

CHAPTER 15: NEIGHBOURHOOD PLAN AREAS

The intention of this chapter is to address the approximate location, amount, type or density for various kinds of development and facilities as required under section 877 of the Local Government Act. Accordingly, this section of the Official Community Plan sets out development policies for each of the City's neighbourhoods which are unique in size, age, land use, densities and stage of development. As a result, the number of specific policies necessary to guide development varies in each neighbourhood. Visions for areas directly impacted by the proposed Evergreen rapid transit stations are also presented.

15.1 COLLEGE PARK, HARBOUR HEIGHTS, AND GLENAYRE



These neighbourhoods are predominantly residential and contain a mix of single-family homes, townhouses, and apartments with some commercial development on Clarke Road. Several of these areas are adjacent to the Suncor Refinery lands (potential future uses of these lands are addressed in Chapter 9 – Economic Development).

Most of the housing in Glenayre, Seaview and College Park has been built within the last 40-50 years and is not yet at the point where widespread redevelopment is likely to occur.

POLICIES

1. The existing land use and character of the Glenayre, College Park, Harbour Heights, and Seaview neighbourhoods shall generally be retained with the exception of the redevelopment of the Woodland Park site.
2. Laneway housing will be considered on all single family properties with lane access.

15.1.1 WOODLAND PARK

The following policies apply to the redevelopment of the area known as Woodland Park identified on the accompanying Map 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.



Map 1 – Woodland Park



Map 2 – Woodland Park Master Plan

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 (Map 2). For reference, the buildings identified on the 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.

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 Map 3 - Environmentally Sensitive Areas and Open Space Concept Plan);
- the provision of usable park spaces incorporating a variety of recreational and social uses, complemented by 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.



Map 3 – Woodland Park Environmentally Sensitive Areas and Open Space Concept Plan

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.

DEVELOPMENT PHASING

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

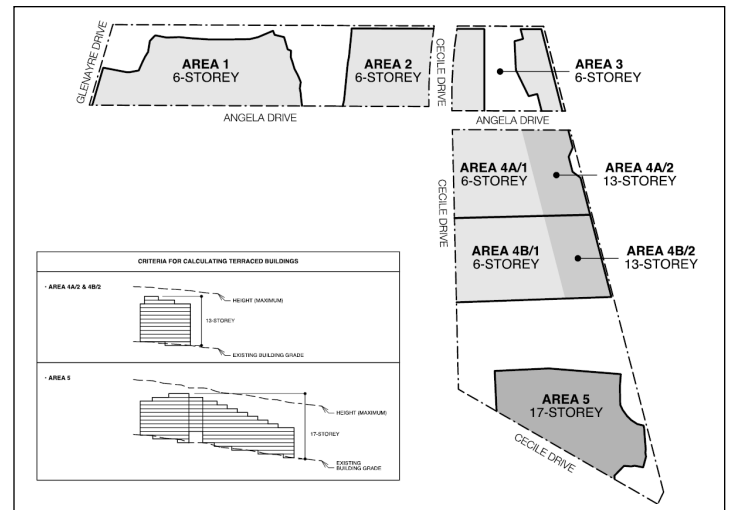


Map 4 – Woodland Park Phasing Plan

A key community benefit of the project is the provision of a variety of amenities, which will be provided commensurate with the approval of individual development permits for each phase.

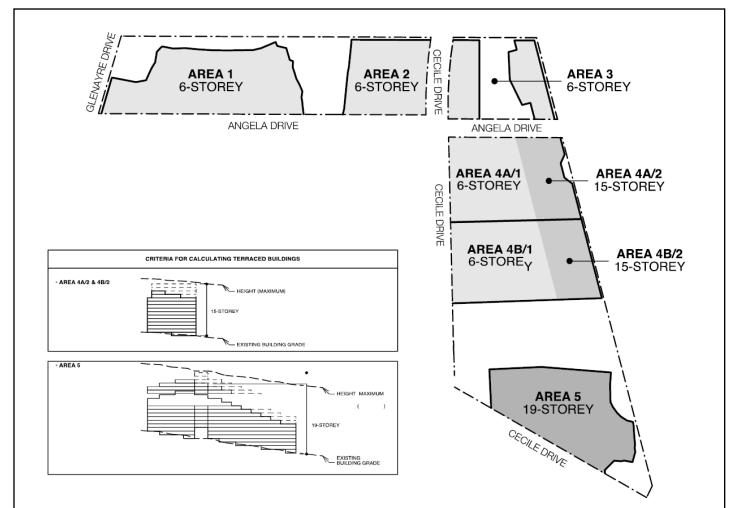
WOODLAND PARK POLICIES

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.
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 Map 5 - Building Heights.



Map 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 Map 5b - Building Heights Including Density Transfer.



Map 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 road 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 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.
8. Detailed plans for each 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.

15.2 THE NORTH SHORE NEIGHBOURHOODS

15.2.1 PLEASANTSIDE AND APRIL ROAD

The Pleasantside and April Road areas are composed primarily of single-family homes, with a small number of townhouse developments along loco Road, which serves as the primary traffic corridor in the neighbourhood.

Traffic on loco Road continues to be a major issue 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 has generally discouraged any development in the neighbourhood that would significantly add to existing traffic levels. As a result, development in the area has generally been at single-family residential densities, a policy that will continue until alternative access to the Belcarra and Anmore areas is available.

POLICIES

1. The existing residential character of the Pleasantside and April Road neighbourhoods shall generally be retained.
2. Low density ground oriented units will be considered on the remaining developable parcels on the north side of loco Road subject to geotechnical and environmental investigation.

A preplan will be necessary in situations where adjacent lands possess redevelopment potential as part of any subdivision or rezoning application. The preplan must address access, and future lot layout, in addition to requirements contained in the City's Subdivision and Development Servicing Bylaw.

3. No new driveways will be permitted access off of loco Road until the western extension of David Avenue is completed.
4. The City shall continue to promote the use of Old Orchard Hall as a focal point for community events and shall encourage the use of the facility for child care purposes.
5. Laneway housing will be considered on all single family properties with lane access.
6. The City shall explore the feasibility of siting new single family homes on lower elevation sections of lots through the zoning bylaw in order to preserve the views of existing homeowners.

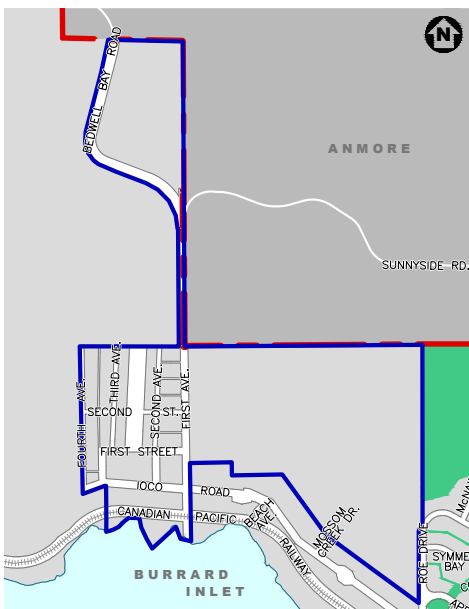
15.2.2 HERITAGE MOUNTAIN, TWIN CREEKS, NOONS CREEK, MOUNTAIN MEADOWS AND HERITAGE WOODS

The Heritage Mountain, Twin Creeks, Noons Creek, Mountain Meadows and Heritage Woods neighbourhoods are relatively new and contain a mix of single family homes and townhouses, plus a small number of apartment units.

