



# City of Port Moody

## Report/Recommendation to Council

Date: September 11, 2019  
Submitted by: Mayor Rob Vagramov  
Subject: Official Community Plan – loco Lands and David Avenue Connector ROW

---

### Purpose

To propose, as a first step to removing the Road Right-of-Way along Bert Flinn Park (commonly referred to as the David Avenue Connector), that the Official Community Plan be amended to remove the Special Study Area designation for the loco Area, and to restrict density to the level permitted under the current zoning; and to direct staff to begin the process of removing the Road Right-of-Way commonly referred to as the David Avenue Connector.

---

### Recommended Resolution(s)

**THAT staff be directed to bring forward an Official Community Plan Amendment Bylaw to remove the Special Study Area Designation for the loco Area, and to restrict density in the loco Lands Area to the level permitted under the zoning currently in place;**

**AND THAT staff be directed to remove the Right-of-Way commonly referred to as the David Avenue Connector, and to incorporate its land into Bert Flinn Park;**

**AND THAT a budget of up to \$75,000 be approved and referred to Finance Committee for a reserve funding source.**

---

### Background

Council's Strategic Plan for 2019-2022 directs us to "optimize and expand parks to meet the community's needs," and Council's strategic planning process has identified the unification of Bert Flinn Park and removal of the right-of-way bisecting the Park (commonly referred to as the David Avenue Connector) as one of Council's top priorities for the current term.

The public dialogue surrounding ROW removal has been intense over the last three years, and all sides and points of view on the issue have been duly heard and considered. Numerous indicators suggest that there exists significant public support for the right-of-way's removal. These indicators include hundreds of resident participants at City Hall rallies, countless emails to Council spanning 8 years, numerous resident letters published through the local press, and a landslide election result for the candidate advocating ROW-removal in the 2017 by-election, and electoral success in the 2018 municipal elections for several candidates campaigning on ROW removal.

The City's own public consultation process on the issue provided further confirmation during the spring of 2018, when the City invited residents to evaluate 16 possible route alternatives on the north shore. The exercise drew roughly 1,300 responses – an unprecedented response rate for such exercises – and a substantial majority of all respondents advised the City that the option they preferred most was to keep the existing road system while limiting density on the loco Lands. In contrast, the idea of installing a road through Bert Flinn scored the worst rating of any major option considered by the public.

## Discussion

While Council direction has been given to remove the ROW and unify the park, there have been delays in the implementation of this initiative until the council's strategic plan, including tactics, have been finalized.

This report seeks to continue the process, while simplifying it, and focussing on two issues:

1. Removal of the Special Study Area designation on the loco Lands in our OCP and restricting density to a level no greater than that allowed by current zoning, and
2. Removal of the ROW, for inclusion into Bert Flinn Park as parkland.

It is important to clarify that Point #2 above does not seek to physically alter the gravel service road, which is to be left in place for recreational, service, and emergency evacuation use.

Staff, as well as the City's legal counsel, have reviewed the motions recommended in this report. The process proposed here is expected by Staff to be the most cost-effective means to remove the ROW and incorporate it into Bert Flinn Park.

## Financial Implications

Staff anticipate this process to cost approximately \$30,000. This report sets out a maximum budget of \$75,000 to be funded from reserve, so as to have no effect on the municipal tax rate.

## Council Strategic Plan Objectives

This report's recommendations are in line with the following Strategic Plan items:

- Optimize and expand parks to meet the community's needs
- Review the OCP regularly to ensure it aligns with the community vision
- Create diverse, natural, open-space experiences throughout the community
- Address global climate change with local actions
- Reduce the City's impact on the planet
- Inspire environmental actions
- Focus on user experience in park planning and design

## Report Author

Rob Vagramov, Mayor

**Report Approval Details**

Document Title:	Official Community Plan – loco Lands and David Avenue Connector ROW.docx
Attachments:	
Final Approval Date:	Sep 30, 2019

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

Dorothy Shermer