THE SITE

The Flavelle Oceanfront site is outlined below.
We have assembled a talented and experienced team to guide the redevelopment of the Flavelle property.

**Brook Pooni Associates**
Urban Planning & Communication

Brook Pooni Associates is a leading urban planning and land development consultancy. Our team of skilled planners and professionals brings industry-leading knowledge, strong community relationships and a solid understanding of local perspectives.

**Wensley Architecture**
Architecture & Urban Design

Wensley Architecture Ltd. provides a full range of architectural, planning, and interior design services. Our firm is widely recognized for expertise in retail, residential, mixed-use, and senior health-care projects. We are also experienced in hospitality, office, industrial, and institutional design.

**Urban Futures**
Demographic Consultant

Urban Futures is a trusted expert in demographic, economic, and housing forecasting, in community lifecycle modelling, in transportation zone modelling and analysis, in economic impact assessments, and in land inventory and capacity analyses.

**Colliers International**
Commercial & Light Industrial Market Analysts

Colliers International is the leading provider of brokerage services, real estate management, valuation, consulting, project management, project marketing, and research.

**Urban Analytics**
Residential Analysis

Urban Analytics provides advisory consulting services for residential real estate in best use land studies, project specific market evaluations, project audits, pricing strategies, sub-market monitors, and consumer research.

**GeoPacific Consultants Ltd.**
Geotechnical Consultant

GeoPacific Consultants Ltd. is a specialized geotechnical engineering firm. GeoPacific’s services include: site investigation, site preparation and foundation design for residential, commercial, industrial, institutional, and infrastructure projects.

**Envirowest**
Environmental Consultant

Envirowest is a Canadian-owned professional consultancy committed to providing our clients state-of-the-art services in the environmental sector.

**Bunt Associates**
Traffic Engineer

Founded in 1993, Bunt & Associates is one of the largest specialist transportation planning and engineering consulting companies in Western Canada. Our strengths lie in providing enterprising solutions to urban transportation planning challenges and in assisting their clients in attaining their project goals.

**Perry + Associates**
Landscape Architecture

P+A is a versatile landscape architecture and site-planning firm offering a wide variety of design services. The range of our experience gained over 35 years of consulting includes the full spectrum of landscape architecture from site design to urban design and the planning of new communities.

**Urban Systems**
Civil Engineer

Urban Systems is an interdisciplinary professional practice providing strategic planning, engineering, environmental science, and urban design services to both public and private sector clients throughout Western Canada.

**Flavelle Oceanfront Development**

Flavelle Oceanfront Development is the real estate asset division of Mill & Timber, a Canadian owned family business based in Surrey, B.C. Originally started as a sawmill operation in Merritt, B.C. in 1959, the company under the banner of Aspen Planers Group has diversified to trucking, logistics, forests management, and real estate development throughout B.C. and Alberta for the last 30 years.
APPLICANT RATIONALE

Mill & Timber purchased the sawmill site in 2000. Since then, the sawmill has experienced numerous economic highs and lows. In recent years, the sawmill has experienced decreasing efficiency.

Low Employment Efficiency
- Two-shifts with 101 people = under 10,000 square feet/employee.

Site Logistics & Transportation
- The mill does not have a rail spur.
- It takes approximately six hours for barges to reach the Second Narrows Bridge from the Flavelle site.
- Finished goods produced at the site are transported via truck.
- The added volume causes traffic congestion and greenhouse gas emissions.

High Industrial Tax Rates
- The City of Port Moody has the highest tax rate for major industry amongst the Tri-Cities and in the Lower Mainland, at $73.78 per $1,000 of assessed value.
  (Surrey = $20/$1000, Richmond = $19/$1000)

The Flavelle site is a 10-minute walk to Moody Centre Station and West Coast Express - higher levels of residential and employment density and a more diverse mix of uses are important considerations for sites close to rapid transit.

An OCP redesignation of the site will open up the waterfront to permit a mixed-use development with the potential to have a public market, new parks, and waterfront trails.

The variety of proposed uses will not only create new opportunities for businesses, but also support existing businesses, especially in Moody Centre.
The 34-acre Flavelle property has a long and storied history in the City of Port Moody.

*Manufacturing activity began on site with Emerson Lumber, built by J.S. Smerson.
*The site was purchased by Robert Thurston and Aird Flavelle and renamed the Thurston-Flavelle Mill. The Mill became the Province’s largest cedar mill and the City’s most prominent employer.
*Mill was officially incorporated as Emerson Lumber Company Limited.
*Mill sold to Canadian Collieries Ltd, but was still called Flavelle Cedar.
*Production of shingles and shakes was discontinued.
*Flavelle Cedar purchased by Weldwood of Canada Ltd – it had 310 employees.
*Flavelle Cedar closed.
*City of Port Moody drafted the Waterfront and Area Economic Visioning document.
*Flavelle Cedar was bought and re-opened by Mill and Timber.
*City of Port Moody reviews and updates its Waterfront and Area Economic Visioning document.
*The Mill’s 110 year anniversary.