1. The existing character of the Heritage Mountain, Noons Creek, Twin Creeks, Mountain Meadows and Heritage Woods neighbourhoods shall generally be retained.
2. The remaining undeveloped parcels on Heritage Mountain shall be developed according to the housing mix, densities, land use and character requirements as specified in the Neighbourhood 2 Plan.
3. The fundamental land use within these neighbourhoods shall be residential.
4. A variety of multiple-family housing forms shall be permitted including duplexes, tri-plexes, four-plexes, townhouses, stacked townhouses and low rise apartments as specifically identified in the neighbourhood plans.
5. The City shall encourage additional land dedication for park purposes — over and above normal requirements — on multi-family sites and will consider site specific densities higher than those indicated in the neighbourhood plans provided that, where this occurs, the gross density does not exceed the indicated maximum prior to dedication.
6. Access to residential units shall be restricted to local roads and shall not be allowed off of arterial roads.
7. Commercial development in each neighbourhood shall generally be for the provision of local convenience shopping and other local needs.
8. The City will continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.

15.2.3 IOCO AREA

1. Future development of this area will require the developer and/or landowner to prepare a comprehensive land use plan and full environmental assessment prior to any large-scale development application that addresses the following:
 - Opportunities to preserve the historical character of the Ioco Townsite
 - Protection and enhancement of environmentally sensitive areas
 - Potential consolidation of environmentally sensitive areas into Bert Flinn Park
 - Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks
 - Integration of sustainable building technologies (e.g. low-carbon energy systems, and waste and water recycling)
 - Integration and transition with surrounding neighbourhoods, including Anmore
 - Potential traffic impacts on Ioco Road
 - Creation and/or maintenance of employment-generating uses
 - Maintaining public access to the waterfront
 - Future recreational needs of the community.
2. In an effort to initiate a rebirth of the Ioco Townsite, infill single-family residential development will be allowed within the Ioco 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.
3. For that portion of the Ioco Lands outlined in the following map, a maximum residential density of 253 dwelling units will be permitted.



15.3 INLET CENTRE

Inlet Centre is where Port Moody's higher density residential and commercial development has been focussed to date. Port Moody's City Hall/Library/Community Theatre, Recreation Complex, Firehall, Eagle Ridge Hospital and Crossroads Hospice are located within the Inlet Centre neighbourhood.

There are a number of reasons why Inlet Centre is important to the community:

- Higher density forms of housing are needed to ensure that the City provides a range of housing choices for its residents, including first-time home buyers, singles, couples and seniors;
- An intense mix of land uses is desired in close proximity to one another to reduce automobile usage and to create a pedestrian-oriented environment;
- The area is in close proximity to the proposed Ioco Evergreen Line rapid transit station;
- The neighbourhood serves as a focal point in helping link the north and south shores of the community;
- The provision of local shopping and employment opportunities; and
- Increased densities will have a net positive effect on the City's tax base.

GENERAL POLICIES

1. Inlet Centre as defined on Map 10 – Neighbourhood Plan Areas shall serve as a focal point of pedestrian oriented higher density development in the community. Within this area, a mix of uses shall be permitted, including residential, retail and office commercial, civic, institutional, recreational, cultural and religious institutional.
2. Within Inlet Centre, the City shall investigate opportunities to create urban plazas and pedestrian oriented public gathering spaces as part of a wider system of connected greenways, trails and parks including a forested trail extending from the civic centre to the Inlet Centre SkyTrain station.
3. The property at 221 Ioco Rd (Heritage Shoppers Mall) is designated as Mixed Use – Inlet Centre and will be considered for redevelopment to a maximum height of 4 storeys.
4. Land use options for the City owned Works Yard and former Firehall site will be explored including a range of uses such as residential, institutional, commercial and parks and open space.

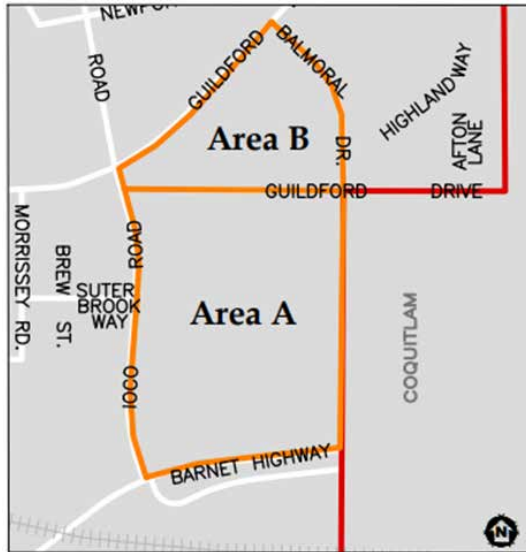
15.3.1 CORONATION PARK

Coronation Park is envisioned as a transit-oriented mixed-use neighbourhood. It is made up of a variety of multi-family 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 two areas:

- 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.
- Area B will be assembled and redeveloped for medium- to high-density residential use.



Policy directions in this section apply to the areas outlined in the map above.

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POLICIES

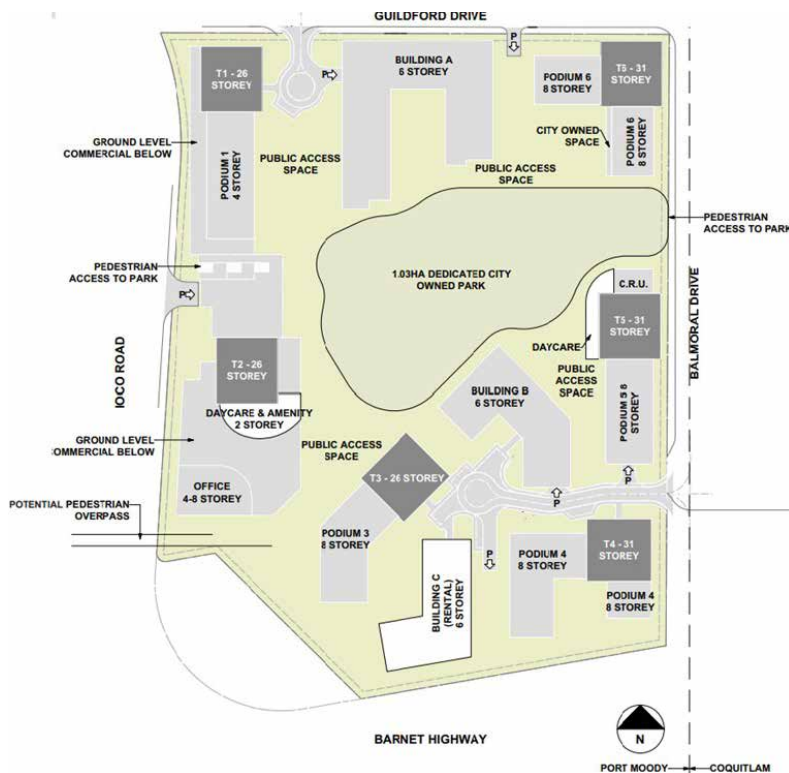
1. The following policies apply to both Area A and Area B:

- i. 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.
- ii. 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.
- iii. The City will continue to work with School District No. 43 and Fraser Health on servicing the expected population growth in the neighbourhood.
- iv. The redevelopment of the neighbourhood is encouraged to support alternative transportation modes, such as:
 - a. pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and
 - b. an overpass between the neighbourhood and Inlet Centre Station.

