

Village of Anmore Background and Overview
on
Imperial Oil Limited Disposition of Ioco Lands

The Village of Anmore understands that Imperial Oil Limited (IOL), owner of the lands known as the 'Ioco Lands', is in the midst of a process to sell approximately 232 acres, which spans both Anmore and the City of Port Moody. The Village and IOL, through Devon Estates Limited, have held many discussions in the past related to the Ioco Lands and their eventual development. Recently, such discussions have evolved to include the possibility of the property owner selling the Lands to a separate developer. Through such discussions, considerable technical analysis, review, and comment have been undertaken.

Given the significance of the Ioco Lands, both in terms of the size and importance to the Village's long-term growth, the key messages shared during previous discussions have been outlined below with the intent of informing potential purchasers. The interests outlined below are not intended to represent an exhaustive list, and should be viewed only as a precursor to further discussions with the Village and, where appropriate, jointly with the City of Port Moody.

David Avenue Road Extension

We acknowledge that extensive investigation of various David Avenue extension alignment options has occurred, some of which specifically attempted to address Anmore's interests. Yet, there remains considerable concern regarding extending David Avenue through the village of Anmore. Specifically, the currently proposed extension alignment options are not supported by the Village, underscoring the importance to resolve this issue prior to any further discussion or consideration of other issues related to the planning and development of the Ioco Lands. Our concern with the proposed alignments stems, in part, from the potential environmental, community, and social impacts to Anmore. In addition, we note that the Village will not be responsible for any of the costs related to the design and construction of the extension, nor would we support taking on the responsibility for the long-term maintenance of the required bridge structure, inherent in any extension concept.

Site Servicing

The availability and capacities of sanitary sewer and water supply connections are further issues that have been discussed in the past and have been the subjects of further privately-initiated technical studies. The ultimate sewage disposal option will, of course, depend upon the type of development and its related density. Should the required method of sewage disposal be other than private in-ground septic fields to serve individual lots, it should be clear that private treatment facilities would not be acceptable to the Village. This suggests that the only other option would be to explore the feasibility of connecting the development to the Greater Vancouver Sewerage and Drainage District (GVS&DD), through the City of Port Moody.



In terms of water supply, where connection to the existing Anmore water system may be proposed in the future, we have identified previously that additional water storage and reservoir capacity will need to be provided by the developer of the loco Lands, along with a looping of the Village's water system.

Neighbourhood Planning

Currently, the Village's Official Community Plan (OCP) designates the loco Lands as residential and identifies through policy that development will require the preparation of a comprehensive development plan that would address land use and density, environmental attributes, servicing, transportation, community amenities, parkland, and financial implications.

The existing zoning of the loco Lands in the village is RS-1 Residential, permitting single-unit dwellings on a minimum 1 (one) acre parcel subdivision. Yet, the OCP acknowledges that future development should differentiate itself from the suburban character of surrounding communities.

The existing rural character of the Village is a key attribute valued by many of Anmore's residents. Given that, and in reflection of existing policy, it is held that any development of the loco Lands will require a cost-recovered neighbourhood planning process, complete with extensive community and stakeholder engagement, through which the Applicant and the Village will jointly explore appropriate uses and forms of development. Such a process should ideally include joint discussions with the City of Port Moody and include further technical analysis, which may include, but not be limited to:

- The provisions of a traffic impact study that examines all possible impacts stemming from the envisioned uses and form of developments on the Village's existing road network as well as the demand for, and if required impacts and mitigation strategies related to, the proposed David Avenue extension;
- A projection of the resulting new population, based on the proposed uses and form of development;
- An assessment of the needs generated as a result of the new population, to examine any added demand for parks spaces, trail networks, recreation services, schools, other civic uses or other neighbourhood/community amenities, as well as identify any impacts and/or benefits to the Village and its existing residents;
- An analysis of the job creation/employment impacts stemming from the proposed uses and form of development;
- A complete analysis of impacts upon Village finances resulting from development (revenues and expenditures as well as capital and operating considerations); and



- The preparation of environmental assessments, given the presence of many existing watersheds, wetlands, hillside areas, and wildlife corridors.

We note that the Village is currently undertaking a review of its OCP, and it is envisioned that the future of the loco Lands will be a topic of much interest to our residents and stakeholders, especially as we meet with the community in early-summer and early-fall 2013. To that end, we encourage the land owner/future developer to begin discussions with the community, ideally coinciding such discussions with the cost-recovered neighbourhood planning effort.

The end Neighborhood Plan will require an OCP amendment, should it not be undertaken in parallel with the concurrent OCP review. The Zoning amendments will occur at the time of the OCP amendments. Future development of the loco Lands will be subject to Development Permit Area requirements and a set of Design Guidelines, to be developed concurrently. The future owner of the loco Lands will be required to enter into a Development Agreement with the Village, establishing the terms and conditions of the loco Lands development, including servicing, phasing, and required financial contributions. It is further held that this Development Agreement will need to be executed prior to final reading of the OCP and Zoning amending bylaws.

The Village also acknowledges that any Neighbourhood Plan will also require a change to the Metro Vancouver Regional Growth Strategy designation of the site from its current 'Special Study Area' status.

Future Sustainability and Resilience

In consideration of the future, any development of the loco Lands should strive to achieve the highest levels of neighborhood performance relating to: minimizing environmental impact, limiting energy requirements and related GHG footprint, reducing potable water and other resource consumptions, minimizing surface runoff while maximizing at-source infiltration, maximizing waste diversion from the region's landfills, and the delivery of overall design excellence; all contributing positively to the existing character of the Village.

Important sustainability and environmental conservation considerations, which are expected to be addressed through further professional studies and reports include, but may not be limited to:

- Protection of surrounding watersheds including tributaries (i.e. Mossom, Schoolhouse North);
- Protection of wildlife corridors to watersheds, including connectivity to the north and between watersheds;
- Tree retention and mapping of "significant" trees;



- Protection of blue-listed species, noting an abundance of tailed frogs and red-legged frogs documented in the area;
- Provision of a siltation control plan and erosion control plan, including ongoing monitoring and reporting;
- Provision of a storm water management plan for maintaining watershed volume and flow regime; and
- Adherence to sustainable development best practices that focus on clustered homes and the preservation of forested hillside areas.

It is also anticipated that as part of any future cost-recovered neighbourhood planning process, consultation with the community's stewardship groups (e.g. Burrard Inlet Marine Enhancement Society, etc.) takes place, augmenting the overall public engagement strategy towards the identification and discussion of key environmental issues.

In closing, the Village reiterates its view that the loco Lands represents a significant part for our community. We, therefore, remain interested in building upon our many years of past discussions with the IOL, continuing the dialogue with prospective purchasers in the short term, and a possible new owner of the loco Lands in the longer term.

Village of Anmore Council

May 2013