*The Waterfront and Area Economic Visioning Study proposes a mix of business park, commercial recreation, hotel, marina, and public market uses for the property. The study indicates that higher density residential uses will be considered in Moody Centre upon completion of rapid transit using Transit-Oriented Development principles.

The intent for the Flavelle site, as reflected in this study, was captured in Port Moody’s Official Community Plan (2008 & 2014).
FLAVELLE & THE REGION

Flavelle Oceanfront is located within a 10-minute walk of the Moody Centre Station on the Evergreen Line, which provides connections to Downtown Vancouver and the Metro region.

Transit-Oriented Developments (TODs) are defined as “specific buildings or development projects that are fundamentally shaped by their close proximity to frequent transit.”

Transit-Oriented Developments typically include higher-density, mixed-use, pedestrian-friendly uses within walking distance to frequent transit, which encourages ridership and reduces reliance on private vehicles.

Translink, Transit-Oriented Communities – A Primer on Key Concepts, 2011

Transit Oriented Developments also contribute to shorter travel distances, less traffic congestion, and reduced traffic pollution.

KEY REGIONAL TRANSIT CONNECTIONS
FLAVELLE & MOODY CENTRE

The two red distance circles shown in the figure below illustrate that the Flavelle site’s east boundary is within a 5 minute walk from the Moody Centre Station (400m radius circle), and that the entire site is within a 10-15 minute walk of the station (800m radius circle).

Transit Oriented Development is a form of development that encourages higher residential and employment densities within a 15 minute walk of rapid transit to encourage alternative modes of travel and to get people out of their vehicles.
The Flavelle project team has had 1,236 conversations with people through various engagement opportunities.

The Flavelle project team has had several meetings with representatives from local groups, including:

- Moody Centre Community Association – August 20, 2015
- Eagle Ridge Hospital Foundation – August 26, 2015
- Port Moody Arts Association – September 4, 2015
- Tri-Cities Chamber of Commerce – September 11, 2015
- Port Moody Heritage Society – September 16, 2015
- Port Moody Ecological Society – September 17, 2015
- Burke Mountain Naturalists, Burrard Inlet Marine Enhancement Society – October 2, 2015
- Old Mill Boathouse Society – November 9, 2015
As we plan for the future, we will consider the site’s long history in Port Moody, the surrounding neighbourhood context, the community’s ideas, and the family and owner’s aspirations.

Port Moody residents want to see something different at the Flavelle Oceanfront site. The community frequently refers to the site as a jewel and an opportunity for something special. We have developed six themes based on the feedback we’ve received to date, as well as municipal objectives.

**Big ideas and feedback from the community:**

- Public market
- Retail shops, services, grocery stores, restaurants, and cafés
- Mixed-use development with residential, employment, and community amenities
- Expansion of Rocky Point Park and trail networks
- Public access to the water’s edge (i.e. gathering spaces, boardwalk, etc.)
- Improve site connectivity and access

**Questions and concerns from the community so far:**

- Timing of the development
- Height and density
- Transportation impacts
- Environmental context and impacts
- Geotechnical

- Mixed opinions regarding density and development form
- Mixed opinions regarding a marina
PRELIMINARY VISION

Flavelle Oceanfront’s vision is for an Oceanfront Community that supports a mix of uses, including a range of housing options, along with commercial, light industrial, and recreational uses to serve the needs of local residents and visitors.

The objective will be to create an urban village in the heart of Port Moody with connections to the rest of the Metro Vancouver region via the Evergreen Line and the West Coast Express. Port Moody residents want to see a unique vision developed for the Flavelle Oceanfront.

Six themes evolved through the pre-application engagement:

- RESPECT FOR NATURE
- CONNECTIONS
- SPACES TO PLAY
- HOMES TO LIVE
- PLACES TO WORK
- A LEGACY PROJECT
RESPECT FOR NATURE

Kyle Creek opens to the west of the site into the Burrard Inlet. Opportunities to celebrate the natural history of the area will be integrated into the development.

Chines Watershed

The Chines watershed area extends between Port Moody and Coquitlam and includes five sub-watersheds. The Flavelle site is considered part of the Kyle Creek Drainage area.

Any future redevelopment will ensure stormwater is managed appropriately.

The Flavelle Shoreline

Envirowest has studied the Flavelle shoreline and divided it into five Reaches.

Prospective shoreline uses include:

• Reaches 1 + 2 – This portion of the shoreline exhibits sensitive intertidal and riparian environments. Objectives for these Reaches should be to maintain the existing natural environment and possibly reclaim some ecological functions associated with historic riparian environments.
• Reaches 3, 4, + 5 – This portion of the shoreline contains log ramps and basins, moorage for barges, and storage areas for the existing mill use. Prospective uses along these Reaches could include small craft and transient moorage, and public piers and floats. Waterfront trails, public spaces, community amenities, and commercial uses (waterfront market) could be located on the top-of-bank.
CONNECTIONS

Port Moody will soon be one of the best transit served communities in the Metro region. As the existing rail line and new transit infrastructure serve the community, development on the Flavelle site will improve community connections.

As the City of Port Moody continues to grow and prosper, Moody Centre’s traffic issues will need to be addressed.

The City is currently updating its Transportation Master Plan with a long term vision for the community.

Complete Streets

Complete streets are streets that are designed for the safe movement of all users of all ages and abilities, including pedestrians, cyclists, motorists, and transit riders (Smart Growth America, www.smartgrowthamerica.org, 2015).

The proposed redevelopment of the Flavelle site presents a good opportunity for infrastructure that encourages multi-modal travel including:

- Well-connected bike and pedestrian pathways with linkages to Moody Centre Station, West Coast Express, and the future potential Queen Street Station;
- Sidewalks and signalized cross walks;
- Bicycle repair stations;
- Awnings for weather protection;
- Pedestrian-scaled lighting; and
- Street trees and furniture to create a pleasant pedestrian environment.

Metro Vancouver Commuting Modes and Greenhouse Gas Emissions (GHGs)

The transportation modes we choose and the distances we travel affect the amount of greenhouse gases emitted yearly.
SPACES TO PLAY

Rocky Point Park is a popular after work and weekend destination, while Kyle Creek is a more natural expression of open space. Residents have indicated they want more open space, trails, and connections.

The Parks and Recreation Master Plan (2015)

The Master Plan is a comprehensive, 10-year Plan that provides guidance on the acquisition and development of parks and open spaces, recreation facilities, and delivery of community services in the City. The plan indicates that additional parkland will be required for the growing population. Specific direction in the parks plan states a desire to work towards continuous waterfront parkland on the south shore, and an expansion of parkland west of Rocky Point Park as development occurs.

The following Parks exist locally and throughout the region and are precedents that could be considered on site.

Shoreline Trail (Port Moody)

Shoreline Trail is a 6km trail that wraps around the shores of the Burrard Inlet, extending from Old Orchard Park to Rocky Point Park.

Imperial Landing Park (Richmond)

Imperial Landing is a 6.5 acre linear park located in Richmond's Steveston neighbourhood. Park amenities include a one-kilometre boardwalk, piers, historic industrial artifacts, and direct linkages to the Britannia Heritage Shipyard and Steveston Village.

Hinge Park (Olympic Village, Vancouver)

Hinge Park is a 0.6 hectare, urban sanctuary located along Southeast False Creek, within the Olympic Village neighbourhood. The Island is made up of rock, cobble, gravel, sand and boulders. It offers habitat for a small land and marine animals, and is a sanctuary for birds.

The Pier and Shipyards (North Vancouver)

The Pier and Shipyards are located at the Seabus Terminal in Lower Lonsdale. The site offers a 700 foot pier, which extends over the Burrard Inlet and offers 360 degree views of Vancouver. The historic Shipyards and Shipbuilder’s Square hosts a number of community events throughout the year.

Westminster Pier Park (New Westminster)

This waterfront park offers a 600m boardwalk, festival lawns, gardens, seating and picnic tables, volleyball and basketball courts, public art, a playground, and a water park. The Pier Park also connects with the City’s Waterfront Esplanade Boardwalk, creating 2.5km of public space along the water’s edge.
“It is projected that in 25 years, 16,000 more people will call Port Moody home and 70% of this growth will be concentrated in Moody Centre and Inlet Centre.”
- City of Port Moody OCP

Transit Oriented Development principles indicate that higher residential densities should be located around frequent transit nodes and corridors, and should step down to allow for integration with lower-density neighbourhoods.

The concentration of residential population around stops and stations minimizes the walking distance between home and transit services, making transit travel more attractive and helping to encourage ridership.

Millennials (Generation Y) represents the cohort born between 1980 and the mid-2000s (currently aged 15-35).

In Port Moody, this cohort makes up almost a quarter of the city’s total population.

Older Canadians make up 29.6% of the total population of BC and 22% of the total population in Port Moody.

Older Canadians are:

- Staying in the labour force longer – working past 65.
- Choosing to “age in place” – staying in their home or within the same community.
- Individuals who are 65 years or older are choosing to downsize to multi-family options.
- Seeking of a full continuum of housing choices to allow them to live independently and participate in their community for as long as possible.
- Looking for housing units that can adapt as the resident ages.
HOMES TO LIVE

Many residents asked us how soon they could move-in. The population and demography of the future residents on the Flavelle site will have a variety of housing needs, which will require diverse housing forms, unit sizes, and tenures.

A variety of housing forms and tenures should be considered on the Flavelle site, including:

- Concrete condominiums, doors to the street, and through main lobbies
- Wood frame condominiums – 4-6 storeys, condominiums above retail podium
- Townhouses / Stacked Townhouses – 3-storey wood frame and/or in podium
- Sufficient demand for purpose-built rental (1-2 bedrooms)
PLACES TO WORK

Port Moody’s economic development must include opportunities for people to work close to where they live. The site is currently the City’s largest private employer (with 100 jobs) and redevelopment will continue to ensure jobs in the community.

We engaged Colliers International Consulting to undertake a commercial market assessment to understand the demand for employment generating uses and to help define the opportunities for the site.

Office
Colliers’ findings indicate that local-serving office tenants (i.e., dentists, doctors) would be the primary consumers of office space in the Tri-Cities. Office uses will be integrated with other uses including commercial and residential. These spaces should focus on attracting local-serving office users within the technology and service commercial sectors.

Two key considerations of high tech companies when choosing future office locations include proximity to rapid transit and high amenity locations.

Retail Market
Recent market trends show developers favour the construction of transit-oriented street retail neighbourhoods.

Future residents of Flavelle Oceanfront should be able to access small-scale convenience grocer, food and beverage establishments, health and personal care, and additional service commercial uses. There is an opportunity to create “destination retail” on site, taking advantage of the waterfront locale and focusing on offering unique shopping, eating, and drinking establishments.

Industrial Market
There is an opportunity to intensify the south area of the site with unique employment generating users to serve as a transition between the existing manufacturing and other light industrial uses on Murray. There is a demand for industrial space, which could be phased in smaller building blocks and would be flexible in design. The opportunity to attract creative industries could be supported with Live / Work design studios.
A LEGACY PROJECT

The site has a long and celebrated history in Port Moody. The redevelopment will capture the site’s many stories to reflect the past, present, and future of the site.

Past

The Flavelle Sawmill is the last remaining sawmill on Burrard Inlet. The redevelopment of this site should celebrate the site’s history through the re-use of industrial elements reflective of the sawmill industry.

Present

The residents of the City of Port Moody have signalled a desire to see something different along their waterfront. The proximity of the site to the additional rapid transit currently under construction should encourage a mix of uses and appropriate densities to support the development of a transit-oriented community.

Future

The redevelopment of the Flavelle Site will invite residents and visitors onto a waterfront that has been inaccessible and privatized for over 100 years. The public realm should include improved connections to the water’s edge and existing trail network, new park and open space that is unique to the community, and public art to strengthen the “City of Arts”, thereby creating a unique “made in Port Moody” waterfront.
KNITTING THE THEMES TOGETHER

The project team has developed a preliminary vision and land use concept plan.

The site’s legacy, the surrounding neighbourhood context, ideas from the community, and the family and owner’s aspirations have been integrated into our preliminary land use concept plan and vision for the Flavelle property.
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FREQUENTLY ASKED QUESTIONS

Over the course of our community engagement, we have received questions regarding the future of the Flavelle site.

COMMUNITY DEVELOPMENT

How will this project contribute to the community?
As indicated in the OCP’s Overall Community Vision (Section 3.1) a unique, safe and vibrant community is a top priority for residents.

ECONOMIC DEVELOPMENT

What economic development opportunities are offered by the redevelopment of the site?
The provision of direct and indirect employment during and post construction, an increase in tourism, a demand for local businesses and services, and the provision of diverse employment opportunities on site.

TRAFFIC AND TRANSPORTATION

How will traffic, parking, cyclists, and pedestrians be addressed?
Future traffic and circulation concerns will be mitigated through a comprehensive traffic analysis that will address potential traffic, circulation, and parking issues during and after construction. The redevelopment will develop and implement options to solve potential traffic impacts.

SAFETY

How will the site be accessible by emergency vehicles?
Access and circulation will be determined throughout the planning process, but the property will be easily accessed by emergency vehicles.

FUTURE DEVELOPMENT

What type of built form is envisioned for the Flavelle site?
The built form will be influenced by consultation with stakeholders, advisory groups, the City, and the general public. Detailed designs will be developed through the rezoning process and development permit and will be consistent with the OCP’s vision.

ENVIRONMENT

How will the natural environment be impacted by development on the Flavelle site?
We are committed to protecting the environment and will ensure minimal disturbance to the surrounding habitat during development and after construction. It is expected that the site’s redevelopment will provide the opportunity to enhance the existing degraded shoreline.

GEOTEchnICAL

Is the site geotechnically stable?
A study has been completed that indicates the ground is appropriate for redevelopment. Sound engineered solutions will be designed and implemented to ensure any redevelopment is geotechnically sound.