- v. At least one additional road connection shall be required to serve the neighbourhood and the location must be resolved prior to the City approving any rezoning applications within the neighbourhood.
- vi. Given the proximity to Inlet Centre Station, TOD parking standards are encouraged, subject to the implementation of transportation demand management strategies to reduce personal car ownership and use.
- vii. All long-term off-street parking shall be underground.
- viii. Use of building rooftops for uses such as outdoor amenity space, community gardens, and green roofs is encouraged.
- ix. All rezoning applications shall include a phasing plan and may be required to support up-fronting / oversizing of infrastructure.
- x. A public art plan shall be required as part of all rezoning applications within the neighbourhood.

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

- i. All the properties in Area A shall form part of a comprehensive development.
- ii. 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.
- iii. The maximum permitted residential gross floor area is 194,276m², excluding private indoor amenity space.
- iv. A minimum of 7,780m² of the residential gross floor area shall be purpose-built rental housing.
- v. Six high-rise buildings shall be permitted, ranging in height from 26 to 31 storeys.
- vi. Low-rise buildings, including tower podiums, shall range in height up to a maximum of eight storeys.
- vii. A minimum of 1,483m² of gross floor area shall be provided for private indoor amenity use.
- viii. The minimum required commercial gross floor area is 9,780m².
- ix. A minimum of 2,717m² of the commercial gross floor area shall be for purpose-built office use.
- x. A minimum of 883m² of gross floor area shall be provided for childcare use.
- xi. A public park a minimum of 1,03ha in size shall be provided, generally as configured on the Area A - Land Use Concept Plan.
- xii. The public park shall be designed and programmed to accommodate all age groups, from children to seniors, and will include both passive and active space, as well as barrier-free fully accessible circulation.
- xiii. A civic facility with a minimum gross floor area of 186m² shall be provide in close proximity to the public park and will be programmed by the City to meet future needs in the neighbourhood.



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.

3. The following additional policies apply to Area B:

- High-rise residential buildings shall be a maximum of 26 storeys on three-storey podia with ground-oriented housing.
- Low-rise residential buildings shall be a maximum of four storeys and a mix of apartments and townhomes.
- For high-rise residential buildings, a minimum distance separation of 60m above the podium is encouraged.
- For high-rise residential buildings, floorplates in the range of 700m² above the podium are encouraged.

15.4 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 is bounded on the east by the Mill and Timber sawmill site and on the west by Pacific Coast Terminals. This area also contains industries such as Reichhold Chemicals.
- A light industrial area of Port Moody, which is largely made up of small manufacturers and distributors located on Murray Street and Spring Street.
- Moody Centre Heritage Conservation Area and Heritage Character Area are located in Moody Centre. These areas contain a number of 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 residential land uses at both the eastern and western ends of the St. Johns Street corridor.

- 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-family homes, townhouses, and apartments. There is one manufactured (mobile) home site at the eastern end of Moody Centre on Dewdney Trunk Road. 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 Murray-Clarke Corridor is located in Moody Centre. As part of the Corridor Visioning Study, ideas for improvements to this area were compiled and included in the Murray-Clarke Stakeholder Summary to be considered as part of the final plan.

15.4.1 CULTURAL PLAZA

It is envisioned that a cultural plaza will be developed on city-owned land around the existing Arts Centre as part of the redevelopment of Kyle Recreation Centre. The Cultural Plaza is intended to be a heritage and arts focused development area, and potentially a performance and cultural centre and a library. This area would also be considered a suitable location for the preservation of heritage buildings that may be donated to the City. The Cultural Plaza could include a range of components such as public art, flexible performance, exhibit and gathering spaces, unique landscaping and street furniture elements.

GENERAL POLICIES

- The City shall continue to pursue revitalization of the Moody Centre historic commercial area, with emphasis on a strong heritage theme and a pedestrian oriented environment. This will be accomplished through:
 - Encouraging more businesses that serve the daily shopping needs of residents, as well as, specialty retail businesses such as arts, cultural and entertainment oriented activities that attract people from elsewhere in the Lower Mainland.
 - Maintaining and improving the appearance and heritage character of the area through Development Permit Area design guidelines (Appendix 2) and the Moody Centre Heritage Conservation Area guidelines (Appendix 4).
 - Undertaking the development of zoning and development permit area guidelines for intensive residential development forms in keeping with the scale and character of existing low density single family areas e.g. laneway housing, duplexes, triplex, four-plex, small lot subdivisions.
 - Encouraging the retention and revitalization of heritage character buildings.
 - Upgrading the pedestrian environment through such means as widening sidewalks, additional street trees and soft landscaping, special lighting, street furniture, signage and the installation of pedestrian overpasses.

