

Neighbourhood Plan Areas



This chapter addresses the approximate location, amount, type, or density for various kinds of development and facilities as required under the *Local Government Act*. Accordingly, this chapter sets out development policies for each of the City's fifteen neighbourhoods which are unique in size, age, land use, densities, and phase of development.

In addition to the development policies for each of the neighbourhoods, the City's other housing related policies, such as those supporting inclusionary zoning, availability of family friendly units and tenant protection, are broadly applicable to guide all residential development in the City. Notably, all neighbourhood policies contained within this chapter represent the City's aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

This chapter contains specific policies to guide growth and change in each neighbourhood more broadly, while also including policies for neighbourhood sub areas that provide more focused direction to support the vision for each distinct area.

Many of the neighbourhoods and neighbourhood sub areas detailed in this chapter overlap with the boundaries of the provincially mandated Transit-Oriented Areas (TOA) in Port Moody. While the specific policies noted in each of the following sections outline the preferred outcome or expectations for these parts of the city, the entitlements conferred by the TOA are still applicable in these areas. Additionally, as required by the province, Small-Scale, Multi-Unit Housing (SSMUH) is permitted in many neighbourhood plan areas. SSMUH can be realized in a variety of different forms (i.e., additional dwelling units, duplexes, tri-plexes, quad-plexes, townhouses, etc.).

As the Official Community Plan (OCP) sets out the long-term vision for Port Moody, it is anticipated that further work will be required to align the City's expectations for lands within the TOAs. Future amendments to the OCP are expected to incorporate more detailed plans for these areas, specifically for the South of St. Johns Street Special Study Area.



The policies in the Neighbourhood Plan Areas chapter are grouped in the following sections:

Section	Neighbourhood	Neighbourhood Sub Area
14.1	College Park	14.1.1 Woodland Park
	Harbour Heights	
	Glenayre	
14.1.2	Seaview	
14.2	Pleasantside and April Road	
14.3	Heritage Mountain	
	Twin Creeks	
	Noons Creek	
	Mountain Meadows	
	Heritage Woods	
14.4	loco Lands	
14.5	Inlet Centre	14.5.1 Inlet Centre Station Transit-Oriented Area – Core
14.5.2	Coronation Park	
14.6	Moody Centre	14.6.1 South of St. Johns Street (SOSJ) Special Study Area
		14.6.2 Moody Centre Station Transit-Oriented Area – Core
		14.6.3 Moody Centre – Site Specific Policies
		14.6.4 Westport Village
		14.6.5 Spring Street Promenade
		14.6.6 Heritage Commercial District
		14.6.7 Cultural Node
		14.6.8 Murray Street Boulevard
		14.6.9 Oceanfront District

14.1 College Park, Harbour Heights, Glenayre, and Seaview

The College Park, Harbour Heights, Glenayre, and Seaview neighbourhoods are predominantly residential and currently contain a mix of single detached homes, townhouses, and apartments with some commercial development on Clarke Road. Several of these areas are adjacent to the Suncor Refinery lands.

Most of the existing housing in Glenayre, Seaview and College Park has been built within the last 40-50 years. While widespread redevelopment is not likely to occur, some change can be expected, especially when considering the gentle densification anticipated from Small-Scale, Multi-Unit Housing (SSMUH). While existing lot patterns in the neighbourhood are likely to be retained, SSMUH will provide denser, ground-oriented housing forms in different configurations.

► Policies

1. The lower density land use and ground-oriented character of these neighbourhoods shall generally be retained with the exception of the Woodland Park site and potential redevelopment areas noted in Section 14.1.2.
2. The Suncor Lands are designated as a Special Study Area. Future land uses may include residential, commercial, institutional, and recreational uses, as well as clean industrial/business activities provided that such development is compatible with adjacent uses.

14.1.1 Woodland Park

The following policies apply to the redevelopment of the area known as Woodland Park identified on the accompanying Figure 1. For reference, where maps and illustrations identify building locations and shapes, they are intended to be representative only. Detailed building designs will be established through future Development Permit application reviews.

Woodland Park is envisioned as a complete, sustainable neighbourhood composed of a mix of housing tenures complemented by small-scale commercial and childcare uses and neighbourhood park spaces, as illustrated on the accompanying Master Plan (Figure 2: Woodland Park Master Plan). For reference, the buildings identified on the approved Master Plan are shown schematically for illustration only. Actual building siting will be determined in conjunction with the review of individual development permits. Aside from the provision of a range of housing tenures, the key cornerstone of the Master Plan is the protection and enhancement of the existing Environmentally Sensitive Areas on the site for the long-term benefit of Woodland Park and the surrounding community.



Figure 1: Woodland Park



Figure 2: Woodland Park Master Plan

The vision for Woodland Park is based on the following principles:

- the creation of a complete, sustainable neighbourhood;
- the provision of a range of housing tenures to accommodate the housing needs for different segments along the housing continuum;
- the integration and enhancement of the existing natural elements, including watercourses and forest resource environmentally sensitive areas (refer to Figure 3: Environmentally Sensitive Areas and Open Space Concept Plan);
- the provision of urban public parks incorporating a variety of recreation and social uses; designed and programmed to accommodate all age groups, from children to seniors; provides recreation opportunities to surrounding neighbourhoods;
- a perimeter pedestrian trail and green spaces between buildings for passive or active purposes and green infrastructure;
- the provision of a range of local retail uses and childcare to serve the daily needs of the local population;
- improvement to neighbourhood access and egress; and
- the provision of a strong arts and culture focus through the installation of a variety of public art elements throughout the site.

To support this vision, it is expected that future buildings will be designed to create a distinct architectural identity on the site and incorporate a variety of sustainable building technologies intended to address climate change issues and ensure a livable environment for occupants.

While the Master Plan and the Environmentally Sensitive Areas and Open Space Concept Plan are provided as a visual representation of the proposed development, these plans represent a singular point in time rather than final decisions. As redevelopment will be phased over a lengthy period of time, it is recognized that the Master Plan may be adjusted by Council in response to changing demographic and economic conditions and City requirements.



Figure 3: Environmentally Sensitive Areas and Open Space Concept Plan

Development Phasing

Redevelopment within Woodland Park will be gradual, spread across five individual Neighbourhood Areas, on a phased basis. Figure 4: Woodland Park Phasing Plan illustrates the five Neighbourhood Areas. While this Map illustrates the current phased development approach, this approach may be altered over time.

A key community benefit of the project is the provision of a variety of amenities, which will be provided as part of the development phasing.



Figure 4: Woodland Park Phasing Plan

► Woodland Park Policies

1. Within Woodland Park a variety of housing types and tenures will be provided including, below market rental units, market rental units and strata units. Neighbourhood serving uses, including commercial and childcare uses will also be provided for.
2. Opportunities for other flexible housing options to respond to changes in household needs (e.g., lock-off units) will be considered.

► Woodland Park Policies (continued)

3. Building heights may range from six storeys up to a maximum of 12 storeys, except where sloping grades result in a greater number of storeys as illustrated on the following Figure 5: Woodland Park Building Heights



Figure 5: Woodland Park Building Heights

4. In the case of a transfer of density associated with the provision of land for improvements to neighbourhood access and egress and associated community benefits, building heights would be permitted to increase above 12 storeys in selective areas, as illustrated in Figure 5b: Woodland Park Building Heights Including Density Transfer.

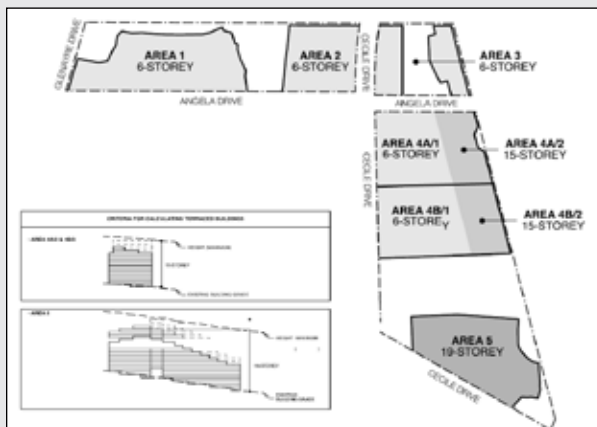


Figure 5b: Woodland Park Building Heights Including Density Transfer

5. A public path around the perimeter of the property, as shown on the Master Plan, is required, which will generally define the extent of the Environmentally Sensitive Areas to be protected and enhanced.
6. The phased development of Woodland Park shall include the provision of transportation improvements to enable a safer and operationally effective means of access to, and egress from, the neighbourhood.
7. In accordance with the Master Plan, two urban parks, Cecile Bend and 'The Hub', shall be provided with a total minimum area of approximately 0.81 ha (2 ac). These parks shall incorporate a variety of opportunities to promote physical and social activities to meet the needs of a variety of user groups.

► Woodland Park Policies (continued)

8. Detailed plans for each urban park shall be provided and, once developed, the two parks, along with the perimeter path and on-site environmentally sensitive areas shall either be dedicated to the City, or in the case of 'The Hub' park public access may be otherwise secured.
9. In order to support the creation of a sustainable community at Woodland Park, development shall address the City's policies related to climate change adaptation and shall include the incorporation of:
 - a. transportation demand management strategies, including, but not limited to:
 - an improved neighbourhood pedestrian and cycling network along the site frontages of Angela and Cecile Drives; and
 - parking requirements;
 - b. best management green building and energy efficiency practices; and
 - c. green infrastructure strategies.
10. A cohesive Public Art Master Plan that identifies opportunities and priorities for the provision of public art in Woodland Park.
11. Opportunities along the perimeter trail to incorporate interpretative and educational signage.
12. Development Permit Area 4: Environmentally Sensitive Areas and Development Permit Area 5: Hazardous Conditions development permit area guidelines shall apply to the preservation and enhancement of the on-site watercourses and forest resources and address hazardous conditions as necessary.

14.1.2 Seaview Neighbourhood

The Seaview neighbourhood is valued for its natural environment, including its mature trees, creeks and spaces to enjoy nature such as trails and open space. There is a strong sense of community and appreciation for a neighbourhood that feels safe, quiet, and walkable. The area currently includes a mix of single detached homes, townhouses, apartments, and some commercial development along Clarke Road.

As the neighbourhood evolves, there is a desire for some increased density, more affordable and diverse housing options and more small scale, locally serving commercial uses. The future vision for this area includes the evolution of some single detached properties into Small-Scale, Multi-Unit Housing (SSMUH) forms along with greater density in target sites throughout the neighbourhood.

► Seaview General Policies

1. Encourage a mix of housing forms, ranging from Small-Scale, Multi-Unit Housing to six storey forms, with varying levels of density and affordability to support households of diverse sizes and compositions.
2. Preserve mature trees, green spaces and watercourses, and enhance and expand these elements through redevelopment and future parkland acquisition.
3. Leverage opportunities through redevelopment to contribute to meeting parkland needs in the neighbourhood, including neighbourhood parks, pocket parks and expansion of existing parkland.
4. Expand local amenities to include additional recreation and gathering spaces as well as park amenities including playgrounds, off leash dog areas, sports courts and community gardens.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections within the Seaview area and to other parts of the City.
6. Work with TransLink to enhance bus service within the Seaview area and surrounding neighbourhoods as appropriate.
7. Create opportunities for small scale, locally serving businesses to meet the daily needs of residents including groceries, cafes, and professional services.



In support of these objectives, select areas in the Seaview Neighbourhood identified on Figure 6 and described below are identified as having greater development potential, and are expected to redevelop gradually.

