



# City of Port Moody

## Bylaw No. 3547

A Bylaw to amend the Official Community Plan to comply with provincially legislated requirements relating to updated density bonusing provisions.

The Council of the City of Port Moody enacts as follows:

### 1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Official Community Plan Bylaw, 2026, No. 3522, Amendment Bylaw, No. 1, 2026, No. 3547 (Density Bonus)”.

### 2. Amendments

- 2.1 City of Port Moody Official Community Plan Bylaw, 2026, No. 3522 is amended in Schedule A, Chapter 4, Land Use Designations, Multi-Residential – 6 Storeys by replacing the following paragraph:

“Multi-Residential – 6 Storey

This designation is intended to support apartments ranging up to 6 storeys in height depending on area specific policies.”

with the following paragraph:

“Multi-Residential – 6 Storey

This designation is intended to support apartments ranging in height up to a maximum of 6 storeys in height depending on area specific policies. Density bonusing may be included in zoning that supports new development above a floor area ratio (FAR) of 2.5, up to the maximum 6-storey height contemplated for these areas in the Official Community Plan. Without density bonusing, this designation is intended to support apartments up to a maximum height of six storeys and a floor area ratio (FAR) of 2.5.”.

- 2.2 Bylaw No. 3522 is further amended in Schedule A, Chapter 4, Land Use Designations, Moody Centre Station Transit-Oriented Area – Core by replacing the following paragraph:

“Moody Centre Station Transit-Oriented Area – Core

The Moody Centre Station Transit-Oriented Area – Core designation applies to the development of high density, mixed-use, pedestrian friendly, transit-oriented development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be

a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights up to 26–39 storeys. Redevelopment is encouraged as part of a comprehensive plan and must follow other area-specific policies.”

with the following:

“Moody Centre Station Transit-Oriented Area – Core

The Moody Centre Station Transit-Oriented Area – Core designation applies to the development of high density, mixed-use, pedestrian friendly, transit-oriented development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights up to 26 storeys. While the land use designation does not currently support building heights higher than 26 stories, the policies in this land use designation are intended to support site-specific proposals for buildings higher than 26 storeys that include amenities benefitting the community such as those described in the Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (as at the adoption of Bylaw No. 3522). Redevelopment is encouraged as part of a comprehensive plan and must follow other area-specific policies.”.

- 2.3 Bylaw No. 3522 is further amended in Schedule A, Chapter 14, section 14.5 Inlet Centre, Inlet Centre Policies by adding the following policy 6:

“6. Within the Transit-Oriented Area (TOA) designated around the Inlet Centre Station, density bonus may be applied above provincially designated TOA minimum allowable densities and building heights to achieve zoning that supports development up to the maximum densities and building heights contemplated for these areas in this Official Community Plan. Even though the land use designation supports more density than the minimum allowable densities and building heights within the TOA, the difference between the minimum that must be allowed and the maximum that is supported by the Official Community Plan is intended to be treated as bonus density in zoning that facilitates density beyond the TOA minimum allowable densities. This bonus density may be granted in exchange for affordable housing or amenities such as a childcare facility or publicly accessible playgrounds or parks.”.

- 2.4 Bylaw No. 3522 is further amended in Schedule A, Chapter 14, Section 14.6.2 Moody Centre Station Transit-Oriented Area – Core by replacing the following section:

“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.”

with the following:

#### “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 (as at the adoption of Bylaw 3522), 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.”.

- 2.5 Bylaw No. 3522 is further amended in Schedule A, Chapter 14, section 14.6.2 Moody Centre Station Transit-Oriented Area – Core, Moody Centre Station TOA – Core – Built Form and Height by replacing the following section:

“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 daylit 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.”

with the following:

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

1. Building heights up to 26 storeys, including density bonusing, are permitted. The City anticipates that heights above 26 storeys may be considered appropriate in areas where the proposal includes amenities benefitting the community such as those described in the Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (as at the adoption of Bylaw No. 3522). Factors that may be considered for discretionary approvals beyond the TOA minimum allowable densities include, but are not limited to, public amenities being offered, achievement of desirable urban design principles, the unique local context of the site, and other relevant planning considerations.
2. Notwithstanding Policy 1, building heights above 26 storeys are permitted at the following addresses in the Moody Centre Station TOA – Core:
  - i. Any development in the Moody Centre Station Transit-Oriented Area – Core located at 80 Electronic Avenue will have a maximum height of 32 storeys;
  - ii. Any development in the Moody Centre Station Transit-Oriented Area – Core located at 3068 Spring Street will have a maximum height of 34 storeys if located adjacent to the western property line and 38 storeys if located adjacent to the eastern property line; and
  - iii. Any development in the Moody Centre Station Transit-Oriented Area – Core located at 3004 Spring Street will have a maximum height of 39 storeys.”
3. Within the Transit-Oriented Area (TOA) designated around the Moody Centre Station, density bonus may be applied above provincially designated TOA minimum allowable densities and building heights to achieve zoning that supports development up to the maximum densities and building heights contemplated for these areas in this Official Community Plan. Even though the land use designation supports more density than the minimum allowable densities and building heights within the TOA, the difference between the minimum that must be allowed and the maximum that is supported by the Official Community Plan is intended to be treated as bonus density in zoning that facilitates density beyond the TOA minimum allowable densities. This bonus density may be granted for amenities described in the Moody Centre Transit-Oriented Area Guidance Framework for Official Community Plan Amendment and Rezoning Applications Corporate Policy (as at the adoption of Bylaw No. 3522) for heights up to 26 storeys and in all other cases, subject to

Council’s authority in relation to further amendments to this plan, in exchange for amenities such as affordable housing or amenities such as a childcare facility or publicly accessible playgrounds or parks.

- 4. Towers will not be considered on sites smaller than 2,415m<sup>2</sup> (26,000ft<sup>2</sup>).
- 5. Provide at-grade shops and services creating active edges.”.

### 3. Severability

3.1 If a portion of this Bylaw is found invalid by a court, it will be severed, and the remainder of the Bylaw will remain in effect.

**Read a first time** this \_ day of \_\_, 2026.

**Read a second time** this \_ day of \_\_, 2026.

**Read a third time** this \_ day of \_\_, 2026.

**Adopted** this \_ day of \_\_, 2026.

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M. Lahti  
Mayor

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S. Lam  
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3547 of the City of Port Moody.

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S. Lam  
Corporate Officer