- Investigating opportunities to create urban plazas and pedestrian oriented public gathering spaces as part of a wider system of connected greenways, trails and parks.
 - Pursuing opportunities for the creation of a Moody Centre Cultural Plaza as part of new development on City-owned lands in the Kyle Centre/Arts Centre area.
 - Encouraging mixed use developments with residential or office commercial uses above street-level commercial businesses. Culturally related commercial activities would also be appropriate.
 - Considering work/live, as well as live/work, opportunities within commercial areas in Moody Centre.
 - Permitting varying building heights along major arterial streets and in the vicinity of the proposed Moody Centre transit station to create an attractive accessible pedestrian and street environment and taking into consideration potential impacts to adjoining lower density land uses.
 - Consideration of stepping back upper storeys to provide for a more pedestrian scaled environment and reduce the street wall.
 - Consideration of view corridors and the provision of physical breaks within development projects to create public gathering spaces and mid-block connections.
2. In order to encourage the preservation of heritage character homes, adaptive commercial re-use of existing residential buildings shall be considered if the building is located within the heritage character area of the City or if the building has been identified on the City's heritage register.
 3. Single storey commercial development along St. Johns Street shall be discouraged in order to reduce the commercial "strip" image of the street.
 4. Multi-family housing shall be encouraged in designated areas of Moody Centre in order to provide a range of housing opportunities for residents and to support the commercial area and future transit improvements. The following objectives shall be taken into consideration in evaluating the merits of specific multi-family development proposals:
 - Ensuring developments comply with the form and character guidelines established for the designated Moody Centre Heritage Conservation Area and the Heritage Character Area.
 - Ensuring that development densities and building forms fit the character of the neighbourhood.
 - Encouraging housing that meets a range of demographic, socio-economic and physical needs.
 - Encouraging the development of both ownership and rental housing.
 - Encouraging live/work and work/live units as part of multi-family and mixed use development as a means of creating local jobs and small business opportunities and reducing commuter traffic.
 - Incorporation of transit oriented development principles to promote development of higher concentrations of commercial and residential uses within close proximity to transit stations.
 5. With the exception of parts of the Heritage Commercial District along Queens and Clarke Streets, the area west of Queens will remain largely residential. Building heights of multi-family designated properties within this area will be considered to a maximum of 3 storeys in a ground-oriented form compatible with adjacent low density residential areas. In cases where multi-family redevelopment includes the conservation and integration of heritage buildings, a fourth storey may be considered. For those multi-family designated properties within the 2200 block of the north side of Clarke Street, building heights up to a maximum of 6 storeys will be considered, with the exception of the property at 2224 Clarke Street which will be limited to a maximum of 3 storeys.
 6. Mixed Use – Moody Centre designated areas along St. Johns Street between Kyle and Moray Streets, along Clarke Street between Kyle and Moody Streets, as well as the 3100 block of Murray Street, are envisioned as more intensely concentrated commercial and residential areas. These areas will provide for a more vibrant and enhanced pedestrian environment supported by local commercial opportunities and residential development in a lower scale building form. Maximum building height in these areas will be limited to 6 storeys.
 7. Redevelopment within the Mixed Use – Moody Centre designated areas on the south side of St. Johns Street between Elgin and Grant Streets will be considered up to a maximum height of 4 storeys.
 8. New development should provide a sensitive transition in height between new mixed use and multi-family developments along the south side of St. Johns Street and adjacent lower density residential areas.
 - 9a. The north side of the 3300 block of Dewdney Trunk Road is designated as Multi-family Residential for consideration of redevelopment to a maximum height of 4 storeys.
 - 9b. For the multi-family designated properties on Lots 17-20 Henry Street, a maximum height of 11 storeys is permitted provided that the proposed development exhibits an exceptional architectural design, reduces the perception of the building scale by stepping the building back up the existing slope, and protects environmentally sensitive areas of the site.
 10. Laneway housing will be considered on all single family properties with lane access.
 11. The conversion of large heritage character homes to multifamily use shall be considered in order to encourage their conservation.
 12. Heavy industry shall be confined to those areas currently zoned for this use. In cases where heavy industry operations cease, opportunities for alternative uses of the subject properties may be explored.
 13. Institutional uses are considered appropriate within areas designated for residential or mixed use commercial/residential purposes.
 14. Additional north-south connections for pedestrians, cyclists and/or vehicles across the CPR right of way will be required as part of new development opportunities in Moody Centre.

15. The City will develop an incentive program to encourage the daylighting of key drainages including Kyle Creek, Schoolhouse Creek, and Dallas Creek and their integration as part of a network of N-S greenways as part of the review of redevelopment proposals in Moody Centre.
16. A pedestrian overpass crossing of St. Johns Street, in the vicinity of Moody Middle School, is a desirable amenity to be pursued as part of any new development along St. Johns Street, east of Moody Street.

15.5 EVERGREEN LINE SUB-AREAS

Map 11 shows all of the Evergreen Line Sub-Areas and includes more detailed information related to OCP land use designations and permitted building heights for these areas.

15.5.1 WESTPORT

As part of new development in this area, a number of desirable components have been identified including:

- artist live/work space
- public arts presentation space
- seniors accommodation
- assisted living accommodation
- high tech mixed employment space
- enhanced green space
- new parks
- commercial/retail service space
- a pedestrian trail connecting Seaview, Glenayre, and College Park to the area.

The western end of Moody Centre adjacent to Barnet Highway is envisioned as the western gateway to Port Moody. Future development in this area will strive to balance the local residential character and functions with new opportunities for locally serving commercial uses, as well as more diverse housing options.

To achieve this, a number of properties adjacent to Barnet Hwy have been designated as Mixed Use – Moody Centre with building heights ranging up to 6 storeys. The remainder of the proposed land use changes encourage multi-family residential forms including ground-oriented and apartment forms. As an entrance into Port Moody from the west, this area provides a unique opportunity for the incorporation of a welcome or identity feature potentially through the use of a prominent piece of public art. This area borders the Moody Centre Heritage Conservation Area (HCA) to the east. Development in this area is expected to be distinct from yet compatible with the objectives of the HCA.

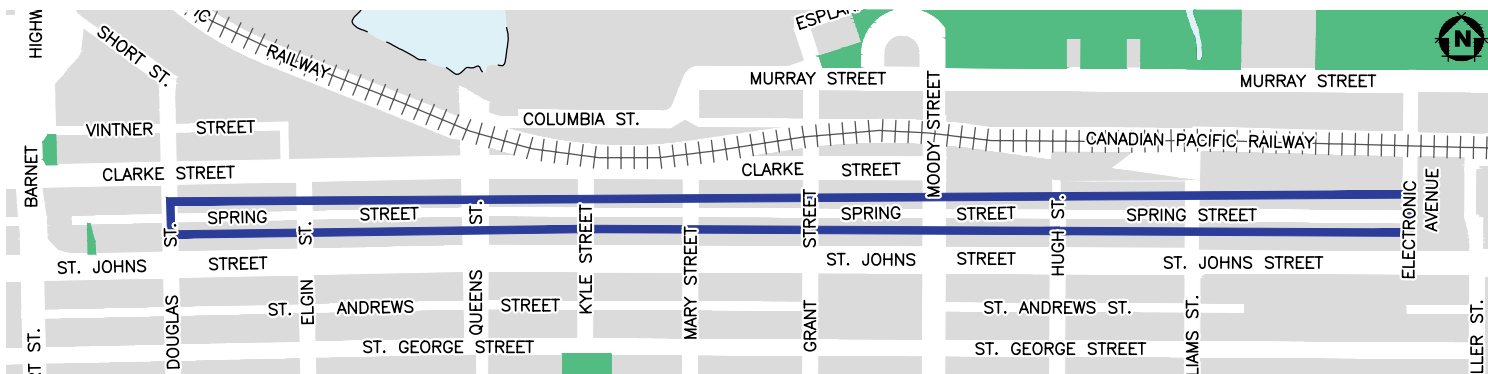
The property commonly known as the Andres Wines site is designated as a Special Study Area in the OCP. The Special Study Area designation applies to lands where more detailed planning is required by way of an area plan or a site specific development plan. It is envisioned that in the future this area may transition into a comprehensive development with a mix of uses taking advantage of its proximity to rapid transit.



Policy directions in this section apply to the area outlined in the map above.

In this area:

1. The existing land use and character of the Glenayre, College Park, Seaview and Harbour Heights neighbourhoods shall generally be retained.
2. For multi-family residential designated properties south of Clarke St and north of St Johns St in the 2100 block, building heights up to a maximum height of 3 storeys will be considered.
3. For the Mixed Use designated property at 2036 St Johns St, a maximum height of 6 storeys will be considered.
4. For the Mixed Use designated properties in the 2000 blocks of St. George Street and the south side of St Johns Street (former Barnet Hotel site and adjacent properties), a maximum building height of 6 storeys will be considered. Commercial uses will be limited to the St. Johns St and Albert St frontages. A comprehensive development plan will be required for these blocks taking into consideration the change in grade, access, potential traffic impacts and compatibility with adjacent single family uses.
5. Identified heritage buildings in the Westport area should be conserved and retained as part of any redevelopment project.
6. Above 2 storeys, upper floors will be set back from St. Johns and Clarke Streets. Above 4 storeys, upper floors will be set back from Barnet Highway.
7. For the multi-family designated properties in the cul-de-sac on Charles Street, a maximum height of six storeys will only be considered when the form and siting of redevelopment results in the creation of significant open/green space, connections to existing parks and trails, and the protection and enhancement of local watercourses.
8. The consolidation of two or more parcels within the Charles Street cul-de-sac is encouraged to provide a more comprehensive development for this area.
9. Multi-family designated properties in the 2100 block of the south side of St. Johns Street will be considered for redevelopment up to a maximum height of 6 storeys.



Policy directions in this section apply to the area outlined in the map above.

15.5.2 SPRING STREET PROMENADE

Spring Street is a unique roadway in Moody Centre with a distinct character that changes as you move from west to east. The Spring Street Promenade identified here extends from Douglas Street to Electronic Avenue. The goal of the Spring Street Promenade sub-area is to acknowledge its character while maintaining the functionality of Spring Street. Elements that distinguish Spring Street from main roads are encouraged such as incorporating 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 together 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.

Spring Street can be divided into 3 distinct sections:

1. Historic area between Douglas and Queens Streets

- includes predominantly residential forms with commercial mixed use potential near Kyle Street



- may involve sidewalk on one side only
- buildings can be situated against the property line — laneway housing for residential areas, commercial frontage in mixed use areas
- gates for residential sections could 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 with the potential for up to 4 storeys where the project features exemplary urban design, includes the preservation of a heritage building and/or achieves other sustainability objectives.

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 Spring Street
- create active edges on Spring St that accommodate servicing needs and add to the character of the lane such as carrying through the ground floor activity to Spring St.
- consider public open space improvements that create unique areas along Spring Street e.g. pocket parks, enhanced seating areas, public art
- this portion of Spring Street is restricted to local vehicle traffic only
- within this portion of Spring Street, new parkade access is discouraged.

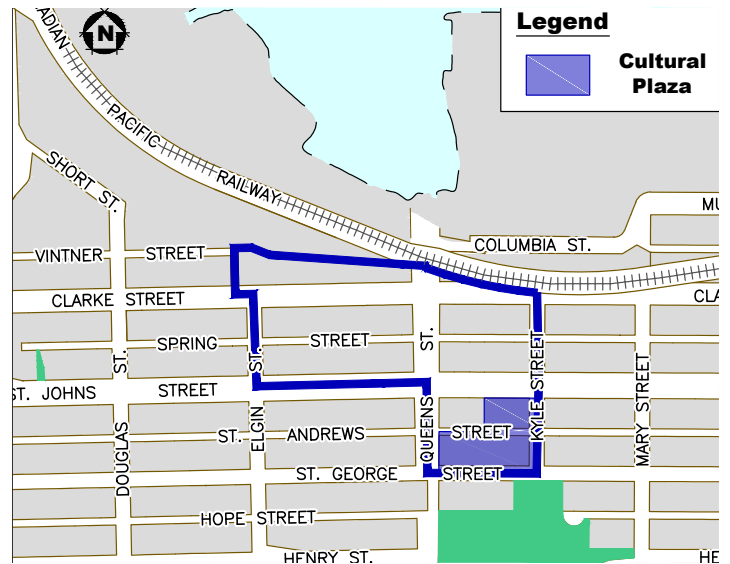
3. Moody Centre Station Area between Moody Street and Electronic Avenue

- This portion of Spring Street is designated for pedestrian and/or bicycle use.
- Encourage opportunities for integrating Spring Street as part of larger redevelopment projects to create public gathering places and additional linkages between St. Johns Street and the Moody Centre Station provided that public east-west cycling and pedestrian connections are maintained
- Consider linkages between this section of Spring Street with public open spaces, plazas and other connections such as pedestrian/cycling overpasses.

15.5.3 HERITAGE COMMERCIAL DISTRICT

The Heritage Commercial District is envisioned to be an attractive and eclectic mix of boutique style retailers and an economically vibrant heritage themed tourist 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.

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 to distinguish this area from the rest of Clarke Street.



Policy directions in this section apply to the area outlined in the map above.

In this area:

1. 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 vacant lots on the eastern portion of 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. In cases where redevelopment includes the conservation or integration of heritage buildings, a fourth storey may be considered.
2. The adaptive re-use of existing heritage buildings is encouraged to support the commercial function of the area.



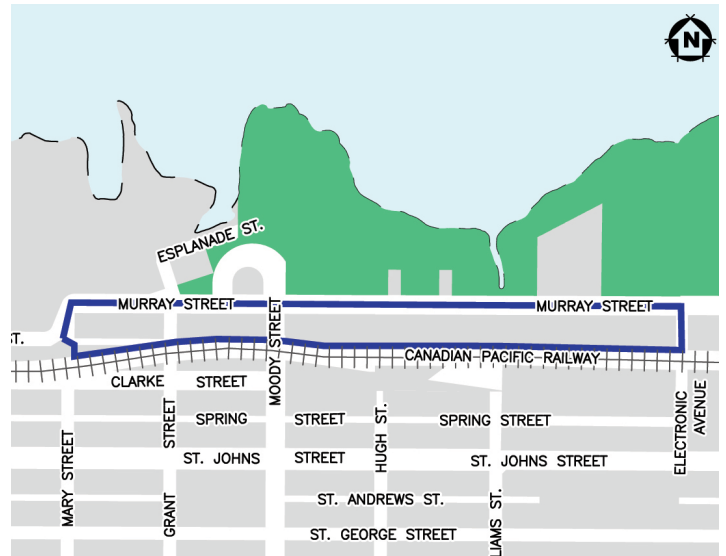
3. Opportunities for the creation of a Cultural Plaza will be pursued on city-owned land around the existing Arts Centre with consideration of a range of uses including residential, retail, performance/cultural centre.

15.5.4 MURRAY STREET BOULEVARD

A new Mixed Employment land use designation has been applied to the south side of Murray Street between Mary Street and Electronic Avenue. This designation includes the development of a combination of uses including light industrial, commercial, office and residential.

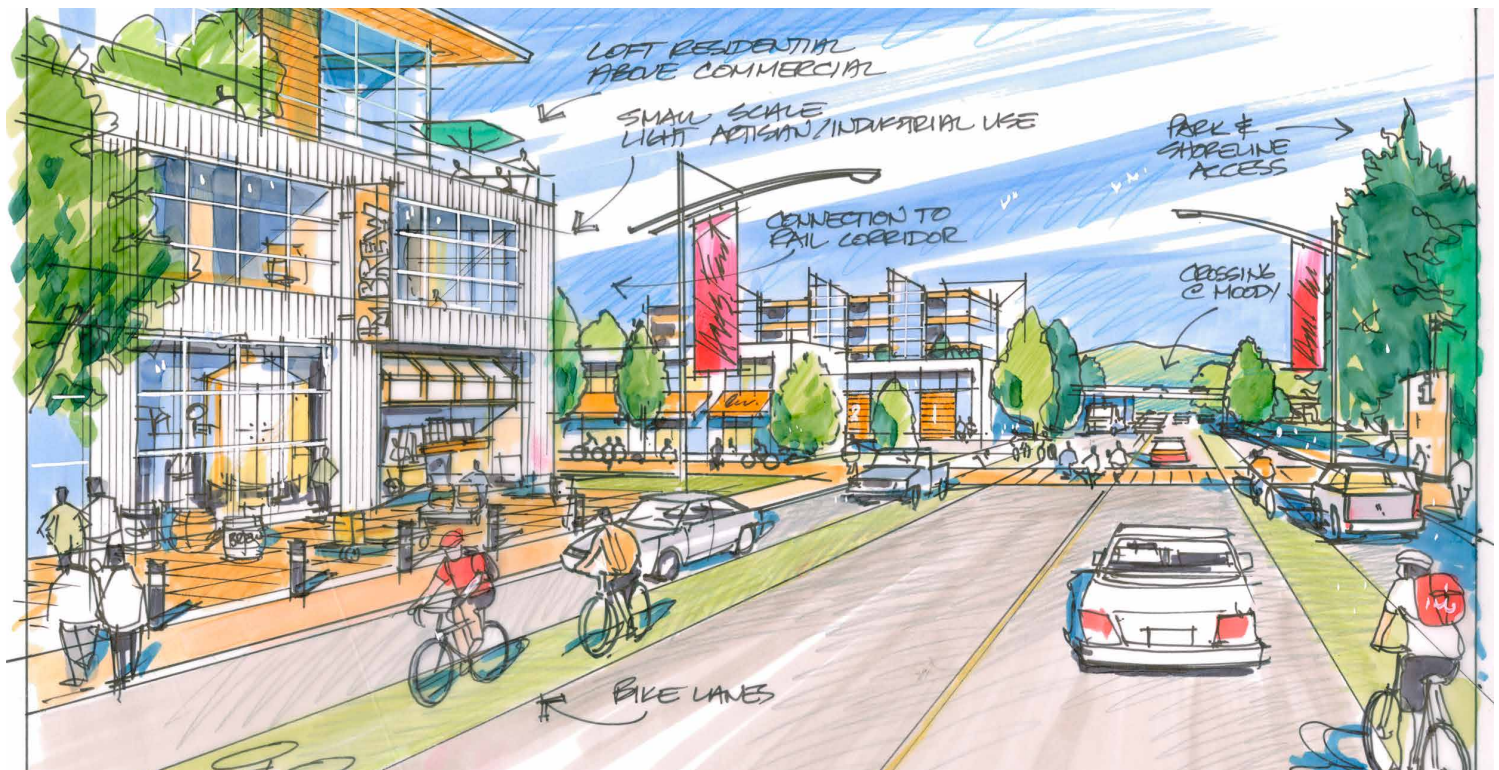
In this area:

1. Building forms up to 6 storeys are permitted provided that the first storey consists of employment related non-residential uses. Second storey job space is strongly encouraged where feasible and where such uses are compatible with adjacent residential uses.
2. Above 2 storeys upper floors will be set back from Murray Street to provide opportunities for outdoor spaces and allow a buffer from street level activities.
3. Weather protection along the building face fronting Murray Street is encouraged as are other pedestrian scaled amenities in order to facilitate walking and provide an attractive pedestrian environment.
4. Lot consolidation for new development in the Murray Street Boulevard sub-area is encouraged to reduce the number of driveways off of Murray Street and provide for a more continuous pedestrian environment.



Policy directions in this section apply to the area outlined in the map above.

5. Opportunities for additional N-S pedestrian connections between Murray St and the proposed Moody Central station will be pursued as part of new development in this area.
6. As part of new development, focus will be placed on improving Murray Street so that it is more accessible, safe and attractive for pedestrians and cyclists of all ages and abilities. These improvements include, but are not limited to, designated continuous bike lanes, continuous sidewalks, street furniture, public art, traffic calming measures and additional signalized crossings.
7. For new development, access to the properties on the south side of Murray Street is required through rear laneway access.



15.5.5 OCEANFRONT DISTRICT

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. The district is envisioned as a vibrant high-density mixed-use area where the water's edge is integral to the experience.

The vision for this area 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
- An emphasis on creating intensive employment generating activities
- Consideration of eco-industrial networking to capitalize on synergies between compatible businesses
- Preserving north-south view corridors with the development of an articulated skyline by encouraging a variety of building heights and floorplates
- Siting residential land uses to minimize the conflict with adjacent industrial uses
- Buildings set back to provide sufficient space for open/green space and to provide a buffer/transition between the waterfront and buildings
- Retention of ecological values along the foreshore and Kyle Creek
- Applying transit oriented development principles for areas within 400 – 800 metres of rapid transit
- Provision of public open space/facilities to serve the needs of future residents as well as the wider community
- Providing 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 ocean
- Integrating the existing community and the Oceanfront District through vehicle, pedestrian, and cyclist linkages over the CP Rail and Evergreen Line rights-of-way connecting this site with the historic commercial area on Clarke Street, the Moody Centre commercial area, and the Moody Centre rapid transit and Westcoast Express stations
- Integrating a West Coast sensibility (consideration of the natural aspects of light, air, mountains, and water) in urban design
- Creating a distinct architectural identity in the region where Port Moody is known as a vibrant oceanfront city connected regionally by rapid transit
- Exploring 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
- Integration of sustainable building technologies (e.g. district energy heating, waste, and water recycling)
- Mitigation of any environmental concerns for the site



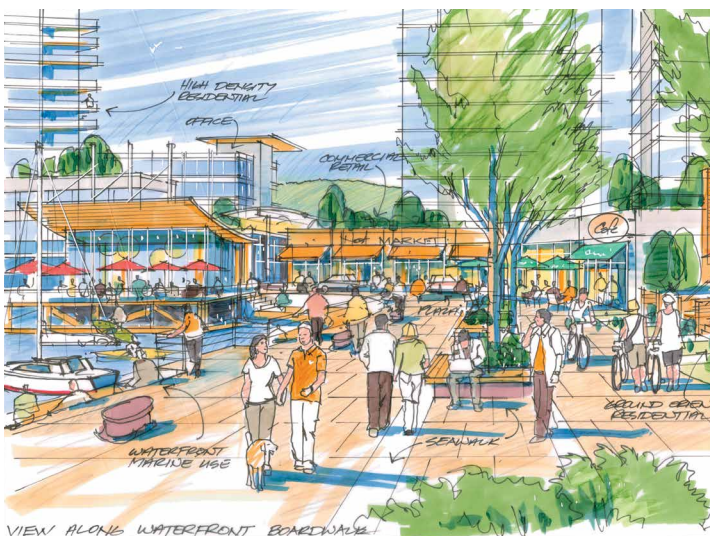
Policy directions in this section apply to the area outlined in the map above.

- Enhancing the environmental values of Kyle Creek as part of redevelopment
- Incorporating 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
- Incorporating nesting platforms for birds, such as osprey and purple martins.

OCEANFRONT DISTRICT POLICIES

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. The maximum permitted density of development on the site for all uses combined is 357,064m² of gross floor area.
3. 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.
4. A minimum of 5,110m² of the residential development shall be purpose-built permanent rental accommodation.
5. A minimum of 2,785m² of private indoor amenity floor space shall 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.
6. The maximum permitted building height on the site is 38 storeys.

7. Permitted employment generating uses on the site include light industry, retail, food and beverage, entertainment, office, hotel, institutional, civic, congregate care, artist studios, and live-work.
8. 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 industrial.
9. The maximum permitted size of a grocery store on the site is 1,400m² of gross floor area.
10. 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 8.
11. A minimum of 3.05ha of the site shall be dedicated as public park space and conservation and environmental setback areas.
12. An open space and natural areas study shall be completed as part of the first rezoning of the site that considers topics such as:
 - A passive and active open space needs analysis
 - The programming and design of public park space
 - Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity
 - Providing floating platforms on the water for birds and seals, subject to required approvals being obtained
 - Providing bird nesting boxes, subject to required approvals being obtained



- Setting site-specific stormwater runoff management targets and developing a stormwater runoff management strategy
 - Public access opportunities
 - Integration with the climate change risk assessment and adaptation strategy.
13. 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.
 14. 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 as part of the first rezoning of the site.
 15. 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.
 16. A traffic study, including an impact assessment, route alternative evaluation, and a transportation demand management plan shall 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.
 17. The appropriate parking standards for each permitted use on the site shall be determined 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.
 18. The road network layout and functional level design shall be determined as part of the first rezoning of the site.
 19. A combined 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) or an expanded Moody Street, which is part of 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 two connection options, and possibly others, as well as other infrastructure requirements, 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 16. 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.

20. A demographic and school impact analysis shall 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.
21. A climate change risk assessment and adaptation strategy shall be completed as part of the first rezoning of the site. The strategy will 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:
 - Peripheral site protection (e.g., seawalls and dykes)
 - The appropriate flood construction level
 - Finished floor elevations
 - Sub-surface parking elevations
 - Building setbacks and design
 - Foreshore management strategies
 - Landscape design standards
 - Stormwater management systems.
22. An energy plan shall be completed as part of the first rezoning of the site that considers topics such as:
 - Minimizing greenhouse gas emission;
 - Increasing the energy performance of buildings
 - Deploying renewable and low-carbon energy technologies
 - The feasibility of a district energy system for the site.
23. A geotechnical study shall 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.
24. An Archaeological Impact Assessment (AIA) shall be conducted that follows the recommendations of the Archaeological Overview Assessment completed for the site in 2016. The AIA will include a combination of subsurface testing and monitoring of demolition of existing infrastructure on the site and preliminary development activities.
25. A Development Agreement shall be required 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.

26. Development Permit Area Guidelines for the form and character of development, including all buildings and landscaping (including public art), shall be prepared and adopted as part of the first rezoning of the site. These guidelines shall take into consideration the Inlet's historical use by First Nations, the site's sawmilling history, the site's waterfront location, and other factors that will help create a comprehensively designed neighbourhood that is unique to Port Moody.

27. The *Development Permit Area 4: Environmentally Sensitive Areas* guidelines shall apply to Kyle Creek and the 30-metre stream buffer.

28. The entire site shall also be subject to the *Development Permit Area 5: Hazardous Lands* guidelines.

OCEANFRONT DISTRICT LAND USE CONCEPT PLAN



Note: For illustrative purposes only and subject to change as part of rezoning of the site.

15.5.6 MOODY CENTRE STATION TRANSIT-ORIENTED DEVELOPMENT

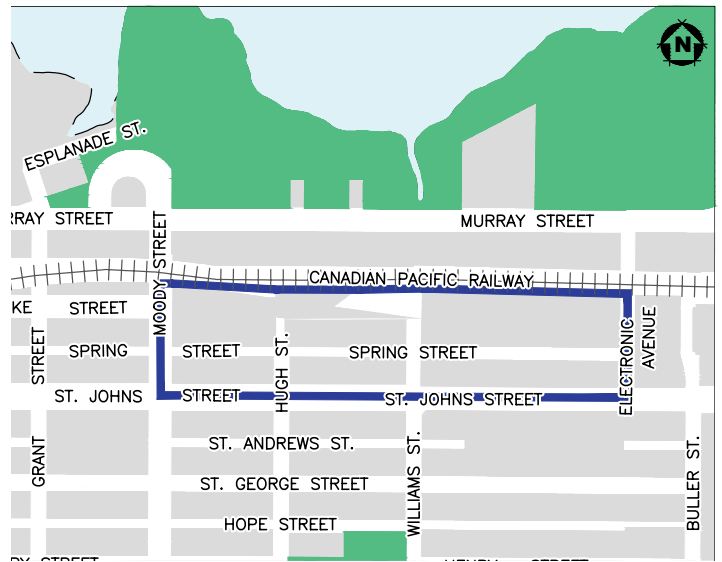
The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development. This designation calls for the development of higher density, mixed-use,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

The vision for this area includes:

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

In this area:

1. Residential uses shall include a range of forms (e.g., ground-oriented townhomes and stacked townhomes, and low-rise and high-rise apartments), tenures (e.g., strata, market rental, and affordable/non-market rental), and unit sizes (e.g., studio to 3+ bedrooms, family-friendly units, and lock-off units). New residential buildings shall include ground oriented/accessible units at grade.



Policy directions in this section apply to the area outlined in the map above.

2. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At grade commercial/employment uses shall be oriented to the street and designed at a pedestrian scale.
3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for 'placemaking' around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station.
4. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m² are encouraged.
5. Redevelopment shall support alternative transportation modes, prioritize pedestrian mobility to/from the station, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and include:
 - a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block north-south pedestrian connections
 - an extension of Golden Spike Lane west to the station (pedestrian/bike/possibly vehicles)
 - bike lanes connecting inside and out
 - wide sidewalks in all new developments.

6. Given its proximity to the station, and the City's vision towards creating a complete and walkable community, TOD parking standards (i.e. parking relaxations in certain areas) are encouraged for the Moody Centre TOD Area, while still ensuring adequate parking to support retail vitality. All off street parking should be underground. On-street loading areas in front of multi-family residential entrances are encouraged.

7. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.

8. Redevelopment shall create an urban greenway by daylighting Dallas/Slaughterhouse Creek, which will be part natural area/habitat and part park space/recreation. The greenway will be provided through dedication as part of a redevelopment proposal. Density may be transferred to the remainder of the parcel. Its design and function will be determined through further study. New buildings adjacent to the greenway shall front/face it and be designed to minimize overshadowing by stepping back of building heights away from the greenway.

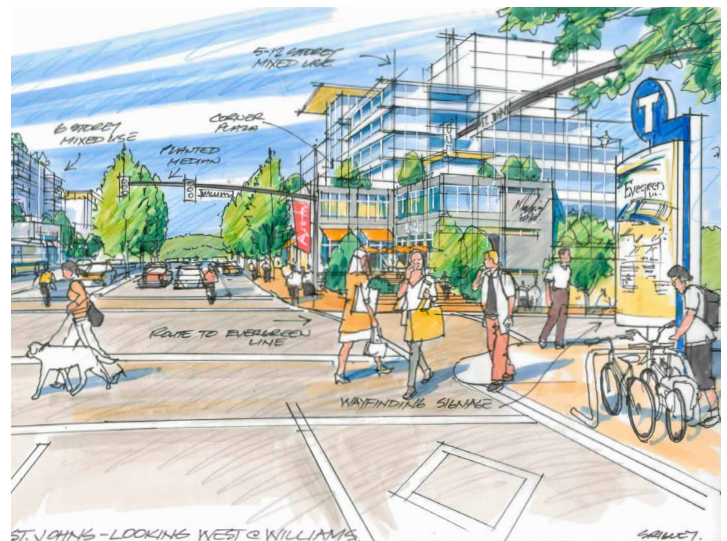
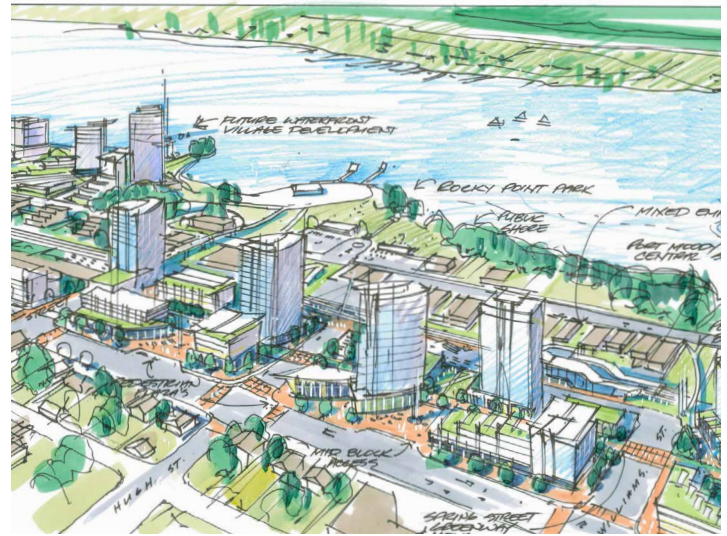
9. Sustainable building practices, including rooftop gardens and green roofs, are encouraged, where feasible.

10. The public realm shall include:

- Public space for residents and visitors (plazas, open space, civic use)
- A plaza around the station entrance, connecting to the greenway
- Internal plazas within the blocks nearest the station
- Opportunities for public art
- A realized Spring Street Promenade.

11. Residential redevelopment is encouraged to dedicate space for child-, family-, and senior-friendly amenities, such as child care, community care, and seniors care facilities, an outdoor amenity, and play space. Development applications shall provide a demographic analysis identifying the estimated child care demand produced by the proposed development, how this demand could be accommodated, and if necessary, how the development would contribute towards the provision of daycare spaces.

12. The City will continue to work with School District 43 and Fraser Health on servicing the expected population growth in the Moody Centre TOD Area.



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

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

15.5.7 INLET CENTRE TRANSIT-ORIENTED DEVELOPMENT

The Inlet Centre Station Transit Oriented Development area encompasses the area north of Dewdney Trunk Road within a 400 metre radius of the proposed Inlet Centre Evergreen rapid transit station. This area also includes the Coronation Park neighbourhood bounded by Balmoral Drive and Guildford Way.

The objectives of the new land use designation changes for this area are to create a range of uses and concentrate density within closest proximity to the proposed transit 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 connections, particularly to Inlet Centre Station
- Incorporating opportunities for parks and public open space
- Placement of buildings such that view corridors are generally maintained and shadowing is minimized
- Providing attractive, green streetscapes that encourage pedestrian activity and provide for a comfortable pedestrian scale

A neighbourhood plan for the area known as Coronation Park has been developed to determine appropriate density and building forms prior to any redevelopment within this area. These policies are contained in Section 15.3.1 of this OCP.

In this area:

1. Building heights up to 26 storeys will be considered for the following Mixed Use - Inlet Centre designated areas:

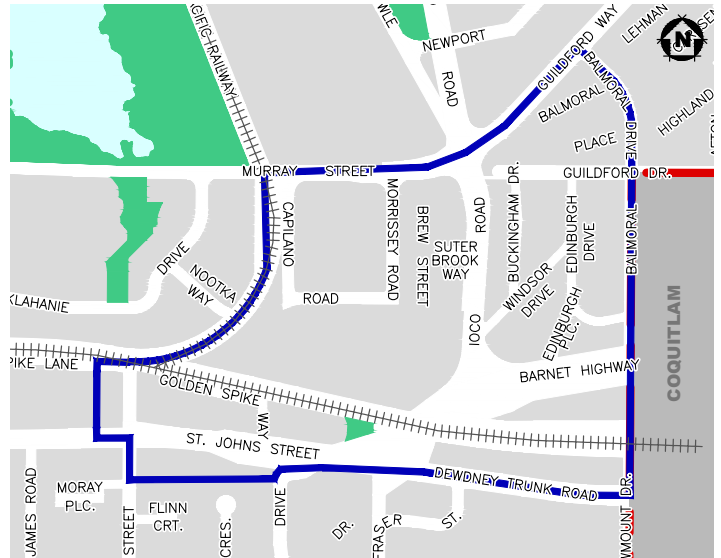
- 130 loco Rd;
- The triangular portion of land between the Klahanie and Suter Brook developments; and
- The 2400 block of Barnet Hwy (Honda dealership site).

2. Within the Coronation Park neighbourhood:

- Building heights up to 26 storeys will be considered for the area designated Hi-Rise Residential; and
- Building Heights up to 31 storeys will be considered for the area designated Mixed Use - Inlet Centre. ;

3. Redevelopment on the triangular portion of land between the Klahanie and Suter Brook developments will be subject to the provision of vehicle and pedestrian crossings over the CPR right of way providing linkages to Nootka Way and Capilano Road.

4. The 3300 block of Dewdney Trunk Road is designated for the development of multi-family housing to a maximum



Policy directions in this section apply to the area outlined in the map above.

height of 4 storeys with the exception of the property at 3370 Dewdney Trunk Road which, if redeveloped as a rental housing project, is permitted to a maximum height of 6 storeys.

5. The 3200 block of the north side of St. Johns Street and the properties at 3180/3190 St. Johns Street are designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 12 storeys.
6. The 3200 block of the south side of St. Johns Street is designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 6 storeys.
7. Above 4 storeys, upper floors will be set back from St. Johns Street, loco Road and Barnet Highway.
8. The construction of a pedestrian/cyclist overpass or underpass across loco Road to facilitate safe access to the Inlet Centre station will be required in conjunction with new development in this area.
9. Additional policies for the Coronation Park Neighbourhood portion of Inlet Centre can be found in Section 15.3.1 of this OCP.



LOOKING WEST - ALONG BARNET HWY - TO 1020 RD.