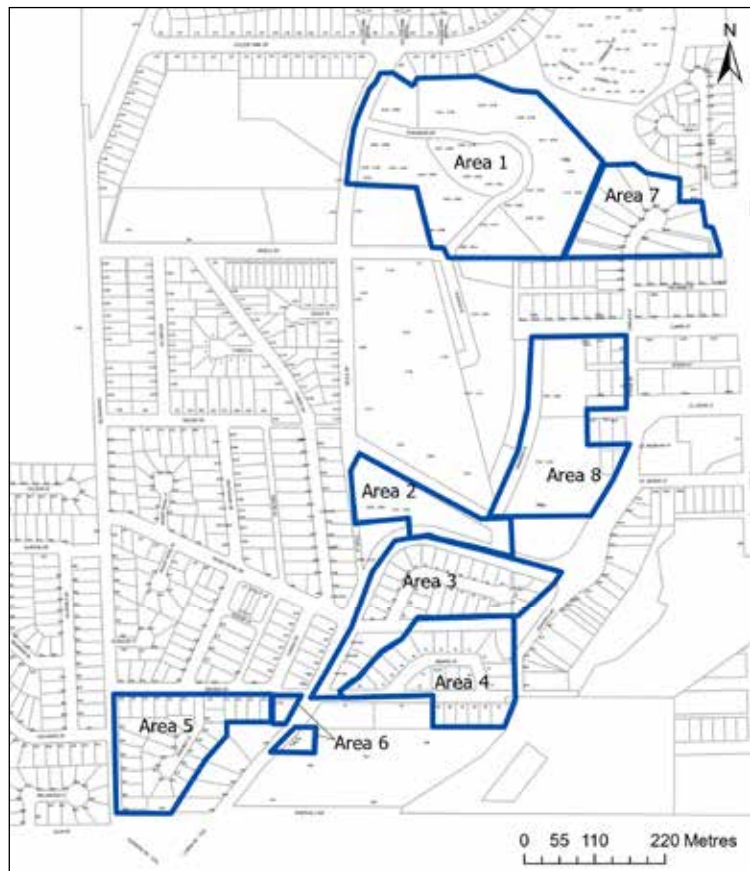


Figure 6: Seaview Neighbourhood Areas
Policy directions in this section apply to the area outlined in the map above

The following policies apply to the redevelopment of areas identified within the Seaview Neighbourhood.

Seaview Area 1 – Evergreen Drive

This area currently consists of multi-residential townhouse uses on properties located at 200 - 345 Evergreen Drive. This area is bordered by Cecile Drive and Chateau Place to the west, Melrose Creek to the north, and multi-residential uses to the east and south.

Designated as Multi-Residential up to 3 storeys in height.

Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that envisions a future consolidation of all the parcels along Evergreen Drive. The following are City identified priorities in the area:

- a. Enhancement and protection of the Melrose Creek riparian area;
- b. Opportunities for an accessible, programmed public outdoor amenity area adjacent to the Hub Park area of the Woodland Park development to expand recreational offerings in the neighbourhood;
- c. Locally serving commercial opportunities;
- d. Appropriate massing of built form that is sympathetic to the adjacent context;
- e. Protection of existing mature trees; and
- f. Multimodal connections to Cecile Drive to support safe access to school and commercial nodes.

Seaview Area 2 – 1031-1089 Cecile Drive

This area currently consists of lower density multi-residential uses. This property borders Cecile Drive to the north and east, Clarke Road to the south and Stein Lane to the west. South Schoolhouse Creek Tributary abuts the south-east portion of the property.

Designated as Multi-Residential up to 6 storeys in height. The following are City identified priorities in the areas:

- a. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area;
- b. Building setbacks that are sympathetic to the surrounding single detached residential properties west of Stein Lane; and
- c. Creation of safe connections to support the multimodal network on Cecile Drive and Highview Place.

Seaview Area 3

This area is currently comprised of existing single detached and multi-residential uses on the south side of Clarke Road and Mount Royal Drive abutting South Schoolhouse Creek.

Designated as Multi-Residential up to 6 storeys in height. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing properties and identifies the developable area. The following are City identified priorities in the area:

- a. Provision of a new local street connection from Mount Royal Drive to Seaview Drive that addresses environmental and engineering considerations;
- b. Identification of an appropriately sized park to support the community's recreational and parkland needs;
- c. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area; and
- d. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam, west to Glenayre Drive and surrounding areas.

i Notably, all neighbourhood policies contained within this chapter represent the City's aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

Seaview Area 4

This area currently consists of single detached and multi-residential uses along Seaview Drive and Bedard Crescent. This area is bordered by South Schoolhouse Creek Tributary to the northwest, Seaview Drive and existing multi-residential properties to the south, and Seaforth Way to the east.

1. Properties at 20–40 Seaview Drive are designated as Multi-Residential up to 3 storeys in height, and should consider the following policy:
 - a. Realignment of the Seaview Drive and Seaforth Way bulb-out at the southeast corner of Area 4, abutting the properties 20 Seaview Drive and 21 Bedard Crescent that addresses environmental and engineering considerations.
2. All the remaining properties (excluding 20-40 Seaview Drive) within Area 4 have the potential to redevelop to a maximum height of 6 storeys. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing single detached lots and identifies the developable area. The following are City identified priorities for the area:
 - a. Extension of the multimodal network along Seaview Drive and Seaforth Way including access south to the City of Coquitlam and west to Glenayre Drive;
 - b. Identification of an appropriately sized publicly accessible green space/amenity area; and
 - c. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area.

Seaview Area 5

This area is currently comprised of single detached residential uses, the area is bordered by Glenayre Drive to the west, Seaview Drive to the north and multi-residential properties along the eastern edge of this area.

Designated as Multi-Residential up to 3 storeys in height. Consideration should be given to the preparation of a comprehensive redevelopment plan for this area that shows the consolidation of the existing properties and identifies the developable area. The following are City identified priorities for the area:

- a. Realignment of Seaview Drive that addresses engineering considerations and access to Clarke Road, prior to redevelopment;
- b. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam and west to Glenayre Drive; and
- c. Identification of a central, public outdoor amenity area to meet the community's recreational and well-being needs.

Seaview Area 6 - Neighbourhood Commercial Node

The area, at present, is surrounded by multi-residential and single detached residential uses and comprises properties 201-203 Seaview Drive and 910- 916 Clarke Road.

Properties located at 201-203 Seaview Drive and 910-916 Clarke Road are designated as Neighbourhood Commercial up to 6 storeys in height. The following are City identified priorities for the area:

- a. Provision of up to 2 storeys of commercial/office uses at the ground and second floors;
- b. Inclusion of residential uses on upper floors;
- c. Consideration of overall massing of built form that is sympathetic to the neighbourhood scale. Buildings should address the street frontage with back of house uses located to the rear of the buildings to minimize impacts on the public realm; and
- d. Integration of multimodal transportation network improvements including realignment of Clarke Road intersection to improve road safety and signal coordination and the extension of the bike and pedestrian network access south to the City of Coquitlam and west to Glenayre Drive.

Seaview Area 7 - Charles Street Cul-de-sac

This area includes all the currently single detached lots in the cul-de-sac (1845-1895 Charles Street). These properties are designated as Multi-Residential up to 6 storeys in height.

1. Redevelopment of the Multi-Residential designated properties within the Charles Street cul-de-sac should consider the preparation of a comprehensive plan that shows the consolidation of all identified lots and the existing roadway.
2. The plan should reflect the protection and enhancement of the riparian area associated with Melrose Creek, avoidance of environmentally sensitive areas associated with the wetland in this area, as well as consider the enhancement of active transportation connections to existing parks and trails.

Seaview Area 8

This area currently consists of multi-residential and single detached residential uses. This area is bordered by Highview Place to the west, Clarke Street to the north, Charles Street to the east and Clarke Road to the south.

Properties in this area are designated Multi-Residential up to 6 storeys in height. The following are City identified priorities in the area:

1. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area;
2. Enhanced pedestrian and cycling connectivity from the Seaview neighbourhood to the wider Moody Centre neighbourhood;
3. Potential to provide density transfers for properties impacted by the alignment of the proposed Highview Connector; and
4. Creation of multimodal transportation network improvements.

14.2 Pleasantside and April Road

The Pleasantside and April Road areas are currently composed primarily of single - detached homes, with a small number of townhouse developments along loco Road, which serves as the primary traffic corridor in the neighbourhood. The lower density character of the neighbourhood is anticipated to be retained in the future, however, with the redevelopment of Small-Scale, Multi-Unit Housing over time, gentle densification and different forms of ground-oriented housing are expected in the neighbourhood.

Traffic on loco Road continues to be a challenge in this neighbourhood. The road is designated as part of the regional Major Road Network, carrying a large volume of traffic to and from the Belcarra and Anmore areas. For this reason, the City of Port Moody has discouraged any substantive development in the neighbourhood that would significantly add to existing traffic levels or increased driveway access to loco Road. As a result, development in the area has been at low residential densities, a policy that will continue until alternative access to the Belcarra and Anmore areas is available.

► Policies

1. Retain the existing residential character of the Pleasantside and April Road neighbourhoods.
2. Continue to promote the use of Old Orchard Hall for community events and encourage the use of the facility for childcare purposes.
3. Consider siting new homes on lower elevation sections of lots to preserve the views of existing homeowners.
4. Encourage a reduction in the number of driveways and volume of traffic with direct access to loco Road as part of the review of development applications.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections between Knowle Street and First Avenue.

14.3 Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods

The Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods neighbourhoods are relatively new and currently contain a mix of single detached homes and townhouses, plus a small number of apartment units. Building on the present character of the neighbourhood, the future vision also includes Small-Scale, Multi-Unit Housing (SSMUH) which is expected to develop in the area over time, leading to gentle densification along the existing lot patterns. SSMUH development can be realized in a variety of ways, and the age of the existing housing in the neighbourhood may lead to the addition of new units while maintaining existing buildings.

► Policies

1. Retain the existing residential and forested character of the Heritage Mountain, Noons Creek, Twin Creeks, Mountain Meadows and Heritage Woods neighbourhoods.
2. Restrict vehicular access to residential units from local roads and prohibit access from arterial roads.
3. Encourage commercial development in each neighbourhood for the provision of local convenience shopping and other basic needs.
4. Continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.
5. Promote multimodal opportunities by improving the safety of existing connections and creating new pedestrian and bike connections.

14.4 loco Lands

It is envisioned that a large portion of this site will eventually be used for an innovative combination of uses including low density residential, multi-residential of varying densities, and mixed use commercial/ residential. Redevelopment will require significant infrastructure and transportation improvements as well as accounting for environmental considerations.

► Policies

1. Prior to any large-scale development, consider the creation of a comprehensive land use plan and full environmental assessment that reflects the following:
 - a. Opportunities to preserve the historical character of the loco Townsite;
 - b. Protection and enhancement of environmentally sensitive areas;
 - c. Potential consolidation of environmentally sensitive areas into Bert Flinn Park;
 - d. Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks;
 - e. Integration of climate resilient building technologies (e.g., low-carbon energy systems, and waste and water recycling);
 - f. Integration and transition with surrounding neighbourhoods, including Anmore;
 - g. Potential traffic impacts on loco Road;
 - h. Creation and/or maintenance of employment-generating uses;
 - i. Maintaining public access to the waterfront; and
 - j. Future recreational needs of the community.
2. Consider infill residential development within the loco Townsite Heritage Conservation Area, provided that new development maintains the integrity of and is compatible with the scale of the existing development and is consistent with the guidelines established for this area.

14.5 Inlet Centre

Inlet Centre is where the majority of Port Moody's higher density residential and commercial development has been completed to date. Significant municipal, regional and provincial facilities and services are located here including Port Moody's City Hall/Library/Community Theatre, Recreation Complex, Firehall, Eagle Ridge Hospital, Crossroads Hospice and Inlet Centre SkyTrain Station.

Most of Inlet Centre is impacted by provincially legislated Transit-Oriented Area (TOA), which establishes minimum densities and building heights around transit hubs. As a large portion of the Inlet Centre neighbourhood is already redeveloped or envisioned for redevelopment, the impact of the legislation may initially be realized slowly.

Inlet Centre is important to the community for the following characteristics:

- Higher density forms of housing ensure that the City provides a range of housing choices for its residents, including first-time home buyers, singles, couples, families, and seniors;
- A mix of land uses in proximity supports the concept of a complete community by providing housing near shopping and employment opportunities, reducing vehicle usage and encouraging a pedestrian oriented environment; and
- The neighbourhood encompasses a key transit node, anchored by the Inlet Centre SkyTrain station and serves as a focal point in linking the north and south shores of the community.

► Inlet Centre Policies

1. Inlet Centre as defined on Map 10 – Neighbourhood Areas (p. 177) shall serve as a focal point of pedestrian oriented higher density development in the community. Permitted mixed uses include residential, retail and office commercial, civic, institutional, recreational, cultural, and religious institutional.
2. Encourage urban plazas and pedestrian-oriented public gathering spaces as part of a wider system of connected greenways, trails and parks.
3. Encourage suitable transitions between differing land uses or residential densities through the design and placement of buildings that are sensitive to adjacent properties, particularly between the TOA tiers and adjacent surrounding neighbourhoods.
4. Consider redevelopment of the property at 221 Ioco Rd (Heritage Shoppers Mall) in keeping with its designation as Mixed Use – Inlet Centre. Redevelopment of lower building forms is strongly encouraged, and building heights will not exceed 8 storeys.
 - i. Mixed uses shall have a retail component, including a grocery store.
 - ii. Integration with, and connection to, adjacent development should be prioritized.
 - iii. Emphasis should be placed on creating an overall pedestrian focused, village like atmosphere and experience.
5. Explore alternative land use options for the City owned Works Yard and former Firehall sites including residential, institutional, commercial and parks and open space.

14.5.1 Inlet Centre Station Transit-Oriented Area – Core

The Inlet Centre Station Transit-Oriented Area – Core encompasses the area north of Dewdney Trunk Road within a 400 metre radius of the Inlet Centre station. This area also includes portions of the Coronation Park neighbourhood bounded by Balmoral Drive and Guildford Way. The Inlet Centre Station Transit-Oriented Area - Core is also designated as a Municipal Town Centre (MTC) in *Metro 2050*. Within the region, MTCs are key focal areas for growth that fosters the development of walkable, vibrant, and mixed-use communities that support a range of services and amenities.

This area (previously referred to as the Inlet Centre Transit-Oriented Development area) has historically been identified in the Official Community Plan as an important place for growth and higher density. With the introduction of the provincially legislated Transit-Oriented Areas (TOA), this Core area is now situated at the centre of a wider TOA that has the potential to see significant redevelopment, enabled through the provincial minimum densities and building heights framework.

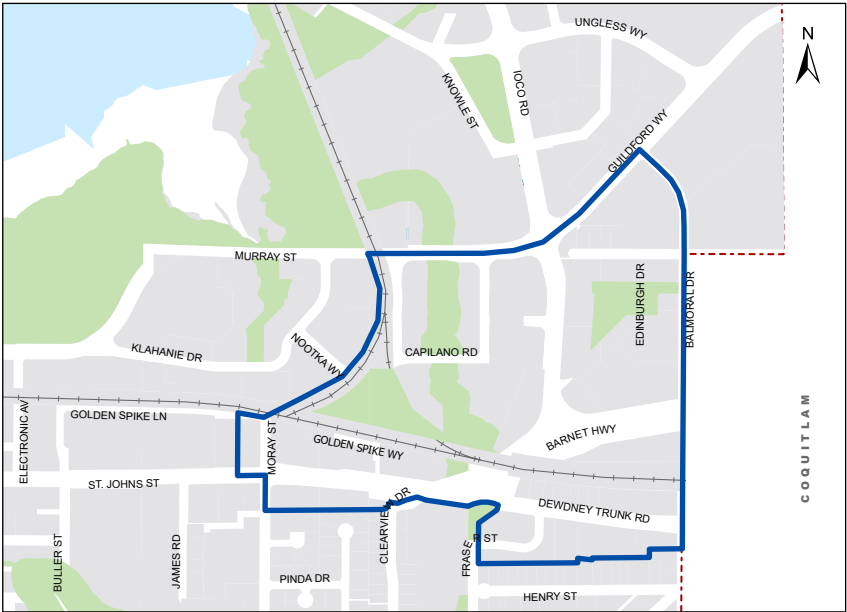


Figure 7: Inlet Centre Station Transit-Oriented Area - Core. Policy directions in this section apply to the area outlined in the map above.



Figure 8: Potential view looking west on Barnet Highway towards loco Road. For illustrative purposes only.

The objectives of this Core area are to create a range of uses and increased density within closest proximity to Inlet Centre station. Further objectives and policy directions related to new development in this area include:

- Providing a mix of housing options;
- Enhancing the network of pedestrian and cycling connections to the wider community;
- Incorporating opportunities for public parks and public open space;
- Protection of view corridors between designated features and established public vantage points and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections;
- Placement of buildings such that shadowing is minimized; and
- Providing attractive, green streetscapes that encourage pedestrian and cycling activity and provide for a comfortable pedestrian scale.

While provincial legislation removes residential parking requirements in provincially mandated Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, for new developments to reduce impacts to the transportation system and help support the City's climate action goals.

A neighbourhood plan for 'Area A' of the Coronation Park neighbourhood has been developed to determine appropriate density and building forms prior to any redevelopment within this area. For the remainder of the Coronation Park neighbourhood, high-level guiding policies have been included. These policies are contained in Section 14.5.2 of this OCP.

► Inlet Centre Station Transit-Oriented Area – Core – Policies

1. Building heights up to 26 storeys will be considered for the following Mixed Use - Inlet Centre designated areas
 - i. 130 loco Rd; and
 - ii. The 2400 block of Barnet Hwy (Honda dealership site).
2. Within the Coronation Park neighbourhood:
 - i. Building heights up to 26 storeys will be considered for the area designated High-Rise Residential;
 - ii. Building Heights up to 31 storeys will be considered for the area designated Mixed Use - Inlet Centre; and
 - iii. Additional policies for the Coronation Park Neighbourhood portion of Inlet Centre can be found in Section 14.5.2 of this OCP.
3. The properties at 3316-3340 Dewdney Trunk Road are designated as Multi-Residential. The following are City identified priorities for the area:
 - i. Consolidation of the lots;
 - ii. Prioritizing the protection and enhancement of existing open watercourses, riparian area, mature tree canopy, with the potential for adjacent green/park space;
 - iii. Provision of market and non-market purpose built rental housing;
 - iv. Potential for locally serving community needs such as child care and small-scale commercial uses; and
 - v. Enhanced pedestrian and cycling connections to Inlet Centre Station and City of Coquitlam border.

► Inlet Centre Station Transit-Oriented Area – Core – Policies (continued)

4. Consider redevelopment of the property 3240-3266 St. Johns Street in keeping with its designation as Mixed Use – Inlet Centre. Redevelopment of mid-rise building forms is strongly encouraged, and building heights will not exceed 20 storeys.
5. The properties at 3200 – 3224 St. Johns Street are designated as Mixed Use - Inlet Centre up to 12 storeys. The following are City identified priorities for the area:
 - i. Enhancement and protection of Pigeon Creek and the associated riparian area;
 - ii. Inclusion of an appropriately sized public park within the site to serve the needs of residents and the neighbourhood;
 - iii. Provision of a range of multi-residential housing types, sizes and tenures with a focus on family friendly units (two, three, and three+ bedrooms);
 - iv. Provision of market and non-market purpose built rental housing options;
 - v. Enhanced pedestrian and cycling connections to Inlet Centre Station through streetscape improvements along the St. Johns Street frontage and contribution toward upgrades to the remaining pedestrian route accessing the station; and
 - vi. Extension of Golden Spike Lane to connect with Golden Spike Way.
6. The properties at 3215-3237 St. Johns Street is designated as Mixed Use – Moody Centre which envisions a mix of commercial and residential uses in a midrise building forms.
7. Upper floors will be setback along St. Johns Street, loco Road and Barnet Highway in keeping with established urban design principles.
8. Properties redeveloping in this area should contribute to facilitating safer access to Inlet Centre Station, specifically through the construction of a new pedestrian/cyclist overpass across loco Road and pedestrian/cycling improvements along the existing CPKC overpass.

14.5.2 Coronation Park

Coronation Park is envisioned as a transit-oriented, mixed-use neighbourhood that is made up of a variety housing forms, and includes a significant commercial component to serve residents and create employment. Strong emphasis is placed on pedestrian circulation within the neighbourhood as well as connections to surrounding areas, including Inlet Centre Station. A large centrally located public park will help meet the recreational needs of residents and create opportunities for social interaction.

The neighbourhood is divided into three areas:

- **Coronation Park - Area A:** will be assembled and redeveloped for medium-to high-density mixed-use. The only exception to the land assembly in Area A is the lot at 103 Loco Road, which is currently zoned Service Station Commercial (C4). This lot is designated in the OCP as Mixed Use - Inlet Centre but is anticipated to remain in service station use for the foreseeable future.
- **Coronation Park - Area B:** will be assembled and redeveloped for medium- to high-density residential use.
- **Coronation Park - Area C:** includes parcels bordered by Guildford Way to the north, Balmoral Drive to the west, Guildford Drive to the south, and the city boundary to the east. Area C is approximately 7.3 hectares (18 acres) and includes existing multi-residential uses and a network of streets.



Figure 9: Redevelopment areas in the Coronation Park neighbourhood.

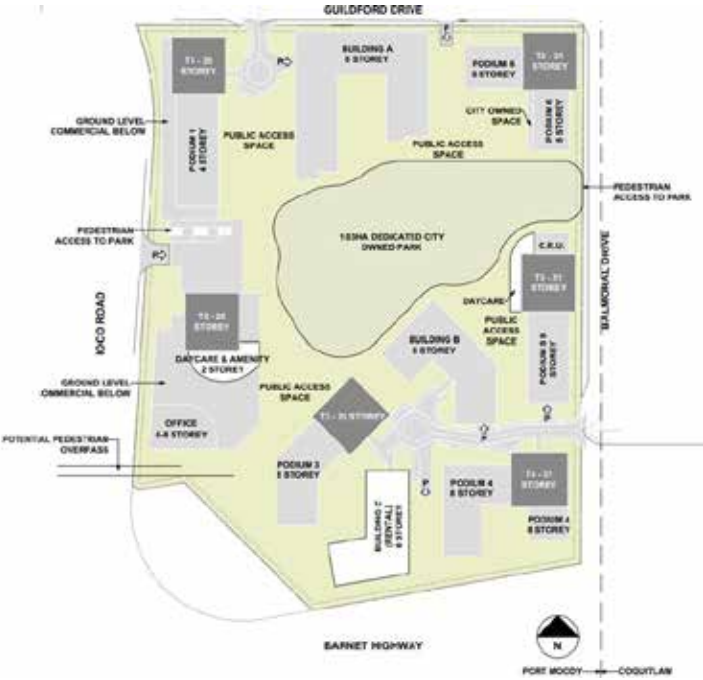


Figure 10: Coronation Park - Area A - Land Use Concept Plan.
 Note: This Land Use Concept Plan is for illustrative purposes only, with further details to be determined at the rezoning stage.

► The following policies apply to both Coronation Park - Area A and Area B

1. Residential uses shall include a range of forms (e.g., ground-oriented, and stacked townhomes and low-rise and high-rise apartments), tenures (e.g., strata, market rental and affordable below-market rental), and unit sizes (e.g., studio to 3+ bedrooms and family-friendly units). Residential buildings shall include ground-oriented accessible units at grade.
2. Redevelopment is encouraged to provide space for child, family, and senior-friendly amenities, such as childcare, community care, and seniors care, with outdoor amenity and play space. Rezoning applications within the neighbourhood shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand can be accommodated, and if necessary, how the development will contribute towards the provision of childcare spaces.
3. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.
4. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
 - i. pedestrian and cycling infrastructure both within the neighbourhood and connecting to loco Road, Inlet Centre Station and other areas; and
 - ii. an overpass between the neighbourhood and Inlet Centre Station.
5. Redevelopment should consider Transportation Demand Management (TDM) strategies.
6. All long-term off-street parking shall be underground, street parking shall support commercial and short term uses.
7. Redevelopment is encouraged to incorporate appropriately sized, high-quality parks to meet the community's recreational and social needs. Park design and programming should consider multiple age groups, abilities and recreation needs for the neighbourhood.
8. Building rooftops are encouraged to include uses such as outdoor amenity space, community gardens, and green roofs.
9. All rezoning applications shall include a phasing plan and consideration may need to be given to potential up-fronting/oversizing of infrastructure.
10. Rezoning applications will be reviewed with consideration to public art opportunities, and should consider the provision of a public art plan, where appropriate.

► The following additional policies apply to Area A, with the exception of 103 loco Road:

1. All the properties in Area A shall form part of a comprehensive development.
2. Building placements and heights, land uses, pedestrian and vehicle circulation, and public park space shall generally be as shown on the Area A - Land Use Concept Plan.
3. The maximum permitted residential gross floor area is 194,276m², excluding private indoor amenity space.
4. A minimum of 7,780m² of the residential gross floor area shall be purpose-built rental housing.
5. Six high-rise buildings shall be permitted, ranging in height from 26 to 31 storeys.
6. Low-rise buildings, including tower podiums, shall range in height up to a maximum of eight storeys.
7. A minimum of 1,483m² of gross floor area shall be provided for private indoor amenity use.
8. The minimum required commercial gross floor area is 9,780m².
9. A minimum of 2,717m² of the commercial gross floor area shall be for purpose-built office use.
10. A minimum of 883m² of gross floor area shall be provided for childcare use.
11. An urban public park a minimum of 1.03ha in size shall be provided, generally as configured on the Area A - Land Use Concept Plan. The urban park shall be designed and programmed to accommodate all age groups from children to seniors, include both passive and active space, include barrier-free fully accessible circulation, and provide recreation opportunities for surrounding neighbourhoods.
12. A civic facility with a minimum gross floor area of 186m² shall be provided in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.

► The following additional policies apply to Coronation Park - Area B:

1. High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.
2. Low-rise residential buildings shall be a maximum of six storeys and a mix of apartments and townhomes.
3. For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.
4. For high-rise residential buildings, floorplates in the range of 700m² above the podium are encouraged.
5. Consider the provision of market and non-market purpose built rental housing options that exceeds inclusionary zoning requirements.
6. Redevelopment should consider the provision of a park that serves the needs of the immediate neighbourhood. The preservation of trees and greenspace should be prioritized.

► The following policies apply to Coronation Park - Area C:

Area C is designated as multi-residential. Redevelopment should consider the policies noted below.

1. Consider the preparation of an area master plan that envisions the consolidation of all lots in Area C, contemplates a phased development strategy, and examines approaches to integrate with redevelopment in Areas A and B and on adjacent sites in the City of Coquitlam to the south of Guilford Drive.
2. Encourage the incorporation of pedestrian and cycling connections within Coronation Park. Access to Inlet Centre Station, pedestrian and other active transportation connections within the wider Coronation Park neighbourhood should also be prioritized .
3. Redevelopment should identify an appropriately sized park within Area C to meet the community's recreational needs. The preservation of trees and greenspace should be prioritized.
4. Residential uses shall include a range of multi-residential housing types, sizes and tenures with a focus on family friendly units, including units with two, three, and three+ bedrooms.
5. Consider the provision of market and non-market purpose built rental housing options that exceeds inclusionary zoning requirements.
6. Redevelopment is encouraged to provide spaces for child care and seniors-oriented uses.
7. Encourage buildings to address the street and park frontages with back of the house uses located to minimize impacts on public realm.
8. Provide all long-term off-street parking underground.
9. To reduce the urban heat island effect, strive to design building rooftops for uses such as outdoor amenity space, community gardens, and green roofs.

14.6 Moody Centre

Moody Centre encompasses the south shore of Port Moody and is the City's most diverse neighbourhood from a land use perspective. It is composed of a number of distinct areas, each with its own character. These include:

- The waterfront industrial area, which includes the Oceanfront District (former Mill and Timber sawmill site) to the north and Pacific Coast Terminals on the west.
- A light industrial area of Port Moody, which is largely made up of small manufacturers, distributors and breweries located on Murray Street and Spring Street.
- Moody Centre Heritage Conservation and Heritage Character Areas are in Moody Centre and include several buildings that are listed on the City's heritage register.
- The remainder of St. Johns Street outside of the Heritage Conservation Area is primarily commercial, although there are some new residential land uses at both the eastern and western ends of the St. Johns Street corridor.
- The Moody Centre Station Transit-Oriented Area – Core, which is comprised of light industrial and commercial uses. This area is positioned to become a site of significant development and growth within the neighbourhood.
- Rocky Point Park acts as the major south shore access to the head of Inlet Park, which extends to Shoreline Park and Old Orchard Park on the City's north shore.
- The primary residential area in Moody Centre is to the south of St. Johns Street, containing a mix of single detached homes, townhouses, and apartments. The age of the housing in Moody Centre varies considerably, but some of the existing housing stock is nearing redevelopment age. Very few parcels of undeveloped land remain in Moody Centre. The majority of this area is captured within the South of St. Johns Street Special Study Area.
- Clarke Street has recently experienced new mixed use commercial and residential development which is expected to continue in the future.

The Moody Centre neighbourhood is intended to evolve and grow into a livable and complete community, with improved community amenities and a distinct sense of place. Future growth within Moody Centre will provide a range of housing options to support the needs of a diverse population. These newly built forms will add to the varied scale of Moody Centre, contribute to conserving heritage attributes, and establishing a high-quality public realm.

Notably, much of the Moody Centre neighbourhood is captured within a provincially legislated Transit-Oriented Areas (TOA), which may impact the scale of future growth and change throughout much of the neighbourhood. Further work will be required to consider the potential impacts arising from the provincial legislation, including the area of Moody Centre south of St. Johns Street, where continued neighbourhood level planning is anticipated.

The policies for Moody Centre are organized from the most general policies that may be applied to the entire neighbourhood, to the policies impacting the designated South of St. Johns Street Special Study Area, to those specific to the Moody Centre Station Transit-Oriented – Core, and then to individual, site-specific policy objectives.

► Moody Centre General Policies - Urban Design

1. Consider stepping back upper storeys to provide for a more pedestrian scaled environment and reduce the impact of the building wall at the street level.
2. Consider protection of view corridors between designated features and established public vantage points and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections.
3. Provide a sensitive transition in height between new mixed use and multi-residential developments along the south side of St. Johns Street and adjacent residential areas.
4. Consider opportunities for the incorporation of a welcome or identity feature, including the potential for a prominent piece of public art, at the west end of Moody Centre given its function as an entrance into Port Moody from the west.
5. Encourage suitable transitions between differing land uses or residential densities through the design and placement of buildings that are sensitive to adjacent properties, particularly between the TOA tiers and adjacent surrounding neighbourhoods.

► Moody Centre General Policies - Land Use

1. Encourage mixed use developments with residential or office/commercial uses above street-level commercial businesses. Culturally related commercial activities would also be appropriate.
2. Consider work/live, as well as live/work, opportunities within commercial areas in Moody Centre.
3. Consider adaptive commercial re-use of existing residential buildings to encourage the preservation of heritage character homes if the building is located within the heritage character area or is on the City's heritage register.
4. Retain the residential character of the area west of Queens Street with the exception of parts of the Heritage Commercial District along Queens and Clarke Streets. Consider building heights of Multi-Residential designated properties within this area to a maximum of 3 storeys in a ground-oriented form compatible with adjacent low density residential areas.
5. Consider the conversion of large heritage character homes to multi-residential use to encourage heritage conservation.
6. Restrict heavy industry to those areas currently zoned to permit this use. In cases where heavy industry operations cease, evaluate alternative clean industrial opportunities. Alternative uses may be considered if urban industrial uses are incorporated.
7. Consider institutional uses within areas designated for residential or mixed-use commercial/residential purposes.

► Moody Centre General Policies – Connections

1. Investigate opportunities to create urban plazas and pedestrian-oriented public gathering spaces as part of a wider system of connected greenways, trails, and parks.
2. Encourage additional north-south connections for pedestrians, cyclists and/or vehicles across the CPKC railway right of way as part of new development opportunities in Moody Centre.
3. Encourage the daylighting of key drainages including Kyle Creek, South Schoolhouse Creek, and Dallas Creek and their integration as part of a network of north-south greenways as part of the review of redevelopment proposals in Moody Centre.

14.6.1 South of St. Johns Street (SOSJ) Special Study Area

The following policies apply to future development in the South of St. Johns Street (SOSJ) Special Study Area as defined on Map 1: Overall Land Use Plan (p. 168). Encompassing almost the entire southern half of the Moody Centre neighbourhood, this special study area has been identified to indicate that further study is necessary to better understand the impacts and opportunities associated with the growth required by the province given the proximity to the Moody Centre and Inlet Centre transit stations. The SOSJ Special Study Area also aligns with the designation of this area as a Major Transit Growth Corridor (MTGC) in *Metro 2050*. Within the region, MTGCs have been identified as good potential locations for regionally significant levels of transit-oriented growth.

The series of broad policy objectives identified below are intended to support the creation of a complete community in the area, and to also inform the creation of future neighbourhood plan for the area. These policies should be considered when future development is being contemplated within the special study area.

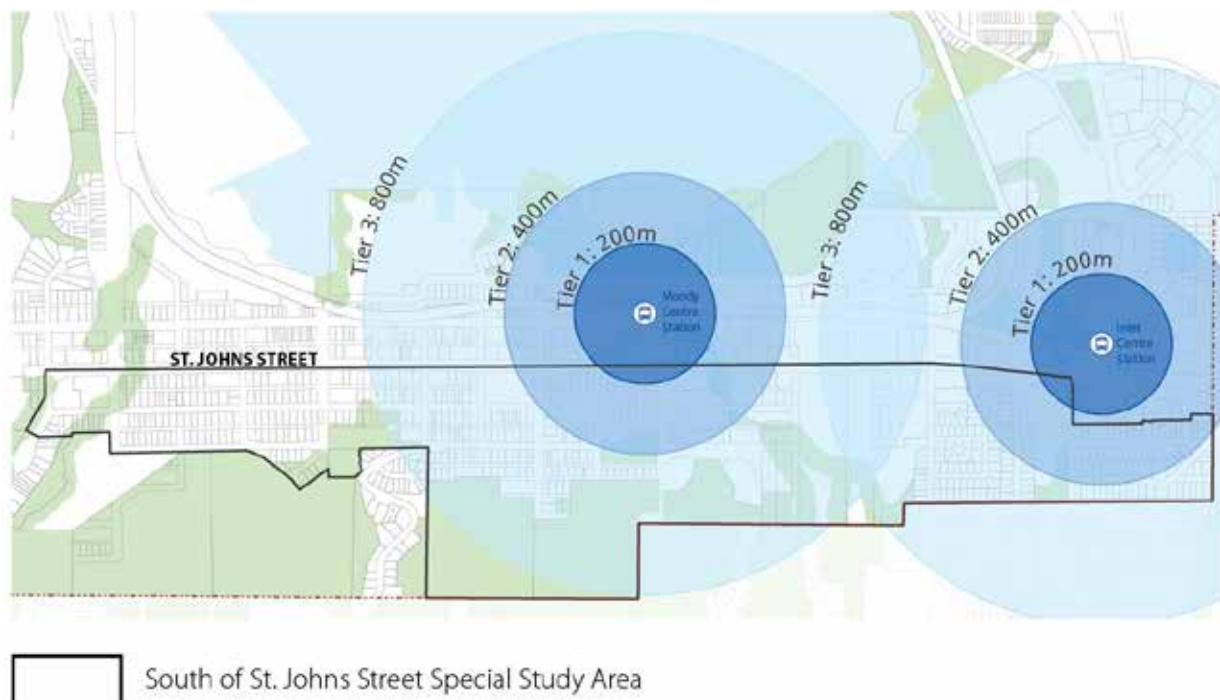


Figure 11: South of St. Johns Street (SOSJ) Special Study Area. Policy directions in this section apply to the area outlined in the figure above.

SOSJ Special Study Area Policies - Land Use and Built Form

- integrate a mix of uses that support a complete neighbourhood where daily needs are walkable given proximity to transit;
- provide an increase in housing supply – with diverse types, tenures, and affordability levels – that responds to Port Moody’s housing needs;
- connect people and their homes to transit, including the West Coast Express, SkyTrain and Frequent Transit Network; and
- create a human-scaled neighbourhood that responds to the natural landscape and topographical features.

SOSJ Special Study Area Policies - Parks and Open Space

- support a well-connected, intuitive, cohesive and expanded open space network that meets the needs of people living in the South of St. Johns Street area;
- contribute to achieving City of Port Moody Parkland Strategy targets;
- provide a diverse range of park types; and
- re-imagine streets as key elements of a vibrant and welcoming public realm.

SOSJ Special Study Area Policies - Mobility

- support a significant mode shift to sustainable modes of transportation;
- prioritize walking, rolling, and transit over other modes of transportation through the design of human-scaled developments that contribute to neighbourhood connectivity;
- connect people to transit, water, forest, and community spaces; and
- evolve streets to be high-quality, pedestrian-oriented public spaces.

SOSJ Special Study Area Policies - Environment

- preserve environmentally sensitive areas;
- improve resilience to flooding and erosion;
- increase biodiversity in the neighbourhood;
- expand the daylighted creek network; and
- maintain and/or increase the tree canopy in the neighbourhood.

SOSJ Special Study Area Policies - Civic/Cultural/Institutional

- maintain, celebrate and enhance existing community assets;
- provide a range of community amenities that meet changing needs; and
- integrate opportunities for artistic expression throughout the South of St Johns Street area.

14.6.2 Moody Centre Station Transit-Oriented Area – Core

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 Area – Core. This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. The Moody Centre Station Transit-Oriented Area - Core is also designated as a Frequent Transit Development Area (FTDA) in *Metro 2050*. Within the region, FTDA's are key focal areas for the connection between growth, development, and transit investment.

To support the growth and development of these critical areas, the 'Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications' was developed. Key planning principles and land use policies contained in this framework have been incorporated into this section of the Official Community Plan (OCP). This framework, however, remains an important policy tool, providing guidance and outlining expectations for future development in the Moody Centre Station Transit-Oriented Area (TOA) – Core.

This area (previously referred to as the Moody Centre Transit-Oriented Development area) has historically been identified in the Official Community Plan as an important place for growth and higher density. With the introduction of the provincially legislated Transit-Oriented Areas (TOA), this Core area is now situated at the centre of a wider TOA that has the potential to see significant redevelopment, enabled through the provincial minimum densities and building heights framework.

While provincial legislation removes residential parking requirements in provincially mandated Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, for new developments to reduce impacts to the transportation system and help support the City's climate action goals.



Figure 12: Moody Centre Station Transit-Oriented Area - Core. Policy directions in this section apply to the area outlined in the map above.

The vision for Moody Centre Station Transit-Oriented Area – Core is expressed and facilitated by the following policy framework separated by topic area. These policies are intended to guide the preparation and review of future redevelopment applications in this area.

► Moody Centre Station TOA – Core – Land Use Concept

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. Housing should be accessible, affordable, and suitable for all income levels, seniors, families, and those with mobility challenges. All residential development will require a rental housing component.
2. All development must be mixed-use and include both residential and employment generating uses suited to a diverse local labour force. Purpose-built office space is strongly encouraged and should be located on floors above street level.
3. 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 retail/ commercial space is required along key frontages, and should be oriented to the street and designed at a pedestrian scale.
4. All mixed-use redevelopment should contribute to the City's minimum target of 2,800 jobs at full build out.
5. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as childcare, community care, and seniors care facilities, an outdoor amenity, and play space. Rezoning applications shall provide a demographic analysis identifying the estimated childcare demand produced by the proposed development, how this demand could be accommodated, if necessary, and how the development will contribute towards the provision of child care spaces.
6. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the Moody Centre Station TOA – Core.

► Moody Centre Station TOA – Core – Parks and Open Space

1. Redevelopment should consider the creation of a comprehensive parks and open space plan and accompanying design guidelines which may consider but is not limited to:
 - i. New appropriately sized parks and open spaces throughout the Core area to serve the recreational and social needs of future residents as well as the wider community and provide ecological and sustainability benefits. Access to public and semi-public spaces should be in multiple locations throughout the site;
 - ii. Park spaces and programming should align with the Parkland Strategy and include a combination of active and passive spaces that serve people of all ages and abilities and their recreational needs;
 - iii. Park spaces and programming should include a combination of active and passive amenities that serve people of all ages and abilities and their recreational needs;
 - iv. A larger public park that offers a range of programming opportunities, including active play spaces, passive picnicking and resting spaces, and places for informal gatherings;
 - v. A delineated dog park(s) that align with the neighbourhood density; and
 - vi. Park designs should include noise mitigating features.
2. Redevelopment should contribute towards an interconnected network of parks, open space, a daylight creek and pedestrian routes that support trail connections linking the Shoreline Park to the Chines, including pedestrian connections between the existing daylight creek and green corridor south of St. Johns Street and the planned daylight creek and green corridor north of St. Johns Street.
3. Redevelopment should consider the creation of an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. New buildings adjacent to the greenway shall front/face it and should be designed to minimize overshadowing by stepping back of building heights away from the greenway.
4. Further study should determine the design of daylighting of Dallas/Slaughterhouse Creek as well as the pedestrian overpass in proximity to the station.
5. Trails/greenways should connect to the new parks and open spaces, as well as to Rocky Point Park, the waterfront, and southwards to Chines Park. Accessible pedestrian connections should be provided for all key parks and open space.
6. New mixed-use development should follow strategies outlined in the City's Urban Forest Management Strategy to reduce urban heat island impacts and improve tree equity scores. Tree planting to increase canopy cover in Moody Centre Station TOA – Core will require designs in public and private realms that provide adequate planting sites and conditions to support tree health and canopy cover targets.
7. Integration of green infrastructure should be a key consideration of the Core area, in line with the Moody Centre Drainage Plan.

► Moody Centre Station TOA – Core – Mobility

1. Redevelopment should support alternative transportation modes, prioritize pedestrian mobility to/ from the station, enhance pedestrian/cycling connections to other parts of the city, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and should consider:
 - i. a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block, north-south pedestrian connections;
 - ii. an extension of Golden Spike Lane west to the station to facilitate loading and local vehicular traffic only; bike lanes connecting within the neighbourhood and to adjacent areas; and
 - iii. wide sidewalks in all new developments.
2. Redevelopment shall enhance the Spring Street Promenade to serve as the main east-west corridor through the area, accommodating vehicle traffic and separated pedestrian, cycling, and micro-mobility movements. The corridor will be extended east to Buller Street, where there is a signalized intersection at St. Johns Street.
3. Redevelopment shall support the creation of a new North-South road connection between Williams Street and Buller Street, connecting Golden Spike Lane to a signalized intersection on St. Johns Street to support vehicle, pedestrian and micro-mobility movements.
4. Facilitate the closure of Electronic Avenue between Golden Spike Lane and St. Johns Street to vehicular traffic.
5. While provincial legislation removes residential parking requirements in Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required, where appropriate, to reduce impacts to the transportation system and help support the City's climate action goals.
6. All provided off street parking must be below grade.
7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.
8. In addition to including parking to support on-site uses, new developments will consider the potential for shared parking opportunities to support commuters and visitors to Rocky Point Park.
9. Provide 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.

► Moody Centre Station TOA – Core – Built Form and Height

1. Building heights ranging up to 26 – 39 storeys are permitted, in alignment with the City's Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy. Factors such as mix and type of uses proposed, the size, configuration and location of the parcel, the public amenities being offered and the quality of urban design will be considered in the review of each development parcel.
 - i. On some parcels north of Spring Street, towers above 26 storeys may be considered based on building form, articulation, massing and distinctive architectural expression, but no tower shall exceed 39 storeys.
 - ii. Any tower between St. Johns Street and Spring Street will have a maximum height 26 storeys, with the exception of the parcels fronting St. Johns Street between Williams Street and Electronic Avenue. Within this block, towers up to a maximum of 31 storeys may be considered via density transfer or other available mechanisms to create parks, a daylight creek and/or other open space.
2. Towers will not be considered on sites smaller than 2,415 sq. m. (26,000 sq. ft.).
3. Provide at-grade shops and services creating active edges.

► Moody Centre Station TOA – Core – Climate Change

1. Low carbon energy systems and sustainable building practices, including rooftop gardens and green roofs are strongly encouraged.
2. Encourage and support alternative low carbon mobility options as part of new developments (e.g., EV car share; bike share; bike storage and repair areas; micro-mobility and active transportation).
3. Create efficient, attractive and safe pedestrian and cycling and micro-mobility connections to the station, throughout the Core area, and to other parts of the City.
4. Incorporate green infrastructure and nature-based solutions where appropriate.
5. Integrate tree canopy improvements and expansions and create opportunities for substantial tree stands dispersed throughout the site.
6. Measures to improve extreme weather resiliency through climate resilient building design are strongly encouraged.
7. Determine the feasibility of establishing a Neighbourhood Energy Utility (NEU) in the Moody Centre TOA – Core and adjacent areas. New development in these areas would be required to design for readiness and connections to such a NEU should the feasibility be proven and should the City chose to move forward with the utility.
8. Promote zero-waste practices and recycling programs and encourage the use of sustainable materials and building practices that reduce waste.
9. Implement water-saving measures, like rainwater harvesting and low-flow plumbing fixtures, to address potential water scarcity exacerbated by climate change.

► Moody Centre Station TOA – Core – Development Applications

1. Substantial lot consolidation should be considered. Within this area, sites that are being considered for rezoning should be of such a size and configuration that it can reasonably accommodate a form of development as outlined in the plan. 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) are discouraged. It should be demonstrated that any sites “left behind” can be reasonably developed with consideration for building massing, underground parking, and project economics.
2. All development applications should align with the Moody Centre Station Transit-Oriented Area (TOA) – Core polices as well as the guidelines in the Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy.

14.6.3 Moody Centre Station - Site Specific Policies

Site Specific Policies – Moody Centre Transit-Oriented Area (TOA)

i Notably, all neighbourhood policies contained within this chapter represent the City’s aspirations of a public policy nature that may be subject to future administration and execution by way of lawful mechanisms such as zoning, including density benefits zoning, phased development agreements, amenity cost charges, and future bylaw development, that are compliant with applicable provincial laws at the time of implementation.

Much of the Moody Centre neighbourhood is captured within the provincially legislated Transit-Oriented Areas (TOA), which are centred around the Moody Centre and Inlet Centre SkyTrain stations, including the potential redevelopment sites identified below. In these areas, where the provincially legislated minimum height and density framework has been established, additional policies are in place to compliment this anticipated growth, and work in tandem with policies applicable to the wider Moody Centre neighbourhood and the South of St. Johns Street Special Study Area.

The following policies provide additional direction for the potential redevelopment of these sites:

3360/3362 Henry Street, 3364 Henry Street & 3370, 3374, 3376/3378 Viewmount Drive

1. Redevelopment in this area should consider opportunities to consolidate all identified properties, and strive to enhance riparian areas beyond the required protections.

Flinn Court and Edward Crescent

1. For existing single detached residential properties located between Moray Street, Brookmount Avenue, Clearview Drive and Flinn Court/Edward Crescent, redevelopment should consider the preparation of a development plan for the entire area. The following are City identified priorities for the area:
 - i. Ample parks and open spaces, trails, green infrastructure as appropriate to provide for recreational needs of the neighbourhood;
 - ii. Appropriate massing of built form that is sympathetic to the adjacent neighbourhood context; and
 - iii. Re-envisioned mobility and connectivity in the area and the wider neighbourhood.

122 - 140 James Road

1. The subject properties are designated as Multi-Residential. The following are City identified priorities for the area:
 - i. Opportunities for road connection from Moray Place to James Road;
 - ii. Consolidation of the four identified properties; and
 - iii. Incorporation of outdoor and indoor amenity areas.

3002 - 3048 Henry Street

1. The subject properties are designated as Multi-Residential. The following are City identified priorities for the area:
 - i. Ensuring existing tenants are appropriately relocated, and the number of existing rental units are replaced or exceeded through redevelopment.

Lots 17 - 20 Henry Street

1. The subject properties are designated as Multi-Residential with building forms up to 11 storeys.

Development Block: 2900 Block of St. George Street (North and South), 125 - 137 Williams Street

1. This development block is designated as Multi-Residential. The following are City identified priorities for the area:
 - i. Ensuring existing tenants are appropriately relocated, and the number of existing rental units are replaced or exceeded through redevelopment;
 - ii. Consolidation of the properties into minimum parcel sizes of 2,415 m² (26,000 sq.ft);
 - iii. Inclusion of appropriately sized indoor and outdoor amenity areas; and
 - iv. Inclusion of market and below market purpose built rental options.

2505-2721 St. George Street, 123-129 Mary Street, 195 Mary Street, 2602-2722 Henry Street, and 143 Moody Street.

This area is predominantly residential and contains a mix of single detached homes, multi-residential and heritage properties. The following are City identified priorities for the area:

1. Integration of existing heritage register properties in new development in the area with the overall architectural design and massing of sympathetic to the existing heritage character;
2. Consideration of Heritage Revitalization Agreements to promote the retention of heritage register properties and provide flexibility to support redevelopment within this area;
3. Consideration of the expansion and enhancement of Kyle Park through redevelopment of adjacent parcels; and
4. Consideration of incorporating child care spaces into future development.

2501-2525 & 2601-2625 St. Johns Street

1. The subject properties are designated as Mixed Use - Moody Centre. The following are City identified priorities for the area:
 - i. Provision of building forms that create a sensitive transition between the the Core Transit-Oriented Areas and the western portion of Moody Centre;
 - ii. Integration of enhanced public realm and open space elements elements along Kyle Street; and
 - iii. Creation of active and inviting edges along St. Andrews Street, particularly adjacent to 126 Kyle Street & 2506-2510 St. Andrews Street.

Site Specific Policies – Excluding Moody Centre Transit-Oriented Areas

2400 - 2424 St. Johns Street

The subject properties are designated as Mixed Use – Moody Centre up to 3 storeys. The following are City identified priorities for the area:

1. Consolidation of all lots;

2. Completion of a development plan that includes the retention of the protected heritage property at 2414 St. Johns Street (Hotel Burrard) and its integration within a larger development with appropriate massing and architectural design;
3. Consideration of a Heritage Revitalization Agreement as a mechanism to promote the retention of the Hotel Burrard and provide flexibility to support redevelopment within this area;
4. Inclusion of market and below market purpose built rental options;
5. Inclusion of indoor and outdoor amenity areas; and
6. Integration of commercial uses, open spaces, sensitive transitions, and public realm enhancements at grade level facing Queens Street and Spring Street to bring vibrancy to Queens Street Plaza and Spring Street Promenade.

2405 - 2411 St. Johns Street

1. The subject properties are designated as Mixed Use – Moody Centre up to 4 storeys. The following are City identified priorities for the area:
 - i. Integration of commercial uses, open spaces, sensitive transitions, and public realm enhancements at grade level facing Queens Street and St. Johns Street; and
 - ii. Integration of pedestrian linkages from Kyle Park, Kyle Centre and PoMo Arts to Queens Street Plaza and the Heritage Commercial District as part of the creation of a cultural node in this area.

2105 - 2131 St. Johns Street

1. The subject properties are designated as Multi-Residential up to 6 storeys. The following are City identified priorities for the area:
 - i. Enhancement and protection of South Schoolhouse Creek and the associated riparian area;
 - ii. Completion of a development plan that includes the retention of the protected

heritage property at 2131 St. Johns Street (Martha Johnston Residence) and its integration within a larger development with appropriate massing and architectural design; and

- iii. Consideration of a Heritage Revitalization Agreement as a mechanism to promote the retention of the Martha Johnston Residence and provide flexibility to support redevelopment within this area.

2202 - 2226 Clarke Street

For the Multi-Residential designated properties at 2202-2226 Clarke Street, building heights up to a maximum of 6 storeys will be considered, except at 2224/2226 Clarke Street which will be limited to a maximum of 3 storeys. A City identified priority for this block is the consideration of various approaches for the conservation and integration of heritage buildings, including 2214 and 2224/2226 Clarke Street.

2300-2346 Clarke Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2221-2231 Clarke Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2222-2226, 2302-2306 and 2322, 2340 St. Johns Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2227 St. Johns Street (Roe Residence)

The subject property is designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

2329-2345 Clarke Street & 47-49 Queens Street

The subject properties are designated as Mixed Use - Moody Centre, with building heights up to 3 storeys.

14.6.4 Westport Village

The primary objective of Westport Village is to support development which provides a mix of housing types, services, and employment opportunities at the western end of Moody Centre. The village is envisioned as a vibrant, high density, mixed-use site that includes:

- Diverse employment generating activities;
- Arts and culture, including artist live/work space and public arts presentation space;
- A range of housing choices that include rental, seniors accommodation and assisted living accommodation;
- Child care space;
- Retention and enhancement of environmental values along South Schoolhouse Creek;
- A strong set of transportation demand management measures;
- A distinct architectural identity;
- A welcoming pedestrian-oriented environment by creating plazas, walkways, paths, and other publically accessible areas; and
- Integration of sustainable building technologies.



Figure 13: Westport Village. Policy directions in this section apply to the area outlined in the figure above.

► Westport Village Policies

1. The maximum permitted density of development on the site for all uses combined is 67,500m² of floor area.
2. The development must provide a mix of housing that includes rental, seniors, and assisted living components.
3. Employment generating uses and services on the site shall, at a minimum, include all of the following uses: light industry, retail, food and beverage, office, hotel, medical clinic, child care, artist live/work space, and public arts presentation space.
4. The maximum permitted building height on the site is 26 storeys, with the exception of one building of 31 storeys.
5. The development should provide a public trail on the edge of the site along South Schoolhouse Creek and a viewing platform.
6. A transportation demand management plan shall be completed prior to development of the site that considers not only traffic generated by the site, but also the traffic associated with growth outside of the site.

14.6.5 Spring Street Promenade

Spring Street is a unique roadway in Moody Centre with a distinct character that changes from west to east. The Spring Street Promenade extends from Douglas Street to Buller Street. The goal of the Spring Street Promenade sub-area is to acknowledge its character while maintaining the functionality of Spring Street as a pedestrian priority route. Elements that distinguish Spring Street from main roads are encouraged such as narrowed street entrances, varied paving materials, landscaping, lighting, street furniture, off-setting on street parking and other features that contribute to making this an attractive and inviting pedestrian realm.

Active uses are encouraged to be oriented to Spring Street with design elements such as entrances and doors, windows and building forms compatible with the scale of the street. Opportunities for spilling out of uses into the pedestrian realm (e.g., cafes, patio seating) are encouraged.

Given the narrow nature of Spring Street, upper storeys (above 2 storeys) should be stepped back from Spring Street. The objective is that the orientation of buildings at the street, lighting, materials, sidewalk width, landscaping, and other urban design features will work together to create a local neighbourhood identity.

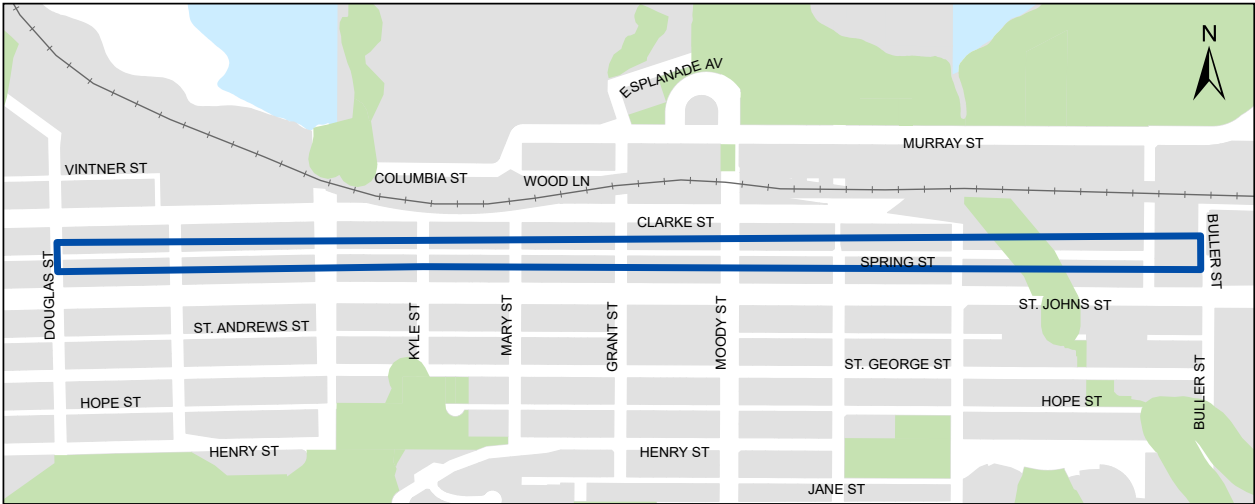


Figure 14: Spring Street Promenade. Policy directions in this section apply to the area outlined in the figure above.

Spring Street can be divided into the following 3 distinct sections:

1. Historic area between Douglas and Queens Streets

- Includes predominantly residential forms with commercial mixed-use potential near Queens Street.
- May involve sidewalk on one side only.
- Buildings can be situated against the property line
 - Additional Dwelling Units for residential areas, commercial frontage in mixed use areas.
- Gates for residential sections should open directly onto Spring Street.
- Commercial entrances and driveways could face Spring Street.
- Edge of sidewalk could be soft — roll over; distinguished more by material than by height.
- Building forms are generally limited to 3 storeys.



For illustrative purposes only.

2. Commercial Mixed-Use Area between Queens and Moody Streets

- Incorporate plantings, varied paving materials, meandering street pattern to slow traffic.
- Assess the number of driveways accessed off Spring Street with the objective of providing a more continuous pedestrian environment.
- Buildings will activate and enhance Spring Street by providing active uses fronting the street.
- Create active edges on Spring Street that accommodate servicing needs and add to the character of the lane such as carrying through the ground floor activity to Spring Street.
- Consider public open space improvements that create unique areas along Spring Street e.g., pocket parks, enhanced seating areas, public art, mid-block connections to Clarke Street and St. Johns Street.
- This portion of Spring Street is intended to support local residential and commercial traffic only.
- Within this portion of Spring Street, new parkade access is discouraged.

3. Moody Centre Station Area between Moody and Buller Streets

- Spring Street will be an enhanced promenade and serve as the main east-west corridor through the area, accommodating both two-way vehicle traffic and separated pedestrian, cycling, and micro-mobility movements. The streetscape design should be consistent along all of Spring Street through the area.
- Encourage opportunities for integrating Spring Street into public gathering places and events, and consider linkages to public open spaces, plazas, greenways and other connections such as pedestrian/cycling overpasses.
- Incorporate landscaping and pedestrian level activations along this section of Spring Street to enhance user experience, reduce urban heat island effects, and contribute to the City's urban forestry objectives.
- Support the implementation of the Moody Centre Spring Street Streetscape Design Guidelines.

14.6.6 Heritage Commercial District

The Heritage Commercial District is envisioned to be an attractive and eclectic mix of boutique style retailers, locally serving independent businesses and an economically vibrant heritage destination. The Heritage Commercial District encompasses the heritage register buildings in the Moody Centre Heritage Conservation Area along Clarke Street and a portion of St. Johns Street. The objective of this area is to preserve existing heritage buildings and ensure their sensitive integration within new development. Queens Street Plaza is the heart of this heritage district providing opportunities for community events, seasonal markets and daily enjoyment. The area is not envisioned as exclusively commercial. A residential component is considered vital to creating activity all day and supporting local businesses.



Potential view of a portion of the Heritage Commercial District at Queens Street for illustrative purposes only.

New development within the Heritage Commercial District should be architecturally consistent with and complementary to existing heritage structures and comply with the Moody Centre Heritage Conservation Area guidelines where applicable. Buildings should enhance the pedestrian experience through the creation of patio spaces, display areas and other opportunities for interaction along or adjacent to the sidewalk. The existing tree-lined streetscape is an important feature of this area and should be enhanced where possible. Consideration should be given to including a planted median to slow traffic and distinguishing this area from the rest of Clarke Street.

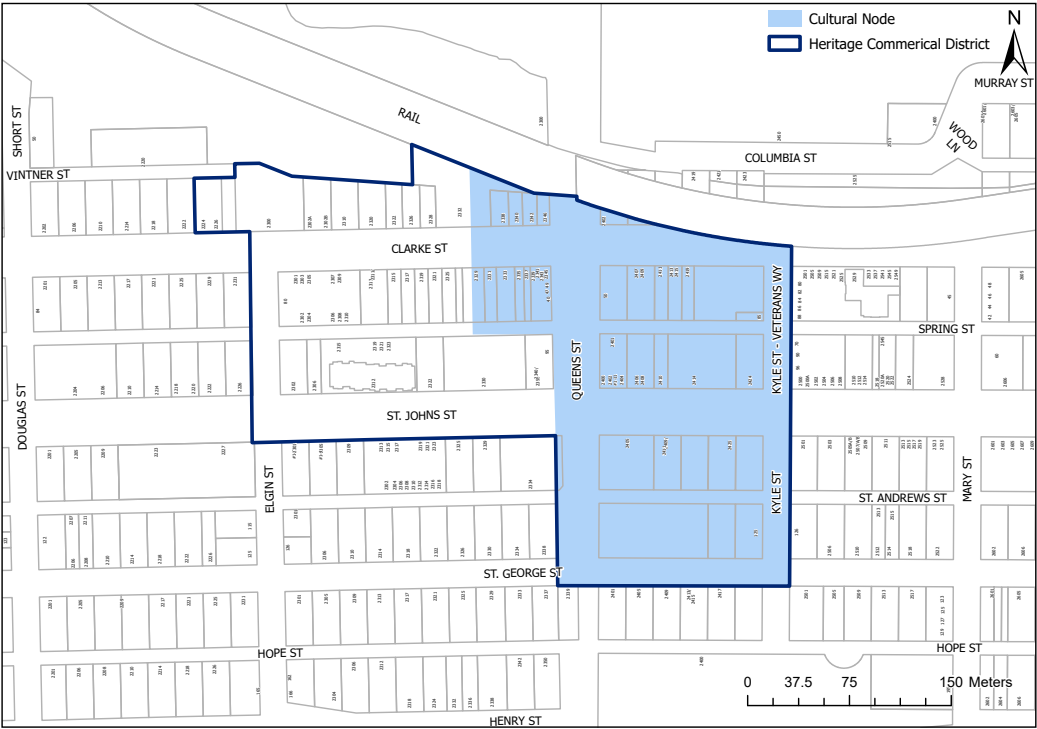


Figure 15: Heritage Commercial District. Policy directions in this section apply to the area outlined in the figure above.

► Heritage Commercial District Policies

1. Promote the revitalization of the Moody Centre Heritage Commercial District, with emphasis on a strong heritage theme and a pedestrian-oriented environment by:
 - i. Encouraging more businesses that serve the daily needs of residents, and retail businesses with arts, cultural and entertainment-oriented activities that attract people from elsewhere in the Lower Mainland;
 - ii. Maintaining and improving the appearance and heritage character of the area through the Moody Centre Heritage Conservation Area guidelines (Appendix 4);
 - iii. Encouraging the retention and revitalization of heritage character buildings; and
 - iv. Upgrading the pedestrian environment by widening sidewalks, additional street trees and soft landscaping, special lighting, street furniture, signage, and the installation of pedestrian overpass connecting this area to the waterfront.
2. Mixed Use–Moody Centre designated areas within the Heritage Commercial District are intended to be compatible in scale and character with other parts of the Moody Centre Heritage Conservation Area. For the 2400 block of Clarke Street, building heights up to 6 storeys will be considered. In other areas within the Heritage Commercial District, building heights up to a maximum of 3 storeys will be considered, except when otherwise permitted in an area specific policy or previously approved through the development application process.
3. For Multi-Residential designated properties on the north side of the 2200 block of Clarke Street., building heights up to a maximum of 6 storeys will be considered, with the exception of 2224/2226 Clarke Street which will be limited to a maximum of 3 storeys. Redevelopment within this block should consider various approaches for the conservation and integration of heritage buildings, including 2214 and 2224/2226 Clarke Street.
4. Encourage the adaptive re-use of existing heritage buildings to support the commercial function of the area and explore opportunities to support the viability of these businesses.
5. Consider opportunities for the creation of a Cultural Node on city-owned land around Kyle Park, Kyle Centre, PoMo Arts and Queens Street with consideration of a range of uses including residential, retail, performance/cultural events space.
6. Incorporate a pedestrian connection to Oceanfront District.

14.6.7 Cultural Node

It is envisioned that a Cultural Node will be developed in the area encompassing city owned lands at Kyle Park, Kyle Centre, PoMo Arts and Queens Street (including Queens Street Plaza) and adjacent areas (refer to Map 3, p. 170 for the Heritage Commercial District). The Cultural Node is intended to be a heritage and arts focused development area which could include a range of components such as public art, flexible performance, exhibit and gathering spaces, unique landscaping and street furniture elements, as well as commercial and residential components.

► The following policies will encourage further strengthening of the cultural node:

1. Pursue opportunities for the creation of a Cultural Node as part of new development on City-owned lands in the Kyle Park/Kyle Centre/PoMo Arts area and adjacent properties.
2. Enhance the overall character of cultural node’s role as a destination for civic assembly and use for a variety of events and celebrations.
3. Encourage improvements to the public realm within the cultural node to enhance the vibrancy of this area, support pedestrian movement and reinforce its character for congregation and civic assembly.
4. Protect, preserve, and conserve buildings of cultural heritage value within this area.
5. Strive to design new buildings and additions to heritage buildings that are compatible and contribute to the identity and character of the Cultural Node consistent with the Moody Centre Heritage Conservation Area guidelines (Appendix 4).

14.6.8 Murray Street Boulevard

The Murray Street Boulevard includes properties on the south side of Murray Street between Columbia Street and Electronic Avenue. This area is intended to be a focal point of urban industrial uses in the Moody Centre neighbourhood. Industrial lands are an important part of the land base in the region, and provide space for employment opportunities and for key city-serving commercial activities that support other businesses, workers, and residents. As provincial housing requirements call for greater housing density in other areas of Port Moody, the majority of this part of Murray Street can be secured for employment use rather than residential use.



Potential view of Murray Street Boulevard for illustrative purposes only.



Figure 16: Murray Street Boulevard. Policy directions in this section apply to the area outlined in the figure above.

► Murray Street Boulevard Policies

1. For areas designated Urban Industrial, building forms up to 3 storeys are permitted, with no residential components. Storey heights appropriate for urban industrial uses will be accommodated.
2. A Special Study Area overlay has been applied to the properties located at 2933 and 3001 - 3005 Murray Street, to study the provision of community amenities including the daylighting of Dallas/ Slaughterhouse Creek and a pedestrian overpass connecting Moody Centre Station to Murray Street.
3. Encourage weather protection along the building face fronting Murray Street.
4. Encourage pedestrian scaled amenities along Murray Street to facilitate walking and provide an attractive pedestrian environment.
5. Encourage lot consolidation for new development in the Murray Street Boulevard sub-area to reduce the number of driveways off of Murray Street and provide for a more continuous pedestrian environment.
6. Improve Murray Street by making it more accessible, safe and attractive for pedestrians and cyclists of all ages and abilities including designated continuous bike lanes, sidewalks, street furniture, public art, traffic calming measures and additional signalized crossings.
7. Provide access to the properties on the south side of Murray Street through laneway access for new development, where possible.

14.6.9 Oceanfront District

The Oceanfront District is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience. One of the primary objectives for the Oceanfront District is to reconnect this part of the City with Port Moody's historic core area and the rest of Moody Centre with the ocean by introducing an urban presence along the water. This includes opening the entire oceanfront to the community by permitting uses that encourage greater public activity, such as retail/commercial, residential, entertainment, open space, and an institutional/research facility, as well as intensive employment generating activities.



Potential view along the waterfront for illustrative purposes only.

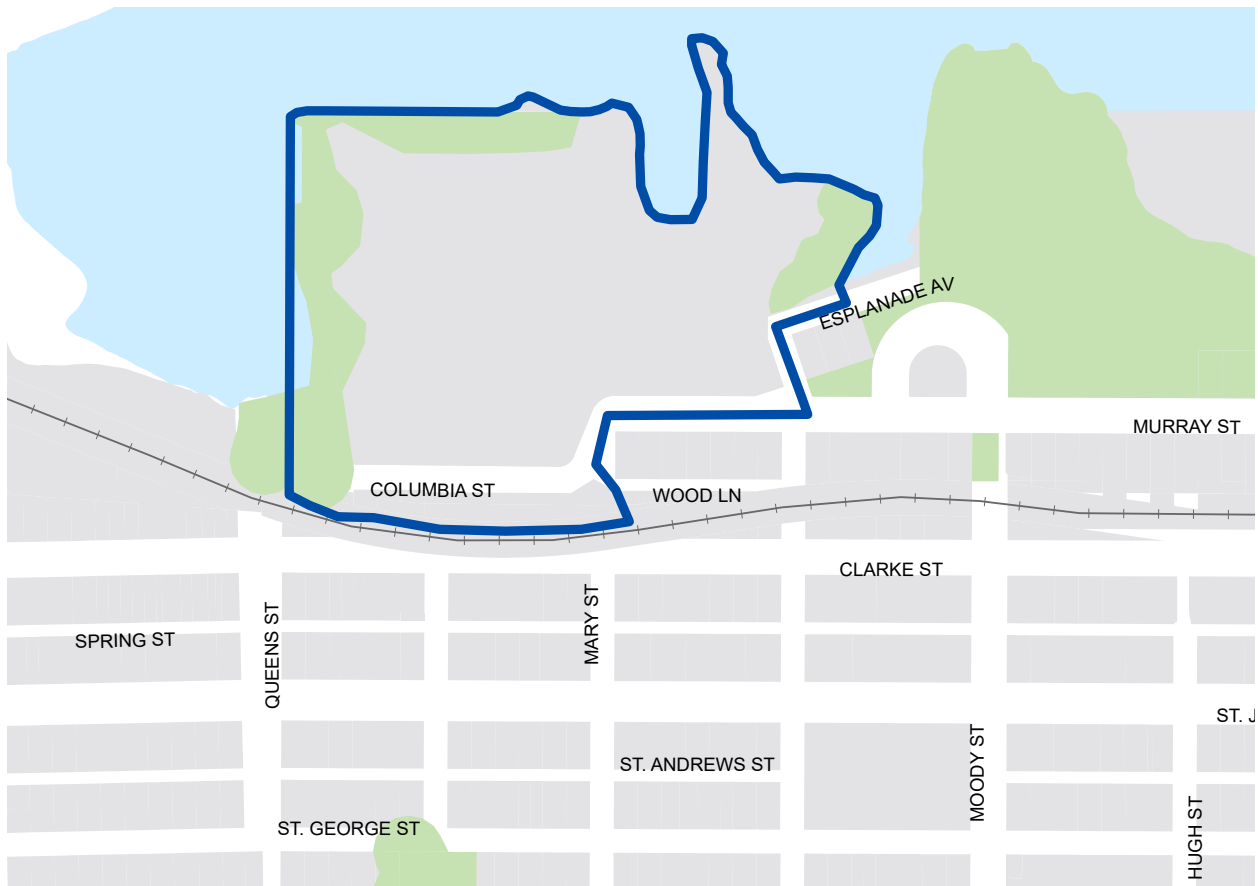


Figure 17: Policy directions in this section apply to the area outlined in the figure above.

The vision for Oceanfront District is expressed and facilitated by the following policy framework separated by topic area.

► Oceanfront District Policies – Land Use Concept

1. The land use concept plan for this site is shown in the figure below. This concept plan is included for illustrative purposes only and will be refined as part of any rezoning of the site.
2. Employment generating uses permitted on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, seniors housing and/or care, artist studios, and live-work.
3. Siting residential land uses to minimize the conflict with adjacent industrial uses.
4. Consider eco-industrial networking to capitalize on synergies between compatible businesses.
5. A demographic and school impact analysis should be undertaken as part of the first rezoning of the site, including determining if there is sufficient demand to justify an elementary school being located on the site.
6. A Development Agreement should be considered as part of the first rezoning of the site that sets out the servicing and infrastructure requirements, on- and off-site amenity contributions, provision of public park space, public art, phasing of development, and all other pertinent conditions of development.



Figure 18: Oceanfront District Policies - Land Use Concept. For illustrative purposes only and subject to change as part of rezoning of the site.

► Oceanfront District Policies - Parks and Open Space

1. A comprehensive parks and open space plan and accompanying design guidelines is required as a key core component of the overall vision for the Oceanfront District community, one that holistically integrates open space/parks, trail/greenway connections and ecological protection, and includes the following:
 - i. Provision of public open space/facilities to serve the needs of future residents as well as the wider community.
 - ii. Linkages to the existing Shoreline Trail in Rocky Point Park and extending this trail along the perimeter of the site to provide public access to the waterfront.
 - iii. A new public park that accommodates a variety of recreational amenities and integrates with and expands the range of uses associated with Rocky Point Park.
 - iv. The integration of active and passive public space in the north-west corner of the site that links to other public spaces along the perimeter of Oceanfront District.
 - v. Buildings set back to provide sufficient space for public access to the waterfront, as well as green open spaces to serve as a buffer/transition between the public and private realm.
 - vi. Provision of a connected trail/greenway system that links the new parks and open space.
2. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.
3. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers:
 - i. A passive and active parks/open space needs analysis.
 - ii. The programming and design of public parks and open space as well as marine recreational areas.
 - iii. Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity.
 - iv. Providing floating platforms on the water for birds and seals, subject to required approvals being obtained.
 - v. Providing bird nesting boxes, subject to required approvals being obtained.
 - vi. Integrating site-specific stormwater runoff management targets as defined in the Chines Integrated Stormwater Management Plan as well as related City bylaws and policies and developing a stormwater runoff management strategy.
 - vii. Public access opportunities.
 - viii. Integration with the climate change risk assessment and adaptation strategy.
 - ix. Implementation of the results and recommendations of relevant City plans and strategies as they apply to the redevelopment of this site including, but not limited to, the Urban Forest Management Strategy, Coastal Flood Strategy, Rocky Point Park Master Plan, and the Trail Network Plan.
4. A public trail shall be created along the entire waterfront perimeter of the site that is integrated with the existing Shoreline trail system and provides the potential for extension of the trail west of the site if the opportunity arises in the future. As part of the first rezoning of the site, a plan shall be prepared that establishes the detailed design of the trail system taking into consideration the need to ensure that environmentally sensitive areas of the waterfront are protected.
5. Pedestrian and cycling routes shall be created that enhance the connectivity between the site and surrounding areas, including to the Moody Centre rapid transit station. A plan shall be prepared that establishes the detailed design of the pedestrian and cycling routes consistent with the Master Transportation Plan as part of the first rezoning of the site.
6. The barge basin shall be retained and enhanced for public access as part of the redevelopment of the site. A plan for how the basin is used will be part of the first rezoning of the site.
7. Provide opportunities for marine recreation activities and connections to other marine recreation sites (i.e., Old Orchard, Rocky Point Park and surrounding areas such as Belcarra).

► Oceanfront District Policies – Mobility

1. A transportation study, including an impact assessment, route alternative evaluation, and a transportation demand management plan should be completed as part of the first rezoning of the site that considers not only traffic generated by the site, but also the traffic associated with future growth outside of the Oceanfront District.
2. Determine the appropriate parking standards for each permitted use on the site as part of the first rezoning of the site. The parking standards may be revisited with subsequent rezoning(s) of the site when actual travel demand and parking demand patterns for completed portions of the redevelopment can be observed and assessed.
3. The road network layout and functional level design shall be determined as part of the first rezoning of the site.
4. A vehicle, pedestrian, and cycling connection shall be further analyzed, consistent with the City's Master Transportation Plan, and may include a new Mary Street alignment (as shown in the concept plan), an expanded Moody Street, or a new alignment which connects into the City's existing road network. Further infrastructure may be necessary to accommodate increased traffic from the site including new overpasses, intersections, and roads, or upgrades to existing overpasses, intersections, and roads. These and other connection options, as well as other infrastructure requirements, including the provision of new rapid transit opportunities, will be evaluated in detail as part of the first rezoning of the site and in conjunction with the results of the traffic study set out in Policy 1. The City shall determine the best option taking into consideration the land use, traffic, aesthetic, financial, and other community impacts, the proportional share of traffic generated by the site versus the broader community, and all other relevant factors.
5. Integrate the existing community and the Oceanfront District through new vehicle, pedestrian, and cyclist linkages over the CP Rail and SkyTrain rights-of-way connecting this site with the Heritage Commercial District on Clarke Street, a future potential rapid transit station in the Queens Street area, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations.
6. Impacts associated with any new vehicular infrastructure (e.g., overpass) developed in support of Oceanfront District Community must be minimal and sympathetic to the adjacent context and the neighbourhoods.
7. Efficient and attractive pedestrian and active transportation connections should also be enabled within the Oceanfront District.

► Oceanfront District Policies - Environment and Climate Change

1. Retain and enhance the ecological values along the foreshore and Kyle Creek in accordance with established best practices.
2. Incorporate artificial platforms on the water to substitute for the log booms in order to provide roosting and resting areas for birds and a safe place for seals to give birth and raise their pups, subject to required approvals being obtained.
3. Incorporate nesting platforms for birds, such as osprey and purple martins, subject to required approvals being obtained.
4. A climate change risk assessment and adaptation strategy should be completed as part of the first rezoning of the site. The strategy will take into consideration the results and recommendations in the City's Coastal Flood Strategy and include a flood risk study, assessment of climate change risks and impacts (e.g., sea level rise, saltwater groundwater intrusion, loss and/or degradation of shoreline lands) and identify adaptation measures to address the impacts, including topics such as:
 - i. Peripheral site protection (e.g., seawalls and dykes) that incorporates Green Shore principles and nature-based solutions;
 - ii. Appropriate flood construction level;
 - iii. Finished floor elevations;
 - iv. Sub-surface parking elevations;
 - v. Building setbacks and design;
 - vi. Foreshore management strategies;
 - vii. Landscape design standards; and
 - viii. Stormwater management systems.
5. An energy plan should be completed as part of the first rezoning of the site that considers topics such as:
 - i. Minimizing greenhouse gas emissions;
 - ii. Increasing the energy performance of buildings; Deploying low-carbon energy technologies;
 - iii. The feasibility of a district energy system for the site; and
 - iv. Waste and water recycling.
6. Incorporate measures to address extreme weather resiliency including:
 - i. Early warning systems for extreme weather events, such as floods, storms, and heatwaves, to provide timely information to residents.
 - ii. Construction of critical infrastructure, such as bridges, roads, and utilities, to withstand extreme weather conditions and prevent disruptions.
 - iii. Flood mitigation and adaptation measures to reduce the risk of flooding consistent with the city's Coastal Flood Strategy.
 - iv. Green infrastructure solutions like permeable pavement, rain gardens, and urban forests to manage stormwater and reduce heat island effects.
 - v. Consideration of backup power sources, such as generators and solar batteries, to maintain essential services during power outages caused by extreme weather.
7. A geotechnical study should be completed as part of the first rezoning of the site to determine the specific measures required to address seismic events, groundwater conditions, climate change, and other pertinent topics.
8. Complete an Archaeological Impact Assessment (AIA) that follows the recommendations of the Archaeological Overview Assessment (AOA) completed for the site in 2016 and considers and updates archaeological requirements subsequent to the AOA completion. The AIA will include a combination of subsurface testing and monitoring of demolition of existing infrastructure on the site and preliminary development activities.
9. The Development Permit Area 4: Environmentally Sensitive Areas guidelines shall apply to Kyle Creek and the associated riparian management setbacks identified in the Zoning Bylaw.
10. The entire site shall also be subject to the Development Permit Area 5: Hazardous Lands guidelines.
11. Mitigation of any environmental concerns for the site.

► Oceanfront District Policies - Density and Building Height

1. The maximum permitted density of development on the site for all uses combined is 357,064m² of gross floor area.
2. The maximum permitted density of all forms of residential development on the site, including live-work, is 314,794m² of gross floor area and 3,397 units. This maximum excludes any congregate care facility.
3. A minimum of 5,110m² of the residential development shall be purpose-built permanent rental accommodation.
4. A minimum of 2,785m² of private indoor amenity floor space should be provided on the site, which may be in a central facility or disbursed among phases. All private indoor amenity space shall be excluded from the maximum permitted density of development on the site set out in Policy 2.
5. A minimum of 42,270m² of gross floor area on the site shall be employment generating floor space, of which a minimum of 9,570m² of gross floor area shall be light or urban industrial.
6. A grocery store to serve the needs to the neighbourhood (ranging from 464m² to 3,251m²) will be provided.
7. Lands south of the current Columbia Street right-of-way form part of the Oceanfront District and provide an opportunity to act as a transition between the rail line and the lands to the north. Any future uses proposed for these lands shall be for employment generation and shall have a maximum gross floor area of 2,200m². This gross floor area is in addition to the values set out in Policy 5.
8. The maximum permitted building height on the site is 38 storeys.

► Oceanfront District Policies - Urban Design

1. Integrate a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design.
2. Create a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit.
3. Prepare and adopt Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), as part of the first rezoning of the site. These guidelines shall consider the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location and adjacent uses, and other factors that will help create a comprehensively designed neighbourhood that is unique to Port Moody.
4. Explore locally relevant themes in the development of the public realm experience including the historical significance, role, and influence of the industrial heritage of the site, and integrating local industrial artifacts as part of this experience.
5. Consider the preservation of view corridors between designated features and established public vantage points with the development of an articulated skyline by encouraging a variety of building heights and floorplates. Consider physical breaks within developments to create public gathering spaces and mid-block connections.