



City of Port Moody

Bylaw No. 3112

A Bylaw to amend City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 to implement the Moody Centre TOD Area Plan.

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. 14, 2017, No. 3112 (Moody Centre TOD)”.

2. Amendment

- 2.1 Chapter 4 of Schedule “A” of City of Port Moody Official Community Plan Bylaw, 2014, No. 2955 is amended by replacing section 4.1.5 with the following:

“4.1.5 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT
The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys. Redevelopment is encouraged as part of a comprehensive plan, and must follow other area-specific policies.”

- 2.2 Chapter 15 of Schedule “A” of Bylaw No. 2955 is amended by replacing section 15.5.6 with the following:

“15.5.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT
The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights will not exceed 26 storeys.

The vision for this area includes:

- Creating flexible outdoor spaces that can accommodate a variety of uses;
- The creation of urban plazas and the careful orientation of uses around this public space;
- Integration of public art into public spaces;

- Providing mid-block pedestrian/cyclist links along longer blocks to break down the scale of the block and create additional links to provide access from existing streets to existing and planned amenities;
- Encouraging opportunities to integrate mini parks as part of larger developments;
- Encouraging a range of housing options – housing that is accessible, affordable, and suitable for all income levels, seniors, families, and those with mobility challenges;
- Encouraging upper floors to be set back from St. Johns Street;
- Providing weather protection and pedestrian scaled amenities to facilitate walking;
- Providing at-grade shops and services creating active edges;
- Encouraging a significant amount of employment related uses;
- Incorporating landmark features as part of larger scale developments;
- Careful attention to incorporating landscaping to create a softer, green edge to the built environment;
- View corridors shall be encouraged as part of any new development application for this area;
- In addition to including parking to support their own building, new developments will consider including commuter parking and visitor parking for Rocky Point Park;
- All residential development will require a rental housing component; and,
- A Park and Ride with free and plentiful parking for all Port Moody residents.

In this area:

1. Residential uses shall include a range of forms (e.g., ground-oriented townhomes and stacked townhomes, and low-rise and high-rise apartments), tenures (e.g., strata, market rental, and affordable/non-market rental), and unit sizes (e.g., studio to 3+ bedrooms, family-friendly units, and lock-off units). New residential buildings shall include ground-oriented/accessible units at grade.
2. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At-grade commercial/employment uses shall be oriented to the street and designed at a pedestrian scale.
3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for 'placemaking' around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.
4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m² are encouraged.

5. Redevelopment shall support alternative transportation modes, prioritize pedestrian mobility to/from the station, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and include:
 - a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block north-south pedestrian connections;
 - an extension of Golden Spike Lane west to the station (pedestrian/bike/possibly vehicles);
 - bike lanes connecting inside and out; and
 - wide sidewalks in all new developments.
6. Given its proximity to the station, and the City's vision towards creating a complete and walkable community, TOD parking standards (i.e. parking relaxations in certain areas) are encouraged for the Moody Centre TOD Area, while still ensuring adequate parking to support retail vitality. All off-street parking should be underground. On-street loading areas in front of multi-family residential entrances are encouraged.
7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.
8. Redevelopment shall create an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. The greenway will be provided through dedication as part of a redevelopment proposal. Density may be transferred to the remainder of the parcel. Its design and function will be determined through further study. New buildings adjacent to the greenway shall front/face it and be designed to minimize overshadowing by stepping back of building heights away from the greenway.
9. Sustainable building practices, including rooftop gardens and green roofs, are encouraged, where feasible.
10. The public realm shall include:
 - Public space for residents and visitors (plazas, open space, civic use);
 - A plaza around the station entrance, connecting to the greenway;
 - Internal plazas within the blocks nearest the station;
 - Opportunities for public art; and
 - A realized Spring Street Promenade.
11. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as child care, community care, and seniors care facilities, an outdoor amenity, and play space. Development applications shall provide a demographic analysis identifying the estimated child care demand produced by the proposed development, how this demand could be accommodated, and if necessary, how the development would contribute towards the provision of daycare spaces.
12. The City will continue to work with School District 43 and Fraser Health on servicing the expected population growth in the Moody Centre TOD Area.

13. Substantial lot consolidation is required. For a site to be considered for a rezoning within this area, it shall be of such a size and configuration that it can reasonably accommodate a form of development as outlined in the plan. Rezoning of lot configurations that unreasonably preclude future planning and design opportunities (i.e., that result in excluded, isolated, or small lots that cannot reasonably be redeveloped) will not be considered. Rezoning applicants shall demonstrate that any sites “left behind” can be reasonably developed with consideration for building massing, underground parking, and project economics.

14. Further study will be required to determine the design of daylighting of Dallas/Slaughterhouse Creek as well as the pedestrian overpass in proximity to the station.

2.3 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.

2.4 Schedule “A” of Bylaw No. 2955 is amended by replacing *Map 2 – Parks, Open Space and Public Facilities* with *Map 2 – Parks, Open Space and Public Facilities* attached to this Bylaw as Schedule B.

2.5 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.

2.6 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.

2.7 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.

2.8 Appendix 2 of Schedule “A” of Bylaw No. 2955 is amended by replacing section 3.3.2.1 General Guidelines with the following:

3.3.2.1 GENERAL GUIDELINES

All design guidelines pertaining to the form and character of multi-family residential development in DPA1 apply to multi-family residential development in DPA2, as follows:

(a) Building Materials

(i) Low-rise Development

Building materials should be residential in character, including materials for siding, roofs, and other external details. Exterior materials which are considered acceptable include wood, standard dimension brick, stone, smooth finish stucco with wood highlights, and siding which simulates a wood appearance, and, in certain circumstances, painted concrete when done to a high quality of design and finish. Materials such as reflective glass, metal sheeting, and fiberglass are not acceptable. Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture. Along St. Johns Street and within the Moody Centre TOD area where a more urban form of development is encouraged,

building materials for multi-family low-rise development should be consistent with section (ii) below.

(ii) Mid-rise and High-rise Development

Building materials for mid-rise and high-rise development exceeding four storeys in height should be of a quality befitting a town centre, including materials for roofs, balconies, and accent details. Exterior materials considered acceptable include painted concrete done to a high quality of design and finish, stucco, metal panels, brick, and glass. Where pitched roofs occur in high-rise developments, roof materials such as metal and glass are encouraged.

(b) Building Foundations

Concrete block of any type is not to be used as a primary exterior building material, although it is acceptable for building foundations and retaining walls when it is finished with stucco (or another suitable finishing material), or when textured concrete blocks are used. Lock blocks are not acceptable under any circumstances. Exposed concrete foundation and retaining walls should be finished with:

- brick;
- paint;
- sandblasting;
- applied stucco;
- reveals; and
- exposed aggregate finish and/or camouflaged with adequate landscaping.

(c) Building Form

Towers must display interesting articulation and fenestration in order to create a quality design facade. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Where low-, mid-, and high-rise buildings comprise a single development, the siting and design and building materials [notwithstanding Guidelines (a) and (b)] must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(d) Building Colours

Building colours should reflect the common colour palette of the surrounding area. Traditional tones such as muted tones of green, brown, grey, beige, sepia, ochre, and yellow are encouraged. Bright, fluorescent or strong primary colours are not acceptable. These colour guidelines apply to any accessory or detail features appearing on concrete high-rise buildings. The number of exterior building colours on any one building should be limited to no more than three (3). Additional colours should be used only as accents or trim. Where a number of buildings comprise a single development, any variation in colour among the buildings should contribute to an integrated appearance for the development. Other site improvements such as accessory buildings, fencing, signage, and railings should be compatible with the colour scheme of the site's principal building(s).

(e) Compatible Elevations

Any building elevations which are visible from an adjacent public roadway should have their building face remain compatible with the front elevation. This includes foundations, building walls, roof materials, and roof lines.

(f) Human Scale

Both low-rise and high-rise buildings should provide for a level of detail and quality that results in a comfortable and interesting street level experience. Upper storeys should be set back from the street face to provide a comfortable pedestrian scale street edge.

(g) Facades

Building faces should provide visual interest by means of articulation of surfaces, fenestration, and/or vertical elements to break up the horizontal scale of the building and delineate individual units, changes in material/colours, and creative design of balconies. Entrances to ground-oriented units should be easily identifiable and include front doors that face the street.

(h) Rooflines

All buildings in low-rise developments should have a pitched roofline, with a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building, and may include false mansards or parapets. For mid and high rises, the roof shape should incorporate covers for mechanical functions which are architecturally integrated with the design of the building. All larger residential buildings should achieve a varied roofline which complements surrounding rooflines and any natural backdrop, and be designed so as to break up massing blocks into individual components by means of, for example, hipped and gable roof forms, mansards, and turrets.

(i) Bird-Friendly Design

Light pollution reduction techniques should be used to reduce light trespass from buildings and sites and its impact on the nocturnal environment. Examples of such techniques include the installation of lighting which projects downward thereby reducing spill lighting; treating glass with a visual marker to reduce glass reflection; and employing bird friendly site ventilation grates. For a comprehensive listing of bird friendly design guidelines, please see City of Toronto Green Development Standard, Bird Friendly Design Guidelines, March 2007.

(j) Incorporating Natural Systems

Where possible, buildings should be designed to incorporate natural systems in place of mechanical equipment (e.g. sunlight and wind patterns could be used to improve internal illumination and ventilation for occupants while reducing energy consumption). Existing vegetation should be preserved and landscape features incorporated to moderate temperature extremes and maintain or enhance the natural drainage pattern.

(k) Children's Play Area

Residential developments which include family-oriented housing are encouraged to provide an outdoor play area on-site for children. This area should be located so that it receives surveillance from several units, and where possible is a safe distance from areas of vehicle parking or circulation, or where this is not possible, fenced. Children's play areas should be designed so as to provide:

- seating for supervising adults;
- play activity equipment; and
- separation of play areas for pre-school and older children, if possible.

(l) Parking Areas – Location

Where required off-street parking is provided at grade, it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Within the Moody Centre TOD Area, required off-street parking should be underground. Pedestrian pathways and vehicle access should be clearly separated. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Exposed surface parking is discouraged. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(m) Parking Areas – Materials

Surface parking areas should be paved, appropriately marked, and drained. The use of a variety of paving materials is encouraged for internal roadways and pedestrian pathways. Large expanses of pavement using a single paving material are to be avoided, and to this end, will require landscaping and/or other treatment, (e.g., pavers, stamped concrete, or concrete bands). Materials and treatments such as grasscrete and paving stones are encouraged to increase permeability and reduce the volume of stormwater runoff.

(n) Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be located at the rear of buildings and screened from public view. This can be accomplished by a solid or lattice wood fence which features landscaping along its perimeter. All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(o) Fencing

Any fencing on-site should be wood, standard dimension brick, ornamental metal work, or a combination of these materials. Chain-link fencing is not generally acceptable as perimeter fencing for fencing any residential site. However, residential sites abutting a public pathway or public park/green area may use chain-link perimeter fencing, or bollard fencing, when such fencing is coloured, and of a design that is compatible with a residential context. During a construction phase, any perimeter chain-link fencing used should be camouflaged with wood panels if the construction period is to exceed six (6) months.

(p) Transition Areas

Multi-family residential developments abutting single-family houses should strive to achieve a “soft edge” transition between the two uses, where it is anticipated that the single-family housing will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, building materials, and landscaping. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, Spring, and Hope Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(q) Design Repetition

The foregoing guidelines are intended, in part, to ensure visual interest and diversity along the blockfronts in multi-family residential areas. To this same end, designs for multi-family residential buildings which demonstrate identical or fundamentally similar building elevations cannot be repeated within this DPA, unless it can be demonstrated that such repetition on one site is required for symmetry as part of the overall image of the development. To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(r) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(s) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts.

On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

- 2.9 Appendix 2 of Schedule "A" of Bylaw No. 2955 is amended by replacing section 3.3.3 Landscaping, section 3.3.4 Livability, and section 3.3.5 Circulation and Access, with the following:

3.3.3 LANDSCAPING

(a) Natural Landscape Areas

Residential development which occurs adjacent, or in proximity, to areas of natural landscape should reflect a combination of both natural and urban treatments. Wherever possible, pockets of natural landscaping reflecting the vegetation heritage of the area should be maintained or installed in appropriate locations so as to provide visual relief in the surrounding built environment. Compliance with the City's Naturescape Policy is required.

(b) Landscape Groundcovers

Areas of a multi-family site not developed with hard surfaces should be landscaped with solid landscaping of ground covers, shrubs, and similar planting. Extensive use of mulches, gravel, artificial turf, or other similar types of soft materials as the primary ground cover is not acceptable.

(c) Interplanting for Expanses of Paved Areas

Areas of a multi-family site which are paved should have clusters of trees and/or other landscaping or alternate paving materials such as stamped concrete, banding, or pavers, installed in order to break the image of any extensive asphalt surface. Such landscaping is required for large outdoor parking areas, or for paved outdoor recreation/amenity areas. Plantings in parking areas should be provided with ornamental guardrails in order to prevent damage from vehicles.

(d) Conservation of Mature Vegetation

The retention of mature vegetation on-site is encouraged for all new development and redevelopment. Where retention cannot be achieved, replanting with appropriate tree species and other vegetation will be required. All plantings will be of a quality and specifications acceptable to the City.

(e) Landscape Screening/Buffering

Landscaped screening should be provided between all multi-family development and adjacent single-family areas, as well as between any residential area adjacent to commercial or mixed-use buildings in the Historic and Mixed Use Commercial and Residential Areas.

All residential areas should be screened with landscaping, fencing, berming, or a combination thereof, from arterial roads and other major transportation corridors. The screening will be designed so as to restrict noise and prevent vehicle headlight intrusion into residential units, as well as to prevent visual intrusion from passing vehicles.

(f) Amenities

All common outdoor areas on-site should be landscaped, and provided with seating. Opportunities for the development of publicly accessible plazas and open spaces are encouraged.

(g) Landscaping Materials

Where wood is used for landscaping, squared or rounded timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(h) Signage

Signage should be structurally integrated into the design of buildings. The location of signage should be shown at the time of the Development Permit application. Signage design submitted later for municipal review should clearly demonstrate all signage as being architecturally compatible with the building(s), and with the surrounding area in which it is proposed. Signage shall be limited to routed or sand-blasted wood, canopy signage, neon tubing, etched glass, painted wood, metal letters on a building facade, or a combination of the above or similar images. Murals and artwork are desirable elements to be included within this area where it can be demonstrated that they fit into the overall design image of the development. Building and site signage should be of a type which is compatible with a residential area. Indirect illumination of signs is acceptable, but the signage should be softly lit, and integrated into the overall design of the building and site. Free-standing signage will be limited to a height of approximately 1.8m (6ft) from grade. The base of the sign should be surrounded by landscaping such as grass, shrubs, or flowers. Artificial turf and chain link fencing are not acceptable as part of the landscaping.

(i) Weather Protection

All pedestrian areas adjacent to a building should be provided with continuous weather protection, wherever possible. In order to provide a pedestrian environment within the area, overhead weather protection may be required between buildings.

(j) Street Furniture

Street furniture emphasizing the pedestrian orientation intended in this DPA will be provided. This would include bicycle racks, public seating, garbage/recycling containers, information kiosks, water fountains, and lighting bollards.

3.3.4 LIVABILITY

(a) Siting

All buildings should be located or configured so as to:

- maximize natural light penetration into dwelling units and corridors/stairwells;
- minimize shadow impacts upon adjacent sites and upon common outdoor areas of the subject site;
- retain or create view corridors from the subject site, wherever possible;
- provide a pedestrian scale street edge by stepping back upper storeys; and
- maintain a spatial separation that maximizes privacy for all dwelling units on the site.

(b) Balconies/Decks

All multi-family dwelling units should be provided with private outdoor space in the form of decks, patios, and balconies. Balconies should be a minimum dimension of 1.8m (6ft) by 2.4m (8ft). Ground-level private outdoor areas should exceed this minimum, wherever possible. Balconies for multi-family units which occur in a building intended to accommodate families with young children will be of a material and design which provide safe outdoor space for young children. Screening by means of fencing, landscaping, or both, will be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy. Balconies/decks will be configured so as to minimize visual intrusion or shadowing from adjacent commercial/mixed-use buildings.

(c) Screening of Entrances

Outdoor private entrances to multi-family townhouse units will be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations. Within a development, privacy conflicts are to be reduced by means of careful orientation of windows and balconies, and the use of privacy screening to prevent visual intrusion.

(d) Bicycle Storage

Appropriately located secured storage for bicycles is encouraged.

(e) Lighting

Lighting of walkways and common entrances on-site will be sufficient to provide residents and visitors with a sense of personal safety and ease. All site lighting should be in conformity with the lighting requirements established by the City for this area as specified in the Subdivision Servicing Bylaw. Alternate lamp standards may be considered, if they support the creation of a unique, pedestrian-oriented environment.

(f) Crime Prevention

Guidelines for Crime Prevention Through Environmental Design (CPTED) should be followed.

3.3.5 CIRCULATION AND ACCESS

(a) Treatment of Internal Circulation Routes

Surface materials and landscaping are to be used for both vehicular and pedestrian circulation on-site in such a manner that entranceways to the site and important site elements are highlighted, and that public circulation areas are clearly differentiated from private and semi-private areas. Surface treatment shall contribute to a sense of pedestrian system conformity.

(b) Universal Accessibility

Wherever possible, all common areas of a multi-family development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair or persons who are visually impaired.

(c) Access to Natural Amenity Areas

Wherever development occurs adjacent to a public greenbelt, ravine, watercourse, or other natural amenity, a pathway or other means of access from the subject site to these areas should be provided.

(d) Lighting

Lighting on-site of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site, and with the adjacent public street lighting, wherever possible. Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

(e) Vehicular Access

Vehicular access to underground parking, loading, and service areas should be provided from the rear. If this is not possible, any entrance from the street should minimize interruption to pedestrian movement, and to the building face on the street.

(f) Pedestrian Pathways

Interference between pedestrian movement/pathways and vehicle access should be minimized. Wherever pedestrian pathways on site intersect with areas of vehicular access to parking, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers or some such other design feature intended to alert motorists to the pedestrian crossing.

(g) Access to Adjoining Sites

Pedestrian and vehicular access between adjoining sites shall be encouraged.

- 2.10 Appendix 2 of Schedule "A" of Bylaw No. 2955 is amended by replacing section 3.5 Commercial Uses with the following:

3.5 COMMERCIAL USES

3.5.1 DEVELOPMENT STANDARDS

Specific standards for development have been established in the City of Port Moody zoning and subdivision bylaws and through other pertinent development controls. Reference should be made to City bylaws in all cases.

3.5.2 FORM AND CHARACTER OF DEVELOPMENT

3.5.2.1 GENERAL GUIDELINES

The historic downtown core of Port Moody, primarily located adjacent to the waterfront along Clarke and St. Johns Streets, is included within the Moody Centre Heritage Conservation Area (HCA). The form and character of commercial development for properties within the HCA, as identified on Map 3, shall adhere to the Design Guidelines for the Moody Centre Heritage Conservation Area included as Appendix 4 of this document.

Guidelines in this subsection (3.5.2.1) apply to all new commercial development outside of the Heritage Conservation Area of Moody Centre.

New commercial development will meet the following general guidelines:

- provide opportunities for multi-family residential uses within mixed use buildings;
- contribute to the economic revitalization of this area;
- provide opportunities for retail and office uses which serve a City-wide and regional catchment area;
- maximize opportunities for public enjoyment of the area's natural amenities and views;
- maintain the environmental integrity of the area;
- provide for a diverse and visually interesting streetscape which will attract visitors and tourists as well as local shoppers;
- encourage a pedestrian environment;
- demonstrate sensitive and exemplary design and landscaping; and
- where renovation of heritage commercial buildings occurs, retain the heritage features of the site and of the external building(s).

The form and character of commercial development in the Moody Centre TOD Area will differ significantly from that in the Historic Commercial Area in that it will occur in mixed use buildings accommodating high-density residential or office uses. The following guidelines set out how these general guidelines will be met.

New commercial development outside of the TOD Area will also meet the following general guidelines:

- ensure building design is compatible with and yet distinct from the heritage character of the adjacent area; and
- maintain the appearance of small-scale, retail frontage that is compatible with the surrounding area.

(a) Siting

All commercial buildings should be located at or near the front property line (and along the flanking property line, if applicable). Only if the building features a continuous portico, arcade, boardwalk, or public seating area along its frontage would a building setback from the public thoroughfare generally be considered acceptable. Building setbacks should be compatible with existing conditions on the blockfront. For the Moody Centre TOD Area, the intention is to provide an urban streetscape image within this area which facilitates the creation of a desired pedestrian environment. Upper storeys should be set back from the street edge to provide a comfortable pedestrian scale. All required parking should be underground.

(b) Spacing of New Buildings

The siting of new buildings should reflect the existing spacing of buildings along the blockfront.

(c) Building Form

Except for major new community/public use buildings where complexity of form may be required, the form of a new building in infill development should echo the simplicity/complexity of other building forms on the street.

(d) Street Wall

Streetscape variety that encourages a pedestrian orientation is encouraged. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances. Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness, as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities.

(e) Building Face

New building faces should be compatible with historic buildings with respect to the ratio of solid (wall) to voids (windows and doors). Retail frontages should be transparent and reinforce the scale of a walking, shopping street. Ground floor glass storefronts should generally have more horizontal proportions than upper-storey windows.

(f) Small Store Frontages

The creation of small store frontages is encouraged. For larger commercial buildings, variations in the design, colour, and/or texture of the building will be required. Long continuous wall fronts should be varied and articulated and feature numerous entranceways in order to simulate a series of store frontages, and add visual variety, distinctiveness, and human scale. Projecting elements such as awnings, canopies, and arcades that protect pedestrians from the weather are effective means of integrating the building with adjoining pedestrian areas, adding 3-dimensional interest to the facades, and enhancing the sense of entry into a building. Clear or translucent materials for building overhangs are encouraged where appropriate to provide shelter while maintaining natural light on the sidewalk. If required off-street parking is provided at grade, then it is to be located at the rear of the site. Surface parking will not be accommodated between the front face of the building and the front property line, where a pedestrian environment is intended. Underground parking is encouraged.

(g) Fenestration

Fenestration along the face of the building should provide variety and interest to the facade by offering a variety of sizes and shapes for windows and openings, and by providing differing shapes and sizes of windows between storeys. Window openings above the ground floor should be intermittent, and not occur continuously across the face of the building. Ground level windows can extend the full face of the building, but reflective glass at ground level is not acceptable. Windows that are recessed or protrude from the frontal plane of the building are encouraged. Ground levels of commercial buildings on the front and flanking streets should be transparent for the main part, up to a minimum height of 3m (10 feet) to maximize visibility between streets, sidewalks, and buildings.

(h) Entranceways

Ground-level entranceways to all retail and office-commercial buildings should be designed so as to provide visual interest and diversity along the street level, as well as to adequately signal pedestrians and passing motorists of the entrance location. This can be achieved by the following:

- a small-scale entrance in relation to the total storefront width; or
- the use of recession, hoods, or framing, or distinctive materials for the door(s) to provide for individuation along the block front and must be compatible with the overall style of the commercial building.

Door details of any commercial use should be pedestrian in scale, and should include wood trims, wide metal detailing, mullions, and accent columns. Simple line metal details are not acceptable in this area.

(i) Design Repetition

The foregoing guidelines are intended to ensure visual interest and diversity along the block fronts within commercial areas. To this end, designs for commercial buildings which demonstrate identical or fundamentally similar building elevations should not appear within two (2) standard-size blocks of one another. To be different means to demonstrate a significant change in features such as roof slopes, size, and location of windows and doors; colours; and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

(j) Building Height Transitions

Building height transitions shall be used to ensure compatibility between multi-storey buildings and lower intensity development on adjacent properties. Buildings should be articulated and sculpted to provide a creative and sensitive transition in scale to neighbouring uses. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(k) Rooflines

False fronts and other artificial rooflines that are not an integral component of the architectural design should be avoided. Rooflines should be compatible with existing conditions on the blockfront. Gable, mansard, and hipped roofs and dormers, facing either the front or flanking street are permitted. All buildings having a pitched roofline or parapet should have a minimum slope of 5 in 12.

(l) Building Materials

A single primary building material should be used for any building facade visible from the street. Contrasting accent materials are acceptable. The types of materials which reflect a traditional image include:

- horizontal clapboard;
- channel siding (wood comparable) with a narrow dimension;
- smooth-finish stucco;
- split-granite; and
- traditional molded or pressed brick.

Exposed concrete block and giant brick is not acceptable as primary building materials along the ground plane (first two storeys). Any exposed concrete used for foundations or retaining walls must be treated with:

- brick;
- paint;
- sandblasting;
- applied stucco;
- reveals;
- aggregate finish; and/or
- camouflaged with adequate landscaping.

Roof materials for low-rise development should be limited to wood shingles, architectural asphalt shingles similar in colour to wood, or other materials which accomplish the same objectives of colour and texture.

(m) Building Colours

For smaller commercial buildings, building colours should generally be limited to one colour except for accent or trim. For commercial developments with larger street frontage, the use of several colours is encouraged in order to break up the frontages. A range of colours within a traditional palette is acceptable. These colours would include ochre, brown, grey, pale blue, green, yellow, and white. Bright primary colours or fluorescent tones are not acceptable. Mural paintings, graffiti, stenciling, and bold painted geometric designs on walls visible from the street are discouraged. Mural paintings will only be considered where it can be clearly demonstrated that they fit into the heritage theme of the area. Contrast trim should be used to outline windows, doors, parapet and gable edges, and other similar building details. Canopies and awnings should be incorporated into and be compatible with the design and overall colour scheme of the building.

(n) Lighting

The use of lighting fixtures which are understated and compatible with the heritage design and quality of the surrounding area is encouraged. Lighting for heritage character buildings should be restricted to sensitively located floodlights or light bollards which highlight signage or pedestrian walkways, and security lighting which prevents light-spill onto adjacent properties. Site lighting of buildings, walkways, parking lots, common areas, and all other areas where lighting is required should be of a type and standard which:

- maintains compatibility with the heritage character of the Heritage Character Area;
- orients lighting to maximize lighting efficiency and eliminate blind spots or dead zones; and
- prevents “light-spill” onto adjoining properties.

Site lighting should conform to the established City standards for this area.

(o) Crime Prevention

Guidelines for Crime Prevention Through Environment Design should be followed.

(p) Accessory Structure

Accessory structures should be compatible with the principal building.

(q) Utility Elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers should be placed in unobtrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

(r) Signage

Signage materials and colours should be compatible with building design elements. Commercial signs or signs for commercial buildings that are not set back from the street can be flat wall signs located above the storefront; small projecting signs; window signs; or lettering on awnings/canopies. Commercial signs for buildings set back from the street are similar to residential signs. Roof signs, large projecting signs, and flashing/strobe signs are not acceptable. Internally illuminated plastic signs will only be considered acceptable where it may be clearly demonstrated that they are compatible with the building design, and also do not appear out of character with adjacent developments. Free standing signs are not acceptable. All signs are required to be in conformity with the City's Sign Bylaw. In new developments, sign location, type, and materials will be formalized as part of the Development Permit process.

(s) City of the Arts

Given Port Moody's designation as "City of the Arts" there is an expectation that a building's design and/or landscaping will incorporate unique features that promote and enhance this designation.

(t) Diversity of Frontages

Wherever possible, store frontage of retail commercial buildings should remain relatively small in order to contribute to the diversity and interest along the street front for pedestrians. This is particularly desirable when the commercial space appears on the ground level of a high-rise residential building. Visual monotony along the building face will be avoided by means of variations in the design, colour, and/or texture of the facade, as well as the provision of numerous entrances in larger frontage buildings.

3.5.3 LANDSCAPING

(a) Landscape Groundcovers

Areas of the site not developed with hard surfaces should be landscaped with solid landscaping of lawn, ground covers, shrubs, and similar plantings. Extensive use of mulches, gravel, artificial turf, or other soft fill materials as a primary ground cover is not acceptable. Compliance with the City's Naturescape Policy is required. Where wood is used for landscaping, squared timber ties of a minimum dimension of 4 x 4 inches in size should be used.

(b) Screening of Utility/Garbage Areas

Garbage/recycling containers, utility boxes, fans, vents, and unenclosed outdoor storage areas should be screened from public view and located for convenient access by service vehicles. This can be achieved by means of a solid wood fence or landscaped screen, or both. All roof mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design.

(c) Perimeter Fencing

Chain-link perimeter fencing is generally not acceptable. However, any commercial site abutting a public walkway, or a public park/green area may use chain-link fencing that is appropriately coloured, and of a design compatible with an urban commercial context. During construction phases, any perimeter chain-link fencing should be camouflaged with wood panels if the construction phase is expected to last longer than six (6) months. New/infill development should incorporate fence lines/walls when adjacent to historic properties with fence lines/walls, and the fencing should be of compatible materials and colours. Chain-link fences are not acceptable.

(d) Parking Areas

Exposed surface parking is discouraged. When it is necessary to locate at-grade parking adjacent to a walkway or a roadway, the parking area should be adequately screened or landscaped, or a combination of the two. Surface parking areas should be paved, appropriately marked, and drained. Large expanses of paved-over areas using a single paving material are to be avoided. To this end, such areas should have clusters of trees and/or other landscaping installed at intervals in order to break up the image of any extensive hard/paved surface. Trees/shrubs so planted should be protected by decorative guardrails in order to prevent damage from vehicles.

(e) Use of Both Natural and Contrived Landscape Treatments

Landscaping in this area should reflect a combination of both natural and urban treatments. Pockets of natural landscaping reflecting the vegetation heritage of this area should be installed in appropriate locations as accent to the surrounding built environment. Urban landscape treatment will include formal street planting and landscaping that is conducive to this type of environment.

3.5.4 CIRCULATION AND ACCESS

(a) Pedestrian Weather Protection

Both public and private pedestrian ways should be provided with weather protection. This protection may occur in a variety of materials, but it must be durable and compatible with the building design. Canopies may be sloped or rounded, and should occur along the entire width or length of the building where that building face lies adjacent to a public walkway.

(b) Treatment of Pedestrian Surfaces

Surface materials and landscaping are to be used for on-site pedestrian circulation in such a manner that important site features are highlighted, and that public circulation areas are clearly differentiated from semi-public areas. All pedestrian surfaces should be surfaced in concrete or in pavers, with accents, decorative paving stones, or patterned (stamped) or exposed aggregate concrete for cross-walks, common seating areas, natural breaks, transition areas, and specific accesses. This surface treatment should create a sense of integrated pedestrian circulation throughout the area.

(c) Universal Accessibility

Wherever possible, all outdoor public areas of the commercial site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails, and seating are to be located so as to not impede easy passage for persons in a wheelchair, or persons who are visually impaired.

(d) Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

(e) Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

(f) Access to Adjacent Sites

Each development should provide pedestrian and vehicular access to adjoining sites so that they can mutually serve one another rather than depend upon external public roads.

(g) Accessibility to Public Areas

All pedestrian areas and parking areas serving public amenities should be available for public use on a continuous 24-hour basis.

(h) Vehicular Access

Vehicular access to underground parking, or to loading or service areas should be provided from the rear of the site. If this is not possible, any vehicular entrance from the street should minimize interruption to pedestrian movement, and to the building face along the street. A continuous retail frontage should not be interrupted by driveways.

(i) Pedestrian Pathways

Wherever pedestrian pathways on-site intersect with areas of vehicular access to the site or to parking areas, the pedestrian right-of-way will be emphasized by means of painted road lines, raised pavers, or some such other design feature intended to alert motorists to the pedestrian crossing. Pedestrian access to a commercial site should be coordinated with the location of existing, or proposed, transit and bus stops.

(j) Public Plazas and Open Space

Opportunities for the development of publicly accessible plazas and open spaces are encouraged. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, trash receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

- 2.11 Appendix 2 of Schedule “A” of Bylaw No. 2955 is amended by replacing section 3.8 Mixed Use Commercial and Residential Buildings with the following:

3.8 MIXED-USE COMMERCIAL AND RESIDENTIAL BUILDINGS

Mixed-use buildings refer to buildings which accommodate residential units above commercial uses. In the Heritage Character Area, as well as in other designated mixed use areas within DPA 2, such mixed buildings are encouraged as a means of increasing residential densities so as to stimulate commercial redevelopment, improve the area, and facilitate the development of neighbourhood-serving businesses. All guidelines pertaining to commercial buildings are applicable to mixed use buildings in this area. The following guidelines are provided as additional design criteria for mixed use buildings. These additional criteria are intended to enhance the livability of residential units which occur above commercial uses in mid and high-rise buildings.

(a) Siting

The siting and configuration of the building will be such that it provides, wherever possible, for the following:

- provision/protection of view corridors for upper-storey dwelling units;
- minimizing adverse impacts from building shadows onto surrounding public spaces and residential units;
- adequate penetration of natural light into dwelling units, and into any outdoor common open space (e.g. courtyards);
- adequate protection of visual privacy for the dwelling units from the commercial activities below, and from adjacent dwellings;
- avoidance of sleeping areas of dwelling units directly overlooking commercial loading or garbage/recycling areas; and
- clear transitions between public, semi-public, and private space.

(b) Building Form

As with wholly commercial buildings, the intention is to provide a street facade along the block front that is two or more storeys in height but which still maintains a comfortable pedestrian scale. Therefore, when residential units occur above commercial uses, the upper storeys should be kept pulled to the front, while allowing for adequate balcony/deck space for each unit. Buildings should be designed with setbacks, articulation, and materials that minimize massing in order to break down the scale of buildings to a pedestrian level and provide visual interest from the street. Towers of identical design are not permitted, except in cases where it can be clearly demonstrated that this is required for symmetry as part of the overall image of the development. Tower forms should be slim and well separated, with distinct base, middle, and top elements. Where low-rise, mid-rise, and high-rise buildings comprise a single development, the siting, design, and building materials must ensure that the form and character of the buildings contribute to an overall integrated appearance of the development.

(c) Balconies/Decks

Private outdoor space for each residential unit will be provided by means of balconies/decks which do not protrude beyond the frontal plane of the commercial ground-floor. All residential units should be provided with private outdoor space. Wherever possible, balconies should be a minimum dimension of 1.8m (6ft) by 2.4m (8ft). Balconies visible from the street level should be of a design and material which screen balcony activities/contents from view.

(d) Entranceways

The ground-level entranceway for upper-storey residential units should be clearly separated from any ground level commercial entrances. On corner sites, side-street residential entries are encouraged. The ground-level entranceway for the upper storeys should feature weather protection, or a small lobby, or both. Where a security callboard is required, the callboard should be of a height and so located that it can be easily used by a person in a wheelchair.

(e) Light-spill Mitigation

Site and building lighting should be sensitively located and designed so as to prevent intrusion of commercial or parking area lighting into dwelling units.

(f) Views

For new development, view corridors to Burrard Inlet and the North Shore will be identified and buildings sited to minimize impacts. On-site landscaping should be located so as to prevent blocking of any view corridors available to the upper storey dwelling units when plantings are mature.

(g) Parking Areas

Exposed surface parking is discouraged. Where required off-street parking is provided at grade, then it should be located to the rear of the building(s), wherever possible, and preferably enclosed within a structure. Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. Interference between pedestrian movement/pathways and vehicle access should be minimized. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.

(h) Noise Mitigation

An acoustic analysis is required as part of the municipal review process for residential uses which occur in the same building as commercial uses. The City will require noise mitigation measures (e.g., unit layout, triple glazing, fresh-air ventilation systems) as are necessary to have the residential units meet the noise standards for habitable areas set out by Canada Mortgage and Housing.

(i) Plazas and Open Space

Publicly accessible plazas and open spaces are encouraged in mixed use developments. Outdoor pedestrian spaces should incorporate high quality varied paving materials and pervious surfaces, as well as appropriate outdoor furniture elements, such as seating, public art, drought tolerant plantings, garbage/recycling receptacles, bike racks, and fountains. Projects should consider integrating plazas and open spaces into a comprehensive open space network to connect uses on the site and adjacent properties.

(j) Integration of Landmark Features

Consideration should be given to the integration of landmark features as part of larger mixed use developments. These features could be incorporated into the building form, landscaping, streetscape, or public gathering spaces, or at key intersections within Moody Centre.

(k) Transition Areas

Mixed use commercial and residential development abutting lower density residential uses should strive to achieve a “soft edge” transition between the two uses, where it is anticipated that the residential use will remain over time. This can be accomplished by a variety of means such as rooflines, building heights, and building materials. Where appropriate, consideration should be given to activating or enhancing secondary streets such as St. Andrews, St. George, and Spring Streets through building orientation, landscaping, and opportunities for direct pedestrian access.

(l) Street Wall

Mid-block breaks in the street wall are encouraged to allow for sunlight, views, and a feeling of openness as well as to provide access to interior courtyards, public plazas, pedestrian linkages, and opportunities for sidewalk cafes, restaurant seating, and other commercial activities. Buildings at key intersections should be designed to highlight the corner. Design treatments could include setbacks at the corner and accentuated entrances.

(m) Interconnections

Interconnections for pedestrians are encouraged including mid-block linkages between sidewalks, gathering spaces, plazas, bike paths, parks, greenways, and other destinations.

(n) City of the Arts

Given Port Moody’s designation as “City of the Arts” there is an expectation that a building’s design and/or landscaping will incorporate unique features that promote and enhance this designation.

(o) Spring Street

Within the section of Spring Street between Queens and Moody Streets, vehicle access is intended to be limited to local traffic only and new parkade access is discouraged. Within the section of Spring Street between Moody Street and Electronic Avenue, pedestrian and/or bicycle use is encouraged and intended to take prominence over restricted vehicle traffic.

(p) Utility elements

Utility elements such as wires, utility poles, antennae, vents, fans, and exterior heat exchangers, should be placed in unobtrusive locations on-site or screened with landscaping or fencing, or both. Every effort should be made to eliminate existing utility poles and overhead wiring as part of new development.

3.8.1 RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A RAILWAY CORRIDOR

When designing or assessing new residential development in proximity to a railway corridor, the following principles for mitigation design should be considered:

- Standard mitigation measures such as appropriate setbacks, acoustical and/or security fencing, berms, foundation isolation and sound and vibration attenuation measures;
- In instances where standard mitigation measures are not viable, alternative development solutions may be considered to achieve the same objectives; and,
- All mitigation measures should be designed to the highest possible urban design standards.

(a) Noise Mitigations

For new residential development in proximity to a railway corridor, a noise impact study prepared by a qualified acoustic consultant will be required to assess the impact of all noise sources affecting the proposed development and to determine the appropriate layout, design and required control measures.

The Canadian Transport Agency (CTA) report, Railway Noise Measurement and Reporting Methodology (2011) should be consulted for guidance and recommended content and format of a noise impact study for these affected areas.

(b) Siting

Careful consideration of the location and orientation of buildings can minimize exposure of sensitive spaces to railway noise. Site design should take into consideration the location of the rail corridor, existing sound levels, topography, and nearby buildings. Noise barriers, acoustic shielding from other structures, and the use of appropriate windows, doors, ventilation, and façade materials can all minimize the acoustic impacts of railway operations.

(c) Noise Barriers

Noise barriers must be constructed adjoining or parallel to the railway right-of-way. They must be constructed without holes or gaps and should be made of a durable material with sufficient mass to limit noise transmission to accepted standards. Masonry, concrete, or other specialist construction is preferred in order to achieve a minimum noise reduction combined with longevity. Consideration should be given to limiting the visual impact of noise barriers in order to maintain a high level of urban design in all new developments, and to discourage vandalism. This can be accomplished by incorporating public art into the design of the barrier, or through the planting of trees and shrubs on the side of the barrier facing the development, particularly where it is exposed to regular sunlight. Alternatively, the barrier itself may be construction as a living wall, which also has the benefit of providing additional noise attenuation.

(d) Podiums

Outdoor rail noise can be substantially reduced by building residential apartments on top of a podium commercial building space. If the residential tower is set back, then the podium acts to provide increase distance from the railway corridor, thus reducing the noise from the corridor and providing extra shielding to the lower apartments.

(e) Balconies

Providing enclosed balconies can be an effective means of reducing noise entering a building. Where enclosed balconies are used, acoustic louvres and a fan to move air into and out of the balcony space should be considered to address ventilation requirements.

(f) Vegetation

Vegetation such as trees and shrubs can be used to create the perception of reduced noise levels. Vegetation is also valuable for improving the aesthetics of noise barriers and for reducing the potential for visual intrusion from railway operations.

(g) Walls

In order to reduce the transmission of noise into the building, it is recommended that masonry or concrete construction or another form of heavy wall be used for buildings in close proximity to railway corridors. This will aid in controlling the sound-induced vibration of the walls that rattles windows, pictures, and loose items on shelving.

(h) Windows

Careful consideration should be given to the effects of windows on the acoustic performance of any building façade in proximity to a railway corridor. The Sounds Transmission Class (STC) rating system which compares the noise reduction that different windows provide should be consulted. Reducing the size of windows (i.e. use of punched windows instead of a window wall or curtain wall) should be considered.

(i) Doors

In order to ensure proper acoustic insulation of doors, heavy thick and/or dense materials should be used in the construction of the door. Windows within doors should be considered as they exhibit a higher acoustic performance than the balance of the door material. Sliding patio doors should be treated as windows as assessing attenuation performance.

(j) Vibration Mitigation

For new residential development in proximity to a railway corridor, a vibration impact study prepared by a qualified acoustic or vibration consultant will be required. The report should include details of the assessment methods, summarize the results and recommend required vibration control measures given the particular conditions of the development site in question.

(k) Safety Barriers

Setbacks and berms should typically be provided together in order to afford a maximum level of mitigation. Where a standard berm and setback are not technically or practically feasible, due for example to site conditions or constraints, then a Development Viability Assessment should be undertaken to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.

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 and 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.

Read a first time this 24th day of October, 2017.

Read a second time this 24th day of October, 2017.

Public Hearing this 28th day of November, 2017.

Read a third time this 28th day of November, 2017.

Adopted this 28th day of November, 2017.

M. E. Clay
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3112 of the City of Port Moody.

Dorothy Shermer
Corporate Officer