



**AP Group
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Via Email: council@portmoody.ca

October 5, 2021

Mayor and Council
City of Port Moody
100 Newport Drive
Port Moody, BC

Dear Mayor and Council,

Since the 1990's, the Flavelle property has been under consideration to be a waterfront community by the City of Port Moody. In 1998, the City of Port Moody officially drafted the Waterfront and Area Economic Visioning Study and at that point Flavelle was owned by Interfor. In 2000, Mill & Timber (AP Group) acquired Flavelle and operated the sawmill until 2020.

Over the years, at the request of the City we participated in the OCP visioning process. In 2013, the City's initial attempt to change the OCP was denied by Metro Vancouver. Flavelle did not make any presentations or representations to Metro at that time, and relied on the City to make its case. This rejection by Metro informed all participants that the importance of working together will be key to a successful waterfront plan that benefits all.

In 2015, Flavelle actively worked alongside the City of Port Moody to re-initiate the OCP amendment. On June 23, 2015, Flavelle submitted an OCP amendment application to the City of Port Moody. The rationale to change the land use was primarily based on the site being a transit oriented development, high industrial tax rates and low employment efficiency at the property.

Our collective vision was developed over 8 years of working together with City officials, Council, business leaders, environmental groups and Port Moody residents. The application was submitted by the City of Port Moody to Metro Vancouver. In 2018, Tim Savoie, CAO for the City of Port Moody, successfully made the presentation to Metro Vancouver on behalf of the City. Our collective application passed with a unanimous vote of approval from the Metro Vancouver Board of Directors.



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Thus, we find the current discussions around the OCP review troubling and disappointing as certain members of Council continue to misrepresent the facts. For instance:

- During the Council Meeting discussion for Item 9.3 on September 28, 2021, the Mayor outlined his concern about the approved Flavelle Oceanfront District Master Plan and said, “From my perspective...all park and expropriate the crap out of it...” This kind of language lacks professionalism and is highly inappropriate. It is important to use language which promotes and fosters community cooperation and solutions.
- Also on September 28, 2021, the Mayor errantly stated that the Flavelle OCP amendment was “added in randomly”. The OCP amendment process for Flavelle was long and detailed. As Councillor Meghan Lahti pointed out during the discussion, over 2,000 people participated in the OCP amendment process for Flavelle.
- Again on September 28, 2021, Catherine Berris, the consultant for the OCP review, made references to the 2017 staff density recommendation for Flavelle. While these “scenarios are conceptual and not actual design” as noted by Ms. Berris, it is equally important to note that the Community Planning Advisory Committee and the Council accepted the density proposed at the January 26, 2017 open house and thereby rejecting a former staff member’s recommendation. Attached is our letter dated February 7, 2017 for your reference.

We want to remind you that over the decades Council after Council wanted and supported a vision for the Oceanfront community. The direction of this Council, and in particular a minority of this Council, runs counter to the visions of Councils of over the past 23 years. This minority believes that their vision is more right and more important then what the community as a whole desires. We urge you to carefully consider those that came before you and built the foundation of the community’s Flavelle Oceanfront plan.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Patty Sahota', written over a light blue horizontal line.

Patty Sahota, VP
Community Engagement & Strategy
AP Group of Companies

Cc: Tim Savoie, City Manager, tsavoie@portmoody.ca

Encl.



FLAVELLE OCEANFRONT DEVELOPMENT

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February 7, 2017

Community Planning Advisory Committee
100 Newport Drive
City of Port Moody

Dear Community Planning Advisory Committee Members,

We have had an opportunity to review the City of Port Moody's staff recommendations to the committee on the Flavelle Oceanfront Development application to amend the Official Community Plan. We are pleased to learn that the City of Port Moody staff support the proposed change in land use for the Flavelle site, however we are concerned that the support is contingent on reducing the proposed density and number of residential units.

Flavelle Oceanfront Development proposed a transit oriented development for the Oceanfront District and presented this concept to the community at the City's open house on January 26, 2017. We request that the Community Planning Advisory Committee support the proposed density of 2.82 Floor Area Ratio and 3,397 dwelling units. The following correspondence provides an overview of the background context and planning rationale for the OCP amendment we proposed.

The City's Official Community Plan includes a vision for the Oceanfront District that defines land use expectations (residential, employment, public open space/facilities) and includes significant upfront amenities for the site (environmental enhancements, north-south connections, etc). Throughout the OCP amendment application process, working with staff and the community, additional infrastructure and redevelopment costs were also considered (Flood Construction Levels, sustainability measures, environmental setbacks, etc.) The project team carefully considered the various inputs to the planning for the site and proposed a land use concept for the Oceanfront District with a density between 3.0 (net of water areas) and 3.52 (inclusive of all land and water areas).

After staff's consideration of the proposed concept this past summer, Flavelle Oceanfront was advised that there was little appetite for the site to be as dense as other Transit Oriented Development (TOD) areas in the region. Our project team listened, revised and re-worked the proposal to a compromised density to accommodate a growing Port Moody population over the next 20-25 years at an FAR of 2.82¹.

¹As an example of other TOD projects in the region, in Burnaby the Metrotown FAR is 7.3 and Brentwood FAR is 5.38; in Surrey Central the FAR ranges between 5.5 - 7.5. The Flavelle FAR is 50% of these other regional TOD examples.



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As outlined in the report, staff are recommending a density (FAR) of 2.5, indicating the proposal is too dense and relates the site to other, predominantly developed, high density projects in the Port Moody. Flavelle Oceanfront challenges the City staff recommendation as we consider the proposed density of 2.82 as modest when compared to the rest of the region, but in line with Port Moody precedents with an eye to the future.

The Flavelle project team's rationale for the proposed density and number of residential units that was presented to the community at the city held open house on January 26, 2017 was a culmination of dozens of technical studies and community engagement events. A reduced FAR would have implications on the overall proposal, including potentially modifying the open space program and further compromising the ability for hotel and seniors development.

We offer the following additional key points as rationale for the 2.82 FAR:

- 1) This is a unique site in North America. One where rapid transit and commuter rail are less than a 10 to 15 minute walk - a time that is indicative of a distance of 800m, which is a globally recognized standard for Transit Oriented Development where higher density development is appropriate to encourage the use of transit. The population of Port Moody will grow over time. The right place for homes and jobs is in locations close to transit to get people out of their cars.
- 2) The site has extraordinary costs associated with its redevelopment proposal as there is an active sawmill operating on the site that employs Metro Vancouver residents. The Aspen Planer Group (in line with regional policy) is committed to the densification of industrial land and intends to relocate the sawmill operation to its Surrey location. This adds an extra complexity in terms of costs to the overall plan that includes the costs to move the existing mill operations and equipment. (ESTIMATED \$100M-\$125M)
- 3) The site is an oceanfront property and will be developed using best practices in site preparation and environmental compliance. This is not an insignificant cost for a site that has had an operating sawmill for over 100 years to bring it up to current day best practices and development standards.
- 4) The City also designates a future rapid transit station at Queen Street (at the southwest corner of the site). For Queen St. to be feasible in the future, the ridership at Moody Centre needs to meet a Translink target of 10,000 people. Accommodating the appropriate density at Flavelle could help realize the future station.
- 5) Public benefit and infrastructure costs including the design and development of park and open space, sidewalks and streets, sewers, water, alternative energy, in addition to potential community amenity contributions.



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The Flavelle Oceanfront District offers a unique opportunity for the city to realize a vision that started to develop in 1998. With the completion of the Evergreen Line in 2016, this vision has come closer to being realized. As re-iterated by staff in the report, the Flavelle Oceanfront project team has developed a land use concept that includes public access to the waterfront, additional public park space, an enhanced waterfront natural environment, significant employment opportunities and an increase in Port Moody's housing supply, including rental. This new oceanfront community is slated to be a high amenity neighbourhood that links Moody Centre with the waterfront and offers significant public benefits.

The project team has spent considerable effort in developing a proposal that is moderately feasible, however the economics of the project are such that Flavelle runs the risk of the project not advancing as the development is loaded with significant costs from the outset. We ask that the Community Planning Advisory Committee consider supporting the Flavelle Oceanfront proposed density of 2.82 FAR and 3,397 residential units as per our proposal.

Thank you for your consideration.

Sincerely,

Bruce Gibson
VP Real Estate Asset Management
Flavelle Oceanfront Development