



CITY OF PORT MOODY

Official Community Plan



PORT MOODY
2050

Draft • July 2025

PORT MOODY
CITY OF THE ARTS

Acknowledgement

We respectfully acknowledge that the city boundary lies within the ancestral and Traditional Territories of the kʷikʷəłəm (Kwkwetlem), səliłwətał (Tseil-Waututh), xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), qíćəy̓ (Katzie), q'wɑ:n' ɬ'ən' (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extend appreciation for the opportunity to guide growth and development over the next 25 years on this Territory.

We respectfully recognize and thank the Coast Salish Nations for their enduring care and guardianship of the land, waters, and skies that sustain us all. We deeply value their continued generosity in sharing their wisdom and cultural teachings with the people and visitors of Port Moody.

The City of Port Moody is committed to moving forward on reconciliation with Indigenous Peoples and implementing the five Truth and Reconciliation Commission of Canada's Calls to Action for municipal government (#43, #47, #57, #75, and #77), as well as those Calls to Action with direct relevancy to municipal services.

In June 2022, Council endorsed the collaborative development of a short-term Indigenous Relations strategy that would lay the foundation for a three-to-five-year Indigenous Relations strategy to help the City build meaningful and respectful relationships with First Nations.

We have started work towards such a strategy, on what is anticipated to be a multi-phase Reconciliation and Indigenous Relations project. We are committed to the hard work of advancing Truth and Reconciliation beginning with effective government-to-government relationship building. This includes working together, in a good way with First Nations leadership and staff teams, to continue acknowledging and respecting the long-standing relationship with these lands and addressing inequities and intergenerational impacts of colonial systems experienced by Indigenous Peoples.

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Purpose and Scope

What is an Official Community Plan (OCP)?

An Official Community Plan (OCP) is a wide-ranging policy document that establishes a community's long-term vision for the future. In practice, an OCP informs decisions relating to issues such as planning and land use management and the provision of infrastructure and services in a community. While an OCP indicates a desired direction, various other instruments (e.g., Zoning Bylaws, Building Bylaws, etc.) are required to implement the Plan's contents and aspirations.

OCPs are prepared and adopted as a bylaw in compliance with the *Local Government Act*. This provincial legislation requires that when a municipality adopts an OCP, it must include a range of information, including but not limited to:

- ▶ the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;

- ▶ details of the residential development that is required to meet anticipated housing needs over a period of at least 20 years; and

- ▶ the restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development.

Why is it important?

Port Moody 2050, the City's Official Community Plan, guides the long-range planning and continued evolution of Port Moody. It captures the community's principles, goals and vision for the future: an adaptive document that is shaped by the people who live and work here. *Port Moody 2050* speaks to community values and guides decision making about how and where land is used for housing, transportation systems, parks, environmental protection, economic development, and more. Port Moody's climate action commitments and carbon neutrality goals are articulated in the OCP and are a critical part of the plan to reduce the City's greenhouse gas emissions and ensure resiliency to climate change for current and future generations. Port Moody's commitment to diversity, equity, inclusion, accessibility, and Truth and Reconciliation are all articulated in the OCP and are critical to visioning a community that considers everyone. *Port Moody 2050* responds to the housing crisis by ensuring enough land is designated for future housing needs, as required by the provincial government.

Who uses it and how?

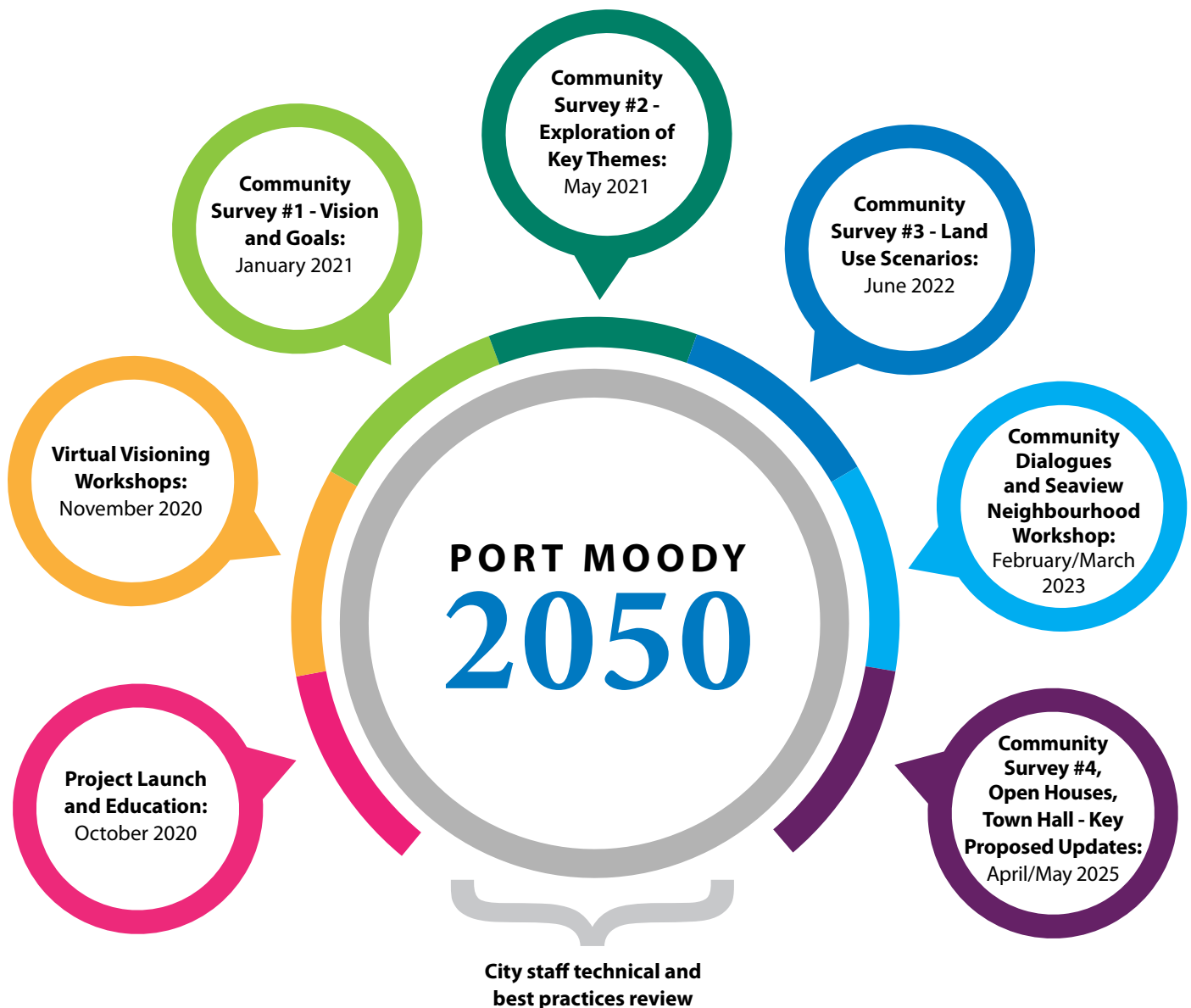
Port Moody 2050 is for all members of the community. The OCP is used in practice by Council and staff, where it is applied to a wide range of municipal decisions such as servicing, capital projects, financial planning, and when reviewing land use and development proposals. Residents of Port Moody, community groups, local businesses, and more can use the OCP to see where and how change may occur, staying both informed and involved in the City's future growth.

The OCP is implemented by the City through ongoing planning, decision-making, regulatory tools, and partnerships. Once adopted, all development and use of land must be consistent with the OCP. The OCP bylaw, however, does not commit Council, nor local or regional partners, to proceed with specific projects identified in the Plan. The OCP does not confer development entitlements to properties subject to the Plan, but sets the vision and objectives to be realized through future growth and development.

Community Engagement

Port Moody 2050 was informed by input collected via broad and far-reaching community engagement. Through multiple phases, the City sought to provide meaningful, inclusive engagement opportunities for everyone who wished to participate. A variety of different touchpoints, from surveys and community dialogues to online information sessions and youth-focused activities, created space for interested and affected parties to ask questions, gain knowledge, deepen their understanding of OCP-related topics, and share relevant values-based information and lived experience. All input collected was considered during policy development, helping to shape the OCP through all phases.

The timeline and scope of community engagement, shown in the image below, reflect *Port Moody 2050*'s evolution from a focused update initiated in 2020 to a comprehensive review of content and format. The timeline also reflects the changing contexts in which this plan was developed, specifically accounting for the changes to provincial housing regulations enacted in late 2023.



Official Community Plans are living documents. Port Moody's OCP must reflect the diversity of the community and the shared aspirations and priorities of its residents, and it must seek to address the community's current and future needs. To achieve these goals, the Plan must evolve as conditions and values change in the community and the region. Although the OCP is not expected to be revised on a frequent basis in between required updates, elements within the Plan can be amended to respond to changing conditions and values, thereby keeping the Plan alive and relevant. Comprehensive and inclusive engagement will be a vital part of the OCP's evolution, and the City will continue to explore innovative ways to connect with the diverse voices in the community.

Relationship to Other Plans and Instruments

Applicable to the entirety of the municipality, *Port Moody 2050* is the City's principal policy document and the guiding plan for all City departments. It informs higher level strategies like Council's Strategic Plan and is shaped in part by different legislative requirements. This includes the incorporation of a Regional Context Statement, which indicates how the City will comply with the goals of the regional growth strategy, Metro 2050. Additionally, the Provincial Government's Housing Supply Act and Housing Statutes Amendments Acts have altered municipal planning frameworks, and amongst other changes, requires the OCP to take into consideration the community's latest assessment of its housing needs.

Provincial Housing Legislation and the Official Community Plan

In 2022 and 2023, the Provincial government passed a suite of initiatives and legislation primarily aimed at increasing housing supply in communities throughout B.C. During our process to update *Port Moody 2050*, our Official Community Plan (OCP), we considered how to incorporate these required changes, including how to explicitly address the provision of housing within the community over the short and longer term.

The province requires that municipalities review and update their Official Community Plans and Zoning Bylaws to ensure that statements, maps, and land use designations permit the number of housing units identified as needed in each community's unique Housing Needs Report (HNR).



Port Moody's 2024 Interim Housing Needs Report identifies the City's five-year need as 3,063 new dwelling units and its 20-year need as 9,796 new dwelling units.

Chapter 7 (Built Environment) further addresses Port Moody's housing needs, and other provincial housing legislation (e.g., Transit-Oriented Areas (TOA) and Small-Scale, Multi-Unit Housing (SSMUH)).

Additionally, starting in 2025, OCPs across the province must be reviewed and updated regularly, to ensure they are in alignment with their Housing Needs Reports. While local governments can improve upon and create new policy during each of these updates, the required focus is on housing policy and how to account for the anticipated future housing needs within their communities over a 20-year horizon.

The OCP sets direction for more specific departmental plans and strategies, which are ultimately implemented through a range of mechanisms and tools available to local governments as documented below.



Port Moody is situated on the eastern shore of Burrard Inlet, located on the ancestral and Traditional Territories of the kʷikwə́łəm (Kwkwetlem), səlilwətał (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), qíçəy (Katzie), q'wə:n' ʔən' (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples. The waterway and surrounding area were important gathering places for seasonal camps and villages as well as for resource use and other cultural uses. This land that is now known as Port Moody today has been stewarded by First Nations since time immemorial.

Exploration and settlement in the late 19th and early 20th centuries led Port Moody to be an industrial hub. The creation of a deep-sea port, construction of several sawmills and development of two oil refineries established the City primarily as a resource industry town. A legacy of wood frame commercial and residential buildings contributed to the character and charm of the early development of Port Moody.

This legacy from First Nations stewardship and from settler history contributes to the City's spectacular natural environment, the diverse cultures that live in Port Moody today and the footprint of the built environment. With a population of just over 34,000, Port Moody is situated within the Metro Vancouver region of British Columbia. As a thriving community with a mix of residential, commercial, industrial and natural areas, Port Moody is an attractive community to live, learn, work, play, shop and recreate for all ages. Known for its natural beauty and outdoor recreation opportunities, Port Moody is home to several parks, natural areas, and cultural amenities which include Rocky Point Park, neighbouring təmtəxʷtən/Belcarra Regional Park, and other popular attractions including PoMoArts and Brewery Row. In addition, many historic buildings are protected and recognized as landmarks in the community, adding to the vibrancy and character of the City.

As we look toward the future through this Official Community Plan (OCP), with a horizon to 2050, we do so with respect for the stewardship of these lands since time immemorial. By learning from those who came before us, engaging meaningfully with those here today, and planning with intention, we aim to build a more inclusive, resilient, and sustainable community for generations to come.

Photo by Anita Niven

As we look forward to 2050, these are the lenses we use to guide how the community grows and changes:



Climate Change

Port Moody's built environment and quality of life will continue to be impacted by the effects of climate change. More frequent and extreme weather events are currently impacting the community, and Port Moody can expect increased risk of wildfires, flooding, extreme heat, and other associated climate change impacts. The impacts of climate change will continue to become more prominent in many aspects of our lives and the environment. Port Moody is taking strong and immediate action today to reduce the risks of expected current and future extreme weather events due to climate change. As Port Moody looks out 25-years, adapting and mitigating the impacts of climate change will be central to how growth and change occur.



Low Carbon Resilience

Port Moody's OCP evokes a strong climate lens guided by the City's Climate Action Plan (2020) throughout all chapters of this document. A low carbon resilience framework has been integrated into all areas of policy and decision-making where possible to support the maintenance of the high quality of life in the community and advance the transition toward a more energy efficient, low carbon, resilient, and sustainable future. As Port Moody looks out 25-years, the community and infrastructure will have worked to mitigate climate risk, will be prepared for, able to respond to, and recover quickly from climate events which will help to minimize impacts and ensure public safety, health, and livability in Port Moody.



"City of the Arts"

Port Moody strives to be known as City of the Arts and integrate arts into as many facets of the community as possible. The arts experience should be visible throughout Port Moody in neighbourhoods, facilities, amenities, activities, and in public places. Arts are important to Port Moody as a means of expression, city beautification, business, tourism, and sense of place. As Port Moody looks out 25-years, arts is a central theme in articulating how the community will grow and evolve.



Accessible, Equitable, Diverse and Inclusive

Port Moody strives to be a home for all regardless of age, ethnicity, orientation, or ability. The community is age-friendly and we are continuing to make adaptations to be universally accessible. As Port Moody grows the community should evolve to build not for the average, but for the full spectrum of the population. Port Moody has long since been home to a diversity of people and as the city grows and changes the cultural fabric will also grow and change. As Port Moody looks out 25-years, the needs of both existing and new residents will be considered.



Natural and Urban Landscape Balance

Port Moody is part of a metropolitan region yet surrounded by nature. Situated within a diverse ecosystem with several critical habitats for wildlife and plants, intentioned and strategic growth will help the City retain its unique identity and sense of place. This strategic growth will encourage new housing and employment opportunities, connections between neighbourhoods, and access to services while preserving the quality of the natural environment, retaining and enhancing designated forest and riparian areas, and re-introducing trees and green space. As Port Moody looks out 25-years, the City will integrate and balance both the urban and natural landscape.



Diverse and Affordable Housing

With a growing population and limited supply of affordable housing, many residents are struggling to find a place to live within their budget. Creating housing of all types and tenures across the housing spectrum is paramount to meeting current and future residents' needs, and to mitigate the housing crisis. Housing development and redevelopment needs to include a mix of market and affordable options including supportive housing and rental housing as well as a variety of unit types to meet diverse and changing household compositions. As Port Moody looks out 25-years, the City will strive to provide housing options within the community for all. So, whether you are buying or renting your first home, upgrading to meet the needs of an expanding household, or downsizing due to a shrinking household, you should be able to find a home in Port Moody.



Connected

Port Moody is connected to the region through rapid transit and the major road network providing residents diverse options to move within the region and the community. Despite this infrastructure, the City will continue to focus on ways to alleviate traffic congestion and improve alternative transportation options including multi-use paths, walkable streets, and growth near transit stations. As Port Moody looks out 25-years, the City will include a network of north-south and east-west connections that are safe and easy to navigate within the City and seamlessly connect to rapid transit and the region.



Community Well-Being

A city is more than buildings, streets, utilities, and parks. A city is also a place that provides space for recreation, social connection, healthy living, personal growth and overall well-being. As Port Moody grows and changes these social elements of the City are as important as the physical elements. New development in Port Moody will include a full spectrum approach to addressing community needs. As Port Moody looks out 25-years, the City will continue transitioning to complete neighbourhoods where residents can thrive.

Port Moody 2050, the City's Official Community Plan details the vision for the land uses in Port Moody and the policies that will guide the implementation.

Community Vision and Goals



Shared community values informed by community engagement processes guided *Port Moody 2050's* overall vision and goals. Combined, the visions and goals serve as a roadmap for the community to grow to 2050 and beyond.

Port Moody residents value nature, parks, walkability, inclusivity, sense of community, green space, the ocean and being known as City of the Arts. When looking to the future, residents expressed the need to manage the City's growth and evolution by protecting natural areas and biodiversity, expanding parks and community services, creating a pedestrian and cycling friendly environment, focusing on economic growth, increasing affordability and livability and expanding the City's Arts presence.

Community Vision

The Community Vision for *Port Moody 2050* sets the foundation for the Official Community Plan (OCP). A clear, shared vision defines and brings meaning to what is important for the future of Port Moody and guides the goals, objectives, and policies of the Plan to inform decision making. The Community Vision is based on public feedback provided during the OCP update process:



In 2050, Port Moody is a carbon neutral, resilient, inclusive, safe, and vibrant waterfront city of complete and connected neighbourhoods.



Port Moody has unique and complete neighbourhoods with diverse amenities within a 10-minute walk, connected by an active transportation network.



Port Moody is a friendly, walkable, healthy, and green community that values its natural environment, environmentally sensitive areas, heritage character and assets, parks and recreation areas.



As the City of the Arts, Port Moody's commitment to arts and culture brings residents together through social connectedness, mutual understanding and placemaking.

Port Moody's Community Vision will be achieved through the following Community Goals:



Climate Change

1. Integrate climate mitigation and adaptation and a balance between environment, economic, social and cultural sustainability in all decision-making in Port Moody.
2. Promote low carbon, energy efficient and resilient planning, design and construction as part of new development projects as well as building retrofits.
3. Support sustainable transportation options to increase lower emission trips from non-vehicular modes, transit and zero emission vehicles.
4. Protect, restore and strengthen urban forests which provide benefits such as carbon sequestration, shading and cooling, improved air quality and enhanced community well-being.



Overall Land Use Strategy

1. Incorporate climate change risks and vulnerability assessments into land use planning and development.
2. Develop a complete, connected, and compact community to minimize emissions from transportation and housing and enhance livability and affordability.
3. Focus employment and residential growth in transit-oriented development areas.
4. Encourage sensitive development which incorporates thoughtful urban design, including high quality architecture, opportunities for green space, appropriate transitions in building forms and protection of view corridors between designated features and established public vantage points.
5. Consider urban forestry and tree canopy in new development to maintain or increase the tree canopy where feasible and site trees to maximize natural shade and cooling.



Natural Environment

1. Protect, restore and strengthen natural areas so that ecosystems and species are more likely to adapt to the effects of a changing climate and help buffer the impacts.
2. Protect and enhance environmentally sensitive terrestrial and aquatic areas and biodiversity.
3. Incorporate green infrastructure to create habitat and support biodiversity, improve connectivity and mitigate climate change impacts.
4. Effectively and safely manage hazards in the natural environment as well as those resulting from the built environment.
5. Support community partnerships, outreach and public education to conserve and enhance the natural environment.



Parks, Open Spaces, and Recreation Facilities

1. Protect and enhance the natural environment and biodiversity in parks to increase the capacity of natural areas to be adaptive and resilient to climate change.
2. Provide inclusive, accessible and safe parks, open space, community facilities and services to meet the health, educational, recreation and cultural needs of all residents and ensure their equitable distribution across neighbourhoods.
3. Expand parkland supply and provide a range of recreation facilities to serve existing and future residents and respond to evolving community needs.
4. Enhance and increase opportunities for public access to and enjoyment of the waterfront and support marine recreational opportunities.
5. Provide a connected and accessible trail system that links parