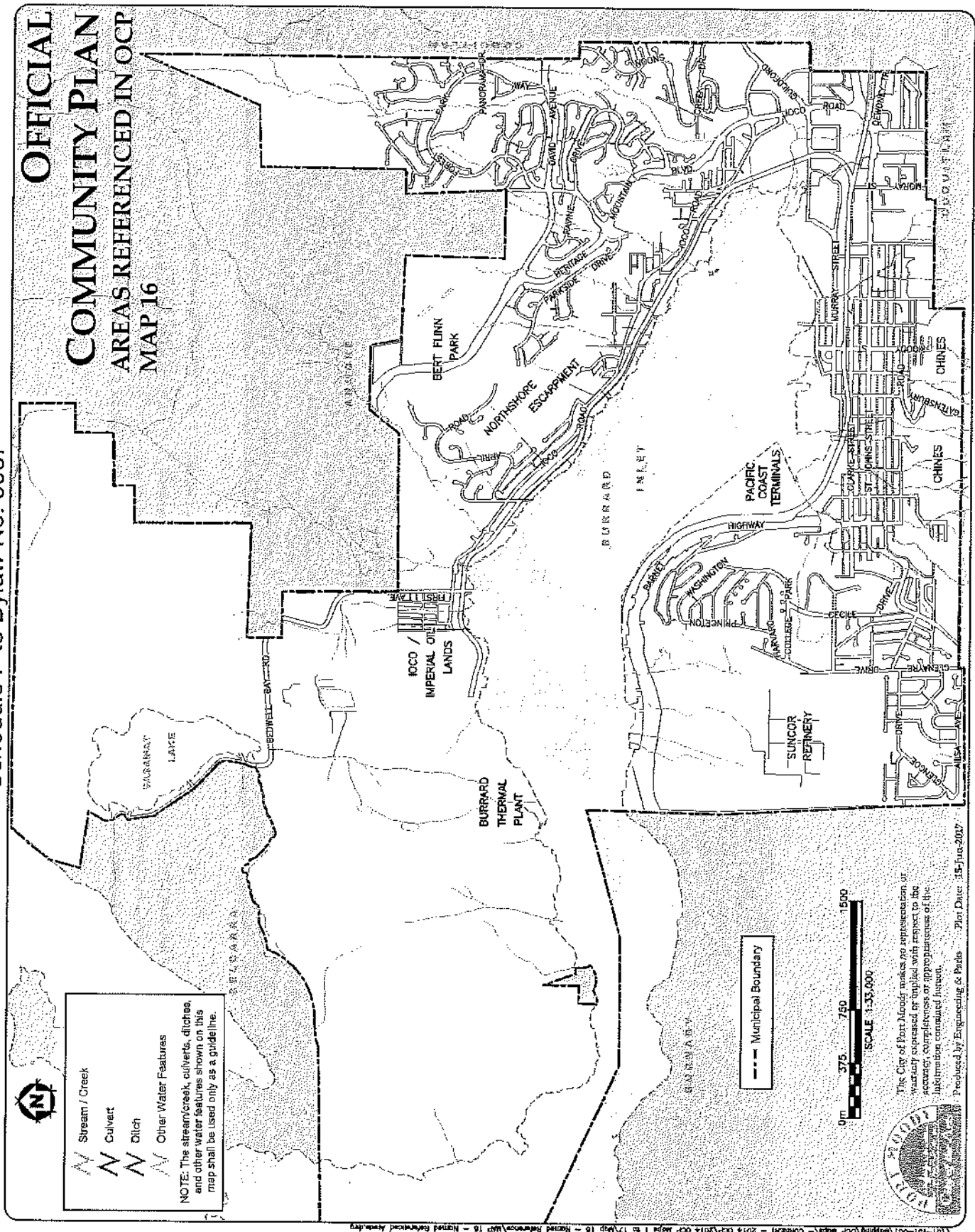
EVERGREEN LINE SUB AREAS

- A** Westport
- B** Spring Street Promenade
- C** Heritage Commercial District
- D** Murray Street Boulevard
- E** Oceanfront District
- F** Moody Centre Station Transit Oriented Development
- G** Inlet Centre Station Transit Oriented Development

LEGEND

- Proposed Number of Storeys
  - Moody Centre Station
  - Transit-Oriented Development
  - Public and Institutional
- Municipal Boundary
- Mixed Employment
- Mixed Use - Oceanfront District
- Mixed Use - Moody Centre
- Mixed Use - Inlet Centre
- High-Rise Residential
- Multi-Family Residential
- Evergreen Line - Tunnel
- Evergreen Line - Elevated
- Evergreen Line - Ground Level
- 400m Radius from Station (~5 min Walk)
- Existing Connections
- Future Connections

Schedule F to Bylaw No. 3087









PACIFIC COAST  
TERMINALS CO. LTD.

INNOVATIVE SHIPPING SOLUTIONS

January 6, 2016

Mr. James Stiver, MAES, MCIP, RPP  
General Manager of Development Services  
City of Port Moody  
100 Newport Drive  
Box 36  
Port Moody, BC V3H 3E1

Dear Mr. Stiver

This is a follow up to my letter dated March 24, 2015 with respect to the anticipated future development activity in the City of Port Moody following the building of the Evergreen line. In our letter, PCT stated objection to changing the land use designations for the Andre's Wine and the Mill & Timber (Flavelle) sites based on the general principle that residential development should not encroach upon industrial land as it may raise additional challenges for all parties involved.

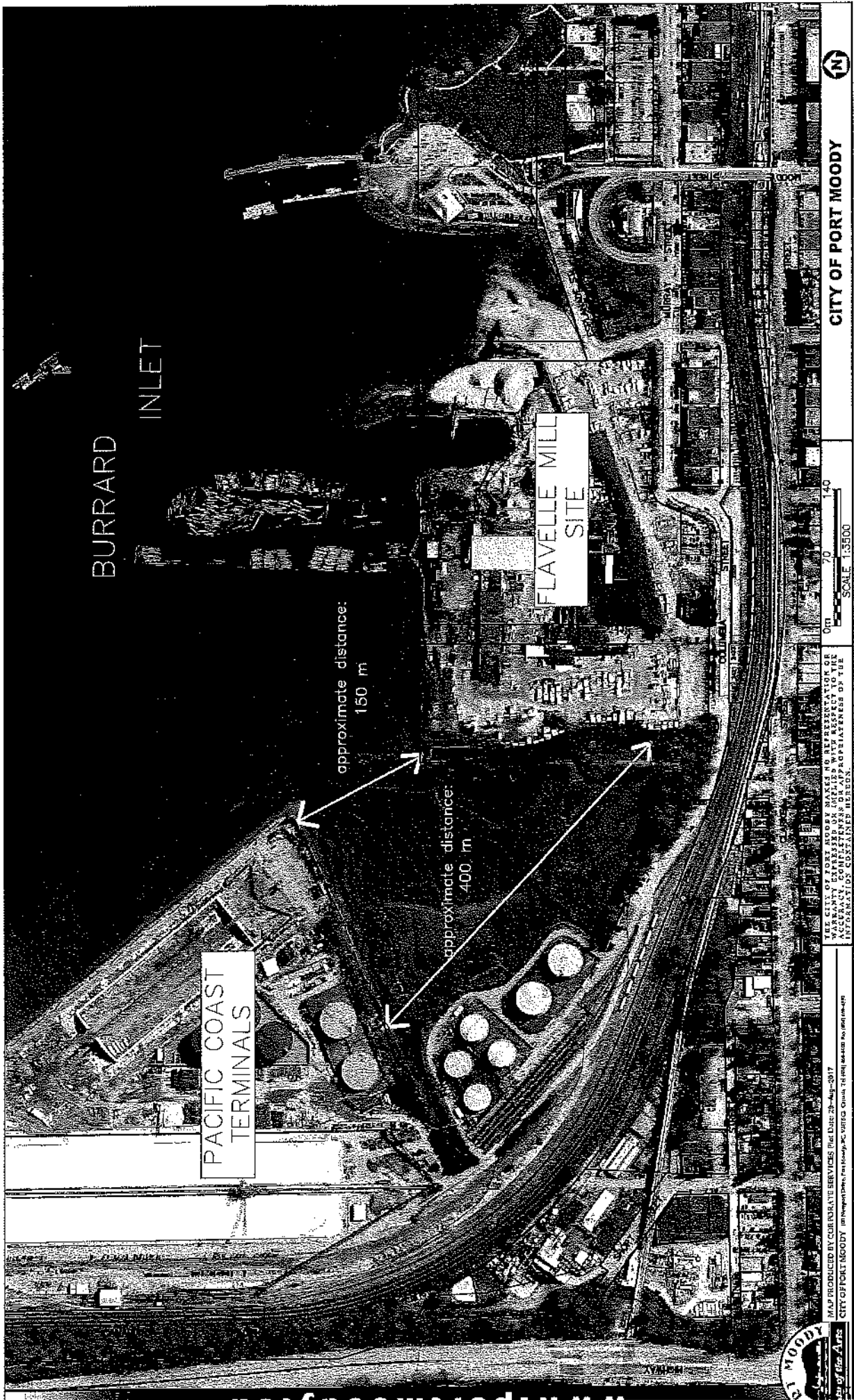
Subsequent to that letter, PCT and Mill & Timber management met to discuss the future of the possible redevelopment plans for the site, intentions and steps that can be taken to mitigate or prevent potential issues/challenges between future residents and PCT. We have had productive discussions and I'm pleased to advise the following:

1. The West side of the Flavelle property which borders on the Kyle Creek estuary, Mill & Timber advises us that consequently there will likely be a notable riparian set back where a natural habitat is planned to be expanded and enhanced which will increase the distance between the two properties and create a visual barrier between PCT and Mill and Timber.
2. Future residents should not be surprised by industrial activity at PCT. It is important that future residents be informed of PCT's operations. Mill and Timber has advised us that disclosure language to perspective residents on the West side of Flavelle site should state that PCT is a working industrial site with visual and sound impacts.

Given Mill & Timber management's commitment to mitigating potential conflicts, PCT no longer objects to the future redevelopment Flavelle site and has no position on the matter.

Regards,

Wade Leslie  
Vice President & General Manager



CITY OF PORT MOODY

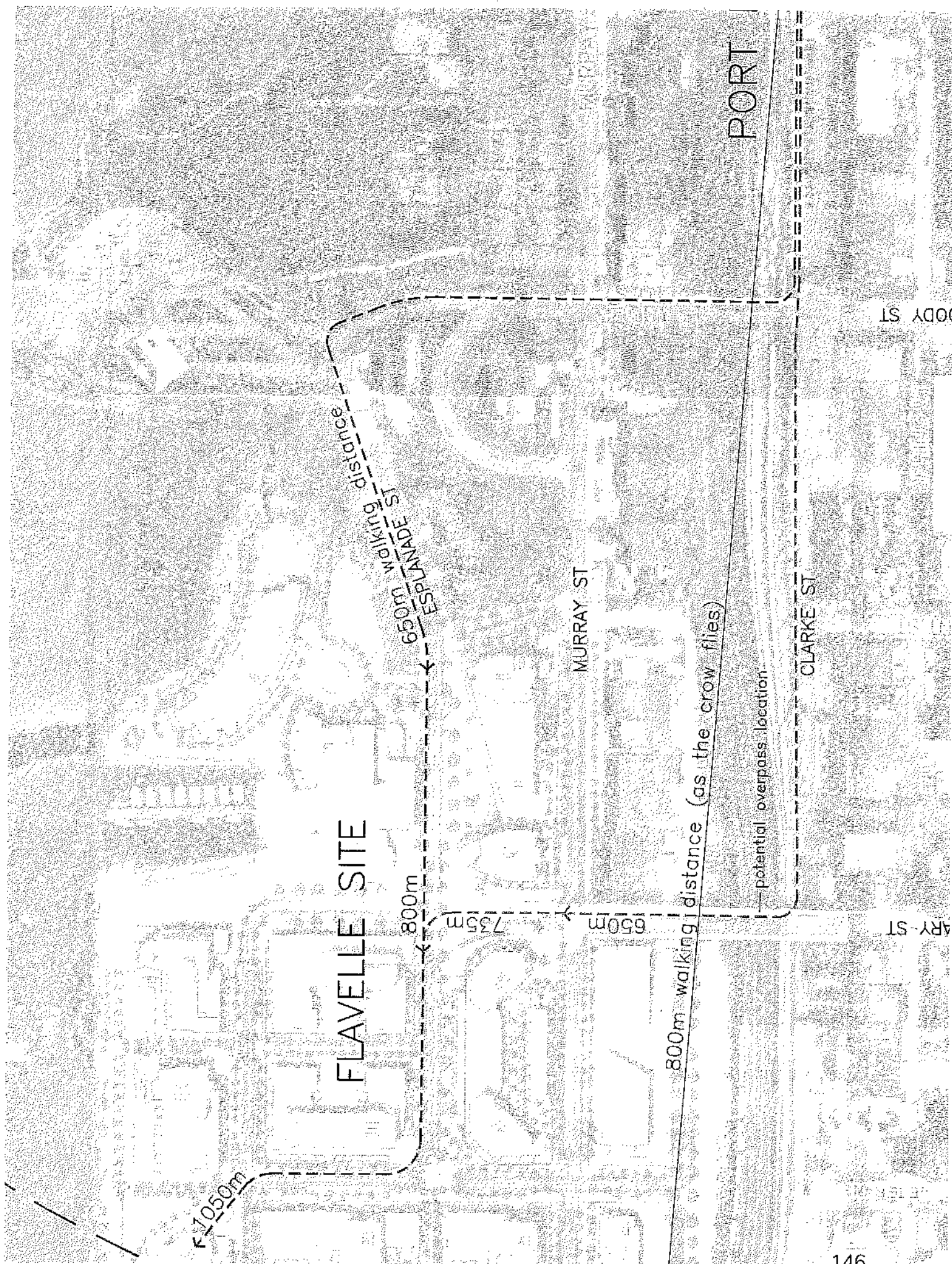
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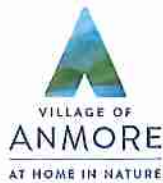
THIS CITY OF PORT MOODY MAPS IS REPRESENTATION OR  
WARRANTY EXPRESSED OR IMPLIED WITH RESPECT TO THE  
ACCURACY, COMPLETENESS OR UP-TO-DATE STATUS OF THE  
INFORMATION CONTAINED HEREIN.

MAP PRODUCED BY CITY OF PORT MOODY SERVICES Plan Date: 28-Aug-2017  
CITY OF PORT MOODY 3000 Highway 10 West, Port Moody, BC V3H 4S2



Metro Vancouver Regional District





# VILLAGE OF ANMORE

## REPORT TO COUNCIL

Date: March 23, 2018  
Submitted by: Jason Smith, Manager of Development Services  
Subject: Noise Control Bylaw – Staff Report Back

---

### Purpose / Introduction

The purpose of this report is to update Council on staffs' review of the Noise Control Bylaw and to present options for moving forward

---

### Recommended Options

That Council receive the report dated March 23, 2018 from the Manager of Development Services regarding Noise Control Bylaw – Staff Report Back for information; and that Council endorse the purchase of a decibel meter that meets the specifications outlined in the Noise Control Bylaw.

---

### Background

The current Noise Control Bylaw No. 517-2011 was adopted in 2012 (**Attachment 1**), since that time staff have been made aware of concerns regarding emergency generators and requested that staff look at possible ways to address this issue. The issue was addressed in a September 2016 report to Council and Council directed staff to "amend the bylaw regarding use of generators on private property for future Council consideration."

### Discussion

Given Council's direction, staff have again reviewed the current bylaw and determined that it contains several provisions within it that would allow the Village to address noise concerns arising from generators running at specific times.

Part 4 of the bylaw states that nighttime noise shall not exceed 50 decibels. Nighttime is defined as between 10:00 pm and 7:00 am. For reference a chart has been provided on the showing an overview of comparative decibel levels (**Attachment 2**). 50 decibels is, in staffs' opinion, a reasonable threshold for nighttime noise.

## **Report/Recommendation to Council**

Noise Control Bylaw – Staff Report Back

March 23, 2018

A large generator running at nighttime would likely exceed the 50 decibel threshold and thus become an enforceable matter under the current bylaw.

At this time the Village does not have a decibel meter with which to measure noise and thus be able to enforce the Noise Control Bylaw.

Should staff acquire a decibel meter, enforcement would be based on sound levels at the property line.

## **Other Options**

The following options are presented for Council's consideration:

1. That Council receive the report dated March 23, 2018 from the Manager of Development Services regarding Noise Control Bylaw – Staff Report Back for information; and that Council endorse the purchase of a decibel meter that meets the specifications outlined in the Noise Control Bylaw.

OR

2. That Council advise staff of any changes that they would like to see made to the Noise Control Bylaw.

## **Financial Implications**

The only financial implication would be the cost to purchase an appropriate decibel meter device, which is expected to be \$500 maximum. This cost can be absorbed in the Village's current operating budget.

## **Attachments:**

1. Noise Control Bylaw No. 517-2011
2. Decibel Comparison Chart



**Report/Recommendation to Council**

Noise Control Bylaw – Staff Report Back

March 23, 2018

<b>Prepared by:</b>
 _____ Jason Smith, Manager of Development Services
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>
<i>Chief Administrative Officer's Comment/Concurrence</i>   _____ Chief Administrative Officer

**VILLAGE OF ANMORE**

**BYLAW NO. 517-2011**

A bylaw to provide for the control and regulation of noise within the boundaries of the Village

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**WHEREAS** Council is empowered by Section 64 of the *Community Charter* to enact a bylaw to regulate or prohibit the making or causing of noise in the Municipality which the Council believes to be objectionable or liable to disturb the quiet, peace, rest, enjoyment, comfort or convenience of individuals or the public;

**AND WHEREAS** Council believes that the noises or sounds regulated or prohibited by this bylaw are objectionable or liable to disturb the quiet, peace, rest, enjoyment, comfort or convenience of individuals or the public;

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

**CITATION**

1. This bylaw may be cited as "Anmore Noise Control Bylaw No. 517-2011".

**REPEALMENT**

2. That "Anmore Noise Control Bylaw No. 380-2004" and "Anmore Noise Control Amendment Bylaw No. 392-2005" are hereby repealed in their entirety.

**DEFINITIONS**

3. In this bylaw, unless the context otherwise requires:

**"Bylaw Enforcement Officer"** means any person appointed by Council, including the RCMP;

**"commercial filming"** means permitted filming activity that is conducted within the municipality in a manner set out within the Anmore Filming Policy;

**"construction"** means the erection, alteration, repair, painting, maintenance, relocation, demolition or removal of a building or other structure and includes all land clearing, landscaping, earth moving, grading, excavating, erection and laying of lines, cables, pipes and conduit (whether above or below ground level), street building, paving, concreting and similar activities; and the installation, alteration or removal of construction equipment, components and materials in any form or for any purpose and any work being done in connection herewith. Included is the construction or installation of sub-division infrastructure, including using heavy equipment and trucks;



**"continuous noise"** means any noise occurring continuously for a duration of more than three minutes, or occurring sporadically or erratically for a cumulative duration of three minutes or longer in any fifteen minute period;

**"Council"** means the Council of the Village of Anmore;

**"daytime"** means the hours between 7:00 a.m. and 10:00 p.m.;

**"decibel"** means the ratio between levels of sound pressure expressed as 20 times the base logarithm of the said ratio;

**"emergency vehicle"** means any emergency vehicle as defined by the *Motor Vehicle Act, R.S.B.C. 1979, c;*

**"event"** means any event, activity, transaction or gathering producing or capable of producing noise;

**"heavy equipment"** means backhoes and excavators;

**"municipality"** means the geographic area governed by the Village of Anmore;

**"nighttime"** means the hours between 10:00 p.m. and 7:00 a.m.;

**"point of reception"** means:

- (a) Any location on a parcel where sound originating from any source, other than a source on such parcel, is received; or
- (b) Any location on a municipal road where sound is received; or
- (c) 6.1 meters from the sound, whichever is greater;

**"power equipment"** means light duty machinery for the purpose of lawn or garden care, or for the purpose of building property maintenance, and includes, but is not limited to, leaf blowers, hedge trimmers, line trimmers, roto-tillers, lawn mowers, pressure washers, indoor carpet cleaners and hand operated tools;

**"private premises"** means the area contained within the boundaries of any privately owned or leased lot, or parcel of land, within the municipality and any building or structure situated within those boundaries; where any lot or parcel contains more than one dwelling unit, each such dwelling unit shall be deemed to be separate private premises;

**"public place"** means the streets, highways, parks and all other lands and buildings that are not deemed as private premises;

**"statutory holiday"** means New Year's Day, Family Day, Good Friday, Easter Monday, Victoria Day, Canada Day, British Columbia Day, Labour Day, Thanksgiving, Remembrance Day, Christmas Day and Boxing Day;

**"sound level"** means the arithmetic mean of the medians of 5 or more sets of lower and upper measurements of a series of A-weighted sound pressure levels read or recorded at a point of reception on a sound level meter set for slow response;

**"sound level meter"** means a sound measuring device designated to meet the C.S.A. Standard Z107.1-1973 as amended from time to time; or the A.N.S.I. Standard S14-1971 as amended from time to time; and

**"vehicle"** means any vehicle as defined by the *Motor Vehicle Act*, R.S.B.C. 1979, c.

### **PROHIBITIONS**

4. No person shall make, cause, or permit to be made or caused, anywhere in the municipality, any noise or sound which disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or of persons in the vicinity; and further,
  - (a) Daytime noise shall not exceed 80 decibels as detected by a sound level meter at the point of reception; and
  - (b) Nighttime noise shall not exceed 50 decibels as detected by a sound level meter at the point of reception;
5. No owner or occupier of property shall allow that property to be used so that a noise or sound which originates from that property disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or of persons in the vicinity.
6. No person shall allow any animal in their control or possession which, by its calls, cries, barks or other noise, disturbs or tends to disturb the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or of persons in the vicinity.
7. No person shall play or operate any radio, stereophonic equipment, or other instrument or any apparatus for the production or amplification of sound/music whether in or on private premises; or in or on any public place; which disturbs the quiet, peace, rest, enjoyment, comfort, or convenience of the neighbourhood or any person or persons in the vicinity during the hours:
  - (a) Sunday through Thursday before 9:00 a.m. and after 9:00 p.m.
  - (b) Friday and Saturday before 9:00 a.m. and after 10:00 p.m.

8. No person shall carry out construction in any manner for profit or gain which disturbs the quiet, peace, rest, enjoyment, comfort or convenience of the neighbourhood or any person or persons in the vicinity during the hours:
  - (a) Monday through Friday, before 7:00 a.m. and after 7:00 p.m.
  - (b) Saturdays, before 9:00 a.m. and after 4:00 p.m.
  - (c) Sundays or Statutory Holidays, at any time.
9. Heavy equipment may not be moved onto or off of a work site during the hours:
  - (a) Monday through Friday, before 7:00 a.m. and after 9:00 p.m.
  - (b) Saturdays, before 9:00 a.m. and after 4:00 p.m.
  - (c) Sundays or Statutory Holidays, at any time.
10. Subject to Anmore Filming Policy, no person shall make, cause, or permit to be made any noise resulting from commercial filming during the following hours:
  - (a) Monday through Friday, before 7:00 a.m. and after 10:00 p.m.
  - (b) Saturdays, before 9:00 a.m. and after 6:00 p.m.
  - (c) Sundays or Statutory Holidays, at any time

unless a valid permit has been obtained from the Village.
11. An emergency generator must not be tested more than once per month and for more than 30 minutes during daytime. An emergency generator must not be tested during nighttime.

#### **EXEMPTIONS**

12. This bylaw does not apply to:
  - (a) Police, fire department, and/or other emergency vehicles proceeding upon an emergency; or
  - (b) The operation of power equipment by the Village of Anmore or agents acting on their behalf; or
  - (c) Any person or persons carrying out construction or using power equipment in any manner on their private premises:

- (i) Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m.
- (ii) Saturdays between the hours of 9:00 a.m. and 6:00 p.m.
- (iii) Sundays or Statutory Holidays between the hours of 10:00 a.m. and 4:00 p.m.

provided that such construction is not being carried out for profit or gain; or

- (d) Construction held outside the hours specified in section 8 of this bylaw, where Council or its duly appointed designate has granted an exemption in writing; or
- (e) Special events held outside the hours specified in sections 4, 5, 7 and/or 9 of this bylaw, where Council or its duly appointed designate has granted an exemption in writing.

#### **COMMERCIAL FILMING PERMITS**

- 13. Council hereby delegates all the powers, duties and functions of the Council to a designated staff member in respect to the approval of applications for commercial filming permits for exemptions to the provisions of the Noise Control Bylaw in accordance with Anmore Filming Policy.
- 14. Any applicant for a commercial filming permit for an exemption to the provisions of the bylaw that is dissatisfied with the decision made by the designated staff member is entitled to have the decision reconsidered by Council in accordance with this section.
- 15. An applicant who wishes to have a decision made by a designated staff member reconsidered by Council must make a written request to Council, which shall include the applicant's contact information, a copy of the original commercial filming permit application, the date of the decision, the nature of the decision and the reason(s) why the applicant wishes to have the decision reconsidered by Council.
- 16. A request for reconsideration must be considered by Council at a Regular Council Meeting held within at least one month of the date on which the request was received by the municipality.
- 17. Council, after having reconsidered a decision made by a designated staff member, may either confirm the decision made by the designated staff member or may substitute it with a new decision of Council.

### **ENFORCEMENT**

18. A Bylaw Enforcement Officer may, at all reasonable times, enter upon any private premises in the Village to ascertain whether the provisions of this bylaw are being upheld.
19. This bylaw may be enforced by the Chief Administrative Officer, the Manager of Public Works, or their designate(s), and may be assisted by other employees of the Village or a peace officer as considered necessary in the circumstances.
20. No person or persons shall obstruct the duties of a Bylaw Enforcement Officer or their designate under this section.
21. A person who:
  - (a) Contravenes, violates or fails to comply with any provision of this bylaw;
  - (b) Fails or neglects to do anything required to be done under this bylaw; or
  - (c) Suffers or allows any action or thing to be done in contravention of this bylaw, or any notice or direction made under this bylaw,commits an offence. Where there is continuous noise, each day the offence continues shall constitute a separate offence.
22. Any person in violation of an offence under this bylaw might be liable to pay either of the following penalties:
  - (a) A fine of up to \$1,000.00, if issued a ticket under *Anmore Municipal Ticket Information Utilization Bylaw*; or
  - (b) A fine of up to a maximum \$10,000.00, if prosecuted under the *Offence Act*.

### **SEVERABILITY**

23. If any portion of this bylaw is found invalid by a decision of a court of competent jurisdiction, the invalid portion is severed without effect on the remaining portions of the bylaw.

**READ** a first time the 9th day of October , 2012

**READ** a second time the 9th day of October , 2012

**READ** a third time the 11th day of December , 2012

**RECONSIDERED, FINALLY PASSED AND ADOPTED** this 8th day of January , 2013

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MAYOR

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MANAGER OF CORPORATE SERVICES

Certified as a true and correct copy of "Anmore Noise Control Bylaw No. 517-2011".

**January 8, 2013**

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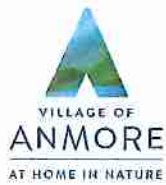
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MANAGER OF CORPORATE SERVICES

dBA	Example	Home & Yard Appliances	Workshop & Construction
0	healthy hearing threshold		
10	a pin dropping		
20	rustling leaves		
30	whisper		
40	babbling brook	computer	
50	light traffic	refrigerator	
60	conversational speech	air conditioner	
70	shower	dishwasher	
75	toilet flushing	vacuum cleaner	
80	alarm clock	garbage disposal	
85	passing diesel truck	snow blower	
90	squeeze toy	lawn mower	arc welder
95	inside subway car	food processor	belt sander
100	motorcycle (riding)		handheld drill
105	sporting event		table saw
110	rock band		jackhammer
115	emergency vehicle siren		riveter
120	thunderclap		oxygen torch
125	balloon popping		
130	peak stadium crowd noise		
135	air raid siren		
140	jet engine at takeoff		
145	firecracker		
150	fighter jet launch		
155	cap gun		
160	shotgun		
165	.357 magnum revolver		
170	safety airbag		
175	howitzer cannon		
180	rocket launch		
185			
194	sound waves become shock waves		





# VILLAGE OF ANMORE

## REPORT TO COUNCIL

Date: March 23, 2018  
Submitted by: Jason Smith, Manager of Development Services  
Subject: Dark Sky Principles – Staff Report Back

---

### Purpose / Introduction

The purpose of this report is to respond to Council's request to review and comment on the Environment Committee's resolution pertaining to implementing dark sky lighting strategies.

---

### Recommended Options

That Council receive the report dated March 23, 2018 from the Manager of Development Services regarding Dark Sky Principles – Staff Report Back for information.

---

### Background

Council, at its March 6, 2018 meeting, passed the following resolution:

"To refer the Environment Committee recommendations of December 7, 2017 regarding Dark Sky lighting to staff for review and comment."

The original Environment Committee recommendation was as follows"

"That the Committee recommends that Council direct staff to require, through Bylaw, that any new development implement dark sky lighting strategies that reduce light pollution from development by minimizing the amount, area, duration of illumination and the amount of 'cold' wavelength illumination."

The Village's Official Community Plan (OCP) contains to policies pertaining to dark sky principles, OCP Policy RLU-4 and Policy MS-19. The policies encourage developers to incorporate dark sky lighting strategies into the development plans and directs the Village to incorporate them into its own lighting schemes.

### Discussion

With regard to the Environment Committee's request, the ability to require new development in the Village to adhere to dark sky lighting strategies is limited.

## **Report/Recommendation to Council**

### **Dark Sky Principles – Staff Report Back**

March 23, 2018

The Village is not able to require a property owner to construct a building to a standard that is not prescribed in the BC Building Code, so new developments that only requires a building permit cannot be compelled by the Village to adhere to dark sky lighting strategies.

Council could adopt a dark sky lighting bylaw or policy that would require dark sky strategies be incorporated as part of a subdivision or rezoning application. The challenge with such a bylaw/policy is the ability to implement and enforce it. The establishment of clear and measurable criteria for regulating the four strategy areas identified – amount, area, duration and wavelength of light – is difficult to determine and subsequently to enforce. There would also still be the restriction that the Village cannot impose restrictions on any structure that would be regulated by the BC Building Code.

Staff's assessment, given that the Village cannot regulate lighting on structures, is that investing limited Village resources to develop a bylaw or policy to require dark sky lighting strategies be incorporated would be of limited value.

In support of dark sky principles, staff will research appropriate literature explaining dark sky lighting strategies and include them as part of the building permit application or at the front counter.

## **Other Options**

The following options are provided for Council's consideration:

1. That Council receive this report for information.

OR

2. That Council direct staff to develop a dark sky bylaw or policy.

## **Financial Implications**

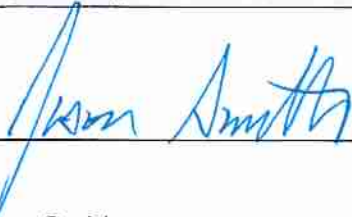
There are no financial implications for any of the options.

**Report/Recommendation to Council**

Dark Sky Principles – Staff Report Back

March 23, 2018

**Prepared by:**



Jason Smith

Manager of Development Services

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

*Chief Administrative Officer's Comment/Concurrence*



Chief Administrative Officer



To: **Village of Anmore**  
Attention: **Juli Halliwell**  
Cc:  
Reference: **VoA - Roadworks - Capital Projects**  
From: **Chris Boit, P.Eng**

Date: **March 23, 2018**  
Project No.: **31766**

## 1.1 Introduction

ISL Engineering and the Village of Anmore have been working together for the past 3 years, to manage the infrastructure throughout the municipality. As part of this work, EBA was commissioned to complete a Road Network Inventory and Condition program.

We received this report in 2015 and have been using the information provided to prioritize capital expenditure on the Road network. The program developed by EBA is based on empirical data such as amount of cracking, rutting and deflections of the roadway. This information is important when making an informed decision on which assets should be replaced. However, other factors need to be considered, such as safety, number of affected users, transit routes and ongoing Maintenance and Operation costs.

The following table is taken from EBA's 2015 report and lists the top 10 prioritize, based on road condition (PCI)

Road	From	To	PCI	Estimated Cost	Completed Date
Strong rd	Lancaster crt	200 m to east end	12.2	81000	2017
Strong rd	200 m to East End	EAST RD	12.9	56000	2017
Sunnyside rd	Ludlow lane	Alder way	18.8	184000	
Strong rd	West end	Lancaster crt	20.5	27000	2017
Sunnyside rd	Alder way	Elementary rd	21.1	87000	2016
Sugar mountain way	Pavement change	Spence way / Sunnyside rd	21.7	0	2016
Sunnyside rd	Fence at Uphill	Summerwood	23.1	292000	
Ludlow lane	Sunnyside rd	East end	28.6	21000	
Sunnyside rd	Bedwell bay rd / first ave	Fance at uphill	31.5	212000	2017 -
Sunnyside rd	Elementary rd	Ravenswood dr	32	134000	
Elementary rd	Southwest end	Sunnyside rd	33.2	62000	2016





The Village has made significant progress in rehabilitating a number of the roadways listed in EBA's report. In addition to the above projects, a number of other roadway improvements have occurred since 2015. There are as follows

Road	From	To	Completed Date	Reason
Farley Road	East Rd	100m north (End)	2017	The gravel roadway was causing significant O&M costs and access issues to residents
East Rd	Lanson	1474 East Rd	2017	Widening of existing roadway, due to safety concerns
East Rd	Mossum Creek	Mossum Creek	2017	Widened and increase safety by increase road radii

## 1.2 Future Road Projects

The following recommendation are based upon EBA's report, ISL's recent visual assessments of the roadways, conversations with Operations and Safety.

### 1.2.1 Sunnyside Road



Figure 1 - Lower Sunnyside Rd

Sunnyside road is showing signs of major failure from first avenue to East Road, except for the sections that have recently been rehabilitated. As Sunnyside is one of two Arterial Roadways through the Village, it is important to keep this roadway open. Recent visual reviews of the Roadway are concerning as it is showing a segregation of the Crown in a number of spots. This segregation could lead to a major fail of the roadway. If a major failure occurred, the Village may have to consider closing Sunnyside due to safety concerns of the road user. It should be noted that Sunnyside Road is identify as an evacuation route.

Sunnyside Road from Alpine to Bunzen Lake is also in need of rehab in the near future. As of 2015 it had a PCI of 56. Following recent visual review of this roadway, ISL believes its decreased in condition significantly. Conversations with Operation staff has confirmed that they are start to spend a significant amount of operational funds (potholing) to keep the roadway drive able.

It is ISL's recommendation that the Village continue to invest in the road rehab of this roadway. Current cost estimates for completing the rehab of Sunnyside Rd from 1<sup>st</sup> Ave to East Rd are approximately \$700k.

### 1.2.2 Uplands Drive

Uplands Dr from the Creek crossing up to the Pump Station is showing signs of delamination of the asphalt. Essentially, this means the 2 sections of asphalt pavement (upper and lower mats) are separating. In most cases this is due to the ingress of water between the two mats and a freeze thaw cycle occurring.

It is unclear as to why this relatively new section of pavement is failing so quickly. However, we suspect that the road structure and pavement were not constructed to correct standards. Not only is the asphalt failing, but the



drainage facilities on the roadway do not appear to be providing adequate relief. This is evident in the sheet flow of water crossing the roadway. Sheet flow of rainwater is not normally a safety concern. However, during the winter it is causing significant ice buildup on the roadway and this is a safety concern.

### 1.2.3 East Road

East Road is starting to show a number of areas in need of rehab between North Charlotte and Blackberry Dr. They are currently not major concerns. However, good practice for rehabilitation is to catch failures early, as costs increase exponentially as failures increase.



Figure 2 - Thompson Rd

### 1.2.4 Thompson Road

Thompson Road's pavement is nearing the end of its useful life. EBA's report identified a PCI of 46. This is an average rating for the Village and the pavement still has some life in it. However, operations are getting more complaints regarding potholes. Plowing of the roadway is a challenge due to the inconsistent grades and crossfall.

It is ISL's recommendation that Thompson be the next local road to be rehabilitated.

### 1.2.5 Ludlow Lane

Ludlow lane is in poor condition (PCI 29). However, the volume of traffic on this roadway is light. Therefore, the number of affect users is relatively small, as a result this does not make the roadway a high priority.

### 1.2.6 Redevelopment of VoA Civic Centre

ISL understands the Village is in the process of developing a Masterplan for the Civic Centre. As part of this redeveloped, Sunnyside Road from East road to Elementary Road would require significant upgrades, complete with the realignment of Ravenswood and an extension of the Village Hall parking lot.

The section of Sunnyside that would require realignment is currently in poor condition (PCI 32), therefore any Capital invested in this section would improve the overall pavement condition within the Village. I

It is ISL's recommendation that this section of work be completed as one package, as this would be the most cost effective. If for some reason the redevelopment does not proceed within the next 3 years, Sunnyside Rd would likely need some form of temporary rehab. As it is unlikely the pavement will survive much longer than 3 years





### 1.3 Proposed Rehabilitation Schedule

Road	From	To	Estimated Cost	Rank
Sunnyside Rd	First ave	100m south of Summerwood	\$250,000	1
Uplands Dr	Creek Crossing	Pump Station	\$200,000	2
East Rd	Blackberry	North Charlotte	\$50,000	3
Sunnyside Rd	Alpine	Bunzen	\$100,000	4
Thompson Rd	East Rd	West End	\$200,000	5
Ludlow Lane	Sunnyside Rd		\$30,000	6
<b><u>VoA Civic Centre Redevelopment</u></b>				
Sunnyside Rd	Elementary Rd	Ravenswood	\$325,000	
Ravenswood	Curve	Sunnyside	\$250,000	
Parking Lot			\$75,000	

### 1.4 Conclusion

ISL has reviewed existing pavement documentation and consulted with Village Staff to determine existing and future needs of the Municipality. We trust this memo helps to highlight future Capital Projects for the Village.

If you have any further questions or comments, please do not hesitate to contact the undersigned.



Christopher Boit, P.Eng  
 Senior Project Engineer



## Sasamat Volunteer Fire Department Board of Trustees

Wednesday, March 21, 2018  
7:00 – 9:00 PM  
Anmore Village Hall  
2697 Sunnyside Road, Anmore

Chair:	Councilor Darrell Penner	MV Board	P
Note Taker:	Diana Bennett	Metro Vancouver	P
Members:	Councilor Bruce Drake	Village of Belcarra	P
	Mayor Ralph Drew	Village of Belcarra	P
	Councilor Jennifer Glover	Village of Belcarra	A
	Mayor John McEwen	Village of Anmore	P
	Councilor Kim Trowbridge	Village of Anmore	P
	Councilor Paul Weverink	Village of Anmore	P
Staff:	Rob Nicholls	Metro Vancouver	P
	Fire Chief Jay Sharpe	Fire Chief	P
	District Fire Chief Dave Gregory	Anmore District Chief	A
	District Fire Chief Jol Drake	Belcarra District Chief	A

### MINUTES

**Call to order 7:14 pm**

Item #	Item	Status
1.	<b><u>Approval of Agenda:</u></b> MOTION: to approve the Agenda as distributed.  Moved and seconded	Carried
2.	<b><u>Housekeeping Items and Metro Vancouver Updates:</u></b> <b>WASP Sprinkler Protection System</b> <ul style="list-style-type: none"> <li>Rob Nicholls wanted to share with this Board a product that has been promoted in the area where he lives.</li> <li>The single greatest threat to many in our communities is Wildland / Interface Fire</li> <li>This product is an easy to use sprinkling system that can be used by residents to protect their homes from windblown burning embers</li> <li><a href="http://www.waspwildfire.com/the-wasp/wasp-gutter-mount-sprinkler-system/">http://www.waspwildfire.com/the-wasp/wasp-gutter-mount-sprinkler-system/</a></li> </ul> <b>RCM SAR – Response; Belcarra/Boulder Island</b>	

**Sasamat Volunteer Fire Department  
Board of Trustees**

March 21, 2018

Page 2

	<ul style="list-style-type: none"> <li>The SVFD can now officially task Royal Canadian Marine Search &amp; Rescue boats to assist in response for water access communities and within Electoral Area A such as Bowyer, Boulder &amp; Passage Island and Indian Arm.</li> </ul> <p>MOTION: to receive the reported updates</p> <p>Moved and seconded</p>	CARRIED
3.	<p><b><u>Fire Chief's Report</u></b></p> <p><b>Equipment</b></p> <ul style="list-style-type: none"> <li>Engine 1 has an oil leak and was out of service for several days.</li> </ul> <p><b>Halls and Grounds</b></p> <ul style="list-style-type: none"> <li>Both Fire Halls were inspected last year and no major deficiencies were found.</li> <li>Recently it was found that there has been a major water leak from the roof at Belcarra Fire Hall that has created a serious rot issue in one of the walls. Chief Sharpe is currently requesting submissions from contractors to fix the roof and wall.</li> <li>Mayor Drew recommends a contractor that is currently doing work in Belcarra and will share the name with Chief Sharpe.</li> </ul> <p><b>Training</b></p> <ul style="list-style-type: none"> <li>A resident of Belcarra who is a City of Vancouver Fire Fighter has offered to assist with training on the new ladder truck. He has worked on these trucks for the past 10 years and knows them well.</li> </ul> <p><b>Old Business</b></p> <ul style="list-style-type: none"> <li>An update for costs to join the Regional Radio System was distributed. Chief Sharpe suggested we wait for a couple of years before considering joining.</li> </ul> <p><b>Reports and Information</b></p> <ul style="list-style-type: none"> <li>Call-outs as of March 10<sup>th</sup> <ul style="list-style-type: none"> <li>2 FIRES</li> <li>12 MESA</li> <li>1 MVI</li> <li>1 Other</li> </ul> </li> <li>This is an average year so far.</li> </ul> <p>MOTION: to receive the Fire Chief's Report</p> <p>Moved and seconded</p>	CARRIED

**Sasamat Volunteer Fire Department  
Board of Trustees**

March 21, 2018

Page 3

<p>4.</p>	<p><b><u>New Business</u></b></p> <p><b>Recently acquired X-COV Quint – Update and Payment from Reserves</b></p> <ul style="list-style-type: none"> <li>• Metro Vancouver was the successful bidder on the City of Vancouver Quint that we were interested in purchasing.</li> <li>• The cost was only \$10,900.</li> <li>• The Quint required a CVSI Inspection before it could be registered and it passed with no problems.</li> <li>• The Pump was tested for UL Standard Certification. The pump will require only minimal work (approximately \$3000) to pass Certification.</li> <li>• The Ladder required non-destructive testing. Again, it will require only minimal work (approximately \$3000) to pass Certification.</li> <li>• Chief Sharpe and Rob Nicholls are moving forward with having these repairs done.</li> <li>• The most expensive repair may be painting depending on what is required. The truck looks to be in good shape. Quotes have not been received yet.</li> <li>• Because the truck was purchased but not budgeted for in the 2018 budget process, we need a resolution to go to the Metro Vancouver Board to authorize payment in the 2018 budget by lowering the contribution the Equipment Reserves.</li> </ul> <p>MOTION: That the MVRD Board direct staff to purchase and certify a used Quint fire truck, up to \$50,000, using 2018 SVFD operating funds and reduce the 2018 contribution to the SVFD Equipment reserve by that amount.</p> <p>Moved and seconded</p> <p><b>Seismic Condition Assessment proposal, Fire halls</b></p> <ul style="list-style-type: none"> <li>• Discussion around the soliciting of proposals for the Seismic and Condition Assessments of the two fire halls. Chief Sharpe and Metro Vancouver reviewed the proposals and recommend awarding to Johnston Davidson.</li> </ul> <p>MOTION: That the SVFD Board of Directors direct MV staff to enter into a contract as per the proposal dated February 25, 2018 with the successful proponent, Johnston Davidson, to prepare a report on the condition and needs assessment of the two fire halls located in the communities of Belcarra and Anmore.</p> <p>Moved and seconded</p>	<p>Carried</p> <p>Carried</p>
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**Sasamat Volunteer Fire Department  
Board of Trustees**

March 21, 2018

Page 4

5.	<b><u>Next Meeting</u></b> <ul style="list-style-type: none"><li>• Next meeting will be held on Thursday, July 5, 2018.</li></ul>	
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**Meeting Adjourned at 8:30 pm**

# THE CORPORATION OF THE TOWNSHIP OF SPALLUMCHEEN

4144 Spallumcheen Way, Spallumcheen, BC V0E 1B6  
Phone: 250-546-3013 • Fax: 250-546-8878 • Toll Free: 1-866-546-3013  
Email: mail@spallumcheentwp.bc.ca • Website: www.spallumcheentwp.bc.ca



February 22<sup>nd</sup>, 2018

David Allen  
Chief Administrative Officer  
City of Courtenay  
830 Cliffe Ave., Courtenay, BC  
V9N 2J7

To David Allen:

**Re: 2018 Resolution – Asset Management**

Thank you for your email dated February 13<sup>th</sup>, 2018, providing a copy of the City of Courtenay's letter that was sent to the Association of Vancouver Island and Coastal Communities regarding Asset Management.

This is to advise that the Township of Spallumcheen Council passed the following resolution at its Monday, February 19<sup>th</sup>, 2018 Regular Meeting:

***"WHEREAS the purposes of a British Columbia Municipality and Regional District included providing for stewardship of the public assets of its community;***

***AND WHEREAS, the power, duties and functions of British Columbia municipal and regional district Chief Administrative Officers include:***

- (a) Overall management of the operations of the local government;***
- (b) Ensuring that the policies, programs and other directions of the council or board are implemented; and***
- (c) Advising and informing the council or boards on the operation and affairs of the local government.***

***NOW THEREFORE BE IT RESOLVED THAT the Township of Spallumcheen supports sound Asset Management practices as the means to achieve local Sustainable Service Delivery;***

***THAT BC municipalities and regional districts, their respective CAO's and Staff would benefit from guidance to a common communications approach to enhance Asset Management Practices; and***

***THAT the Township of Spallumcheen recommends the Union of BC Municipalities resolve to develop and implement such a common communications approach in partnership with the LGMA and Asset Management BC."***

If you have any questions in this regard, please contact the undersigned.

Respectfully,

Cindy Graves  
Corporate Officer

Cc: All BC Municipalities

RECEIVED

MAR 12 2018

VILLAGE OF  
ANMORE



February 28, 2018

File: 0400-20-01

The Honourable Selina Robinson  
Minister of Municipal Affairs and Housing  
Parliament Buildings  
Victoria, BC V8V 1X4

Dear Minister Robinson:

**Re: Cannabis Sales Revenue Sharing**

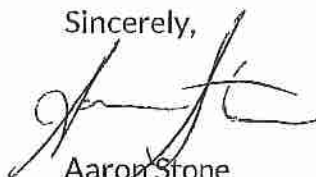
On behalf of the Council of the Town of Ladysmith, please accept this letter regarding the need for cannabis sales revenue sharing with local governments within the Province of BC.

The Town of Ladysmith is joining with other BC local governments to request that we be involved in the process of establishing a regulatory approach to the legalization of cannabis and that cannabis tax revenue be fairly distributed amongst all levels of government. Current discussions regarding revenue sharing involve the federal and provincial governments with no inclusion of local governments.

The Town of Ladysmith Council is requesting your support by agreeing to 50 percent of the provincial share of the cannabis tax sharing formula be provided to local government. This is an adequate and equitable share to help support costs and services incurred by local governments.

Thank you for your consideration.

Sincerely,



Aaron Stone  
Mayor

RECEIVED

MAR 06 2018

VILLAGE OF  
ANMORE 

C: UBCM Member Municipalities





March 1, 2018

Hon. Mike Farnworth  
Minister of Public Safety and Solicitor General  
PO Box 9101 Stn Prov Govt  
Victoria, BC  
V8W 9E2

Dear Minister Farnworth:

**RE: Revenue from Cannabis Sales – Equitable Share between Province and Local Government**

With the decriminalization of cannabis by the Federal Government, the Village of Port Alice supports the sharing of revenue generated by the sale of cannabis with local governments.

The legalization of cannabis will have a significant impact on local governments who will have significant costs preparing and administering bylaws and policies. The financial burden on local governments will include social services, land use planning, business licensing, bylaw enforcement, etc.

The Village of Port Alice respectfully requests that the Province share at least 50% of the revenue from the sale of cannabis with local governments to help off-set some local costs associated with its legalization. Its important that our taxpayers are not unduly burdened by this decision.

Sincerely,

  
Mayor Jan Allen

C.c. Hon. Selina Robinson, Minister of Municipal Affairs and Housing  
Mark Sieben, Deputy Solicitor General  
UBCM Member Municipalities

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MAR 02 2018

VILLAGE OF  
ANMORE 

THE CORPORATION OF THE  
**TOWNSHIP OF SPALLUMCHEEN**

TEL. (250) 546-3013  
FAX. (250) 546-8878  
OUR FILE NO.



[www.spallumcheentwp.bc.ca](http://www.spallumcheentwp.bc.ca)

4144 Spallumcheen Way  
Spallumcheen, B.C. V0E 1B6

Email: [mayor@spallumcheentwp.bc.ca](mailto:mayor@spallumcheentwp.bc.ca)

**OFFICE OF THE MAYOR**

March 8<sup>th</sup>, 2018

Honorable John Horgan  
Premier of British Columbia  
PO Box 9041  
STN PROV GOVT  
Victoria, BC  
V8W 9E1

Honorable Mike Farnworth  
Minister of Public Safety and Solicitor General  
Room 128  
Parliament Buildings  
Victoria, BC  
V8V 1X4

Dear Premier Horgan and Minister Farnworth,

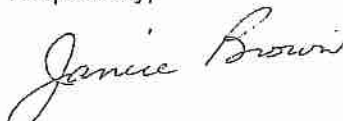
**Re: Human Trafficking Task Force**

At its most recent Regular Meeting on March 5<sup>th</sup>, 2018, the Township of Spallumcheen Council received the attached email from Cathy Peters, BC's Anti-Human Trafficking Educator, Speaker and Advocate, dated February 26<sup>th</sup>, 2018. As such, Council passed the following resolution:

***"THAT the Township of Spallumcheen Council direct staff to send a letter to the BC Premier John Horgan and the Public Safety Minister/Solicitor General Mike Farnworth that we need a Human Trafficking Task Force and the Federal Law enforced as requested in an Email from Cathy Peters, BC's Anti-Human Trafficking Educator, Speaker and Advocate, dated February 26<sup>th</sup>, 2018 – Re: Child Sex Trafficking in BC Municipalities and How to Stop It."***

Thank you for your attention to this matter, if you have any questions in this regard please contact the undersigned.

Respectfully,

  
Janice Brown  
Mayor

**RECEIVED**

**MAR 13 2018**

**VILLAGE OF  
ANMORE** 

Attach: Email from Cathy Peters dated February 26<sup>th</sup>, 2018 Re: Child Sex Trafficking in BC Municipalities and How to Stop It.

cc: Cathy Peters, BC's Anti-Human Trafficking Educator, Speaker and Advocate  
All UBCM member municipalities

Maureen Williamson

From:

Sent:

To:

Subject:

Attachments:

FEB 28 2018

Cathy Peters <ca.peters@telus.net>

Monday, February 26, 2018 9:19 PM

Maureen Williamson

Child sex trafficking in BC Municipalities and how to stop it

WHAT CAN I DO AS A PARENT TO STOP MY CHILD FROM BEING TRAFFICKED.docx;  
Some Ways to Prevent Your Child from Being Recruited Into Prostitution.docx; UBCM &  
Bill C-36.docx; Ontario unveils funds for Human trafficking.docx

Importance:

High

Mayor	
Mayor & Council	
MAR. 5/18 Council Agenda	✓
I/C Agenda	
City Agenda	
Being Recruited Into Prostitution.docx	
Human trafficking.docx	
DEV SVS	BLDG INS
FILE	OTHER <u>WEEKLY SUM</u> 3

Dear Mayor Janice Brown and City Councillors,

Child Sex trafficking (including child pornography) is the fastest growing crime in the world, Canada and in BC. I have been raising awareness to this issue for the past 5 years.

I have included two attachments addressing how to stop this crime and the UBCM 2015 Resolutions on Human trafficking/Rape culture.

BC needs a properly funded Human Trafficking Task Force (like Ontario) for awareness, education and training for law enforcement.

Also, the current Federal Law, "Protection of Communities and Exploited Persons Act" needs to be properly enforced.

**ASK:** Would you please write a letter to the BC Premier John Horgan and the Public Safety Minister/Solicitor General Mike Farnworth that we need a Human Trafficking Task Force AND the Federal Law enforced (it is in the rest of the country), and send me a copy of that letter.

#MeToo and #TimesUp are 2 timely anti-sexual abuse campaigns. Please write me if you support these campaigns.

Sincerely, Mrs. Cathy Peters BC's anti-human trafficking educator, speaker, advocate  
#302-150 W. 15<sup>th</sup> St., North Vancouver, BC V7M 0C4

**Mission statement:** A Modern Equal Society does not buy and sell women and children.

**My goal:** to traffick-proof every community in BC and insure there is not another Robert Pickton (Port Coquitlam serial killer) situation.

**Strategy:** the 2 E's- **E**ducation (of the problem), **E**nforcement (of the Law, The Protection of Communities and Exploited Persons Act)

**Result:** to make it known that British Columbia is a bad place (for buyers of sex, traffickers, facilitators) for the business of sexual exploitation.

MAR 05 2018

REGULAR COUNCIL MEETING

ITEM: 8 (b) (v)

**WHAT CAN I DO AS A PARENT?** Here are five things that you can do to help prevent your child from being lured away by a trafficker:

**1. Set a high standard of “love” within your home.**

The way you define and express love shapes your children’s self-image, confidence and opinions of future relationships. Treat them the way you want their future spouses to treat them. Help them to distinguish between real love and empty promises or cheap gifts.

**2. Talk to your children about sexual abuse.**

According to the US Department of Justice, every two minutes someone in the US is sexually assaulted, of which 29% are ages 12-17. Let your children know that if anyone has or ever does hurt them, they can talk to you. This is the most important thing you can say. Don’t assume they have not been hurt by sexual violence before. Leave the door open for your child to talk about past circumstances that they haven’t shared with you.

**3. Talk to your children about sex trafficking.**

Discuss ways children and teens are targeted for sex trafficking. Let them know that traffickers specifically try to woo young girls and boys with promises of a better life – whether it’s promises of love and attention or promises of nice things and trips – these pimps look for ways of exploiting dreams. Traffickers can be male or female, even classmates. Traffickers may even use kids to recruit other kids.

**4. Talk to your children about the dangers of social media.**

It’s important to provide practical safety tips like: don’t share personal information on the Internet; don’t accept Facebook requests from unknown people; NEVER share naked photos of yourself with anyone; and tell a parent or a trusted adult if you feel threatened or uncomfortable online. Also, children need help in defining friendships. Social media has distorted our children’s understanding of what friendship means. Teach them that a friend is not someone you met yesterday and that a “friend” on Facebook is not the same thing as a friendship.

**5. Pay attention to your children.**

Monitor your children’s social media accounts, look for ways to meet their friends, their friends’ parents and those they hang out with. Be alert to boyfriends who are much older, or friendships that tend to isolate your child from other friends or family. Notice if your child has new clothing items, makeup products, cell phone or other items and inquire about how they acquired them.

## Some Ways to Prevent Your Child from Being Recruited Into Prostitution

- Recruiters frequent malls, movie theaters, bowling alleys, parks, typical teen hang out areas, and around school grounds. Make sure your children are supervised and not alone when in these areas.
- Recruiters are always looking for girls who are alone or isolated; if your child is with a group, she is much less likely to be targeted.
- Make sure your child is not alone when they are going to or from school or other extracurricular activities.
- Check your child's emails, social media, and internet activities. Many recruiters will build a relationship with children through the internet over time in order to gain their trust.
- Screen any boyfriend by checking his age and status in the community. Check with his parents to verify his age, any gang affiliation, or any criminal history. Recruiters are notorious for lying about their age and who they are in order to gain a girl's—and even her parent's—trust.
- Know where your child is all times. It may be annoying to your child, but it also could mean saving their life.
- Adding a GPS tracker to your child's phone is a great form of protection, as it allows you to find out exactly where your child is at any time.
- Have a code word or phrase. For example, saying "I'm fine" means "*Not okay! I need help!*". This way, if they are in the hands of an abductor they can text you this code without raising the suspicion of the abductor or recruiter.
- Use the percentage sign or some unique symbol that will allow your child to text you one quick symbol to tell you they are in trouble.
- Have specific and periodic check in times with your children. Setting a recurring alarm on your child's phone will help them remember to check in. If your child misses a check in time, you can set a response in motion assuming that they are in trouble.
- Ethical Modeling agencies do not typically solicit girls who are alone. Thoroughly screen any solicitation for your child to model or to go somewhere with someone who has not been vetted.
- Talk to your child about what to do if they get into trouble with someone who is threatening them. The basic rule is to never go to the second location once you realize you are in danger. No matter what the threat, advise them to go to a figure of authority *immediately*.
- It is a difficult discussion to have, especially with junior high age children, but 8 to 14 year-olds are the primary targets of recruiters. Children really need to be coached on how to respond to that type of threat if it happens to them.
- If your child is going to a party, make sure that you know it is held at a safe place with the supervision of people you trust. Recruiters for sex trafficking will often frequent parties that teenagers attend and wait until a child is alone, single them out, and actually take them during the party. Many times the recruiter will take them to a back room where any kind of disturbance would not be heard due to the noise of the party.
- Advise your child to never leave any drink, even water, unattended at any party or event. Recruiters will drop what they call a "roofie" into the drink which causes the victim to become submissive to anyone without bringing attention to the situation.

**Most importantly, get involved in your child's life and be their parent, not their buddy. They may resist, but it is our job as parents to protect our children from the predators that seek to destroy their lives.**

## **CANADIAN FEDERAL LAW:**

### **"The Protection of Communities and Exploited Persons Act"**

1. **Targets the demand** by targeting the buyer of sex; the predator, pimp, trafficker, john are criminalized 2. Recognizes the seller of sex is a victim; usually female and is not criminalized 3. Exit strategies put in place to assist the victim out of the sex trade.

## **UBCM RESOLUTIONS September 2015:**

### **B53**

#### **HUMAN TRAFFICKING; NCLGA Executive**

WHEREAS human trafficking is a real and devastating issue in British Columbia; AND WHEREAS significant work & research has been done as of late to aid in the prevention and prosecution of human trafficking throughout Canada:

THEREFORE BE IT RESOLVED that UBCM call on the RCMP, local police forces and local governments to work collaboratively in order to implement the recommendations found within the National Task Force on Sex Trafficking of Women and Girls in Canada's recent report ("NO MORE' Ending Sex -Trafficking In Canada") as well as the Province of British Columbia's "Action Plan to Combat Human Trafficking."

ENDORSED BY THE NORTH CENTRAL LOCAL GOVERNMENT ASSOCIATION  
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION

### **B80**

#### **RAPE CULTURE IN CANADA; NCLGA Executive**

WHEREAS sexual assaults continue to be committed across Canada, and victims are of every age, race, income and gender;

AND WHEREAS sexual assaults are under reported, and prosecution and conviction rates are low:

THEREFORE BE IT RESOLVED that UBCM advocate for an intergovernmental task force to be convened to determine the steps needed to erase the "rape culture" that is pervasive in schools, universities, workplaces and elsewhere across Canada;

AND BE IT FURTHER RESOLVED that the task force be mandated to elicit testimony from victims in order to determine the steps needed to improve the reporting, arrest and conviction rates across Canada.

ENDORSED BY THE NORTH CENTRAL LOCAL GOVERNMENT ASSOCIATION  
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION



# Ontario unveils \$72-million plan to fight human trafficking

Tavia Grant

The Globe and Mail

Published Thursday, Jun. 30, 2016 10:37AM EDT

Last updated Thursday, Jun. 30, 2016 8:28PM EDT

The Ontario government will spend up to \$72-million over four years in a new anti-trafficking strategy, with support for indigenous-led approaches to tackling the issue as one of its priorities.

Government ministers unveiled the strategy on Thursday at Covenant House in Toronto, a shelter for homeless youth. They said the money will be used to bolster support for culturally appropriate services for indigenous survivors of trafficking, establish a provincial anti-trafficking coordination centre and create a specialized prosecution team for human-trafficking crimes.

Ontario is the third province in Canada to adopt a plan to fight human trafficking. The province has about 65 per cent of the human trafficking cases reported to police in the country, and the RCMP has identified Ontario as a major hub for trafficking in Canada.

Human trafficking “is a deplorable crime that robs the safety, livelihood and dignity of those who are being exploited and abused,” Attorney-General Yasir Naqvi said at the announcement.

Indigenous women and girls are disproportionately affected, he said in an interview. “We know the number is high. A lot of indigenous women, unfortunately, get trafficked, and that is why we wanted to have an indigenous approach as a wraparound for this entire strategy. It is disproportionate, absolutely.”

A Globe and Mail investigation earlier this year showed that, despite a raft of studies, reports and surveys showing that aboriginal youth and women comprise an outsized share of trafficking victims, relatively little dedicated federal funding has gone to prevention or protection.

Covenant House has provided services to 60 victims of sex trafficking so far this year, which already surpasses last year’s numbers. The agency has estimated about a quarter of cases involve indigenous girls and young women.

Trafficking charges have resulted in few convictions. The rate, specifically for human trafficking, is less than 10 per cent of charges in the Ontario Court of Justice. Mr. Naqvi said that reflects the complexity of the crime and difficulty in getting victims to testify.

The provincial government did not break down how the \$72-million will be spent. It did say it will expand supports for at-risk youth leaving care and bolster services for survivors, such as trauma counselling and job skills training.

Barbara Gosse, CEO of the Canadian Centre to End Human Trafficking, said she would have liked the plan to include education for judges on the issue, and more emphasis on data collection. “We need a coordinated and integrated system of collecting data from law-enforcement, frontline service providers and non-profit organizations who provide services and supports to victims,” she said, so that governments can develop policies based on evidence.

Canada’s national action plan on human trafficking expired in March. Public Safety Canada, which coordinated the federal response to trafficking, said the government is determining “next steps.”

Human trafficking is defined as recruiting, transporting or exercising control over a person to exploit them, typically through sexual exploitation or forced labour. The majority of trafficking cases in Canada are domestic, rather than international or cross-border, and most domestic cases are sex trafficking, the RCMP says.

The province’s announcement came as a global report said Canada remains a source, transit and destination for sex trafficking. Canada is also a destination country for men and women subjected to forced labour, the U.S. State Department said in its annual global report on trafficking in persons.

“Women and girls from Aboriginal communities; migrants, including those newly arrived, at-risk youth; runaway youth; and girls in the child welfare system are especially vulnerable,” it said.

The report recommended Canada “significantly increase” specialized services and shelter for victims. Data collection should be improved, while inter-agency co-ordination between the provinces has been “uneven.” It said training efforts – particularly for prosecutors and judges – should be increased.

It also said the government “did not provide adequate funding for specialized victim services; and the range, quality, and timely delivery of services varied across the provinces.”

Globally, human trafficking is now a \$150-billion industry, the report said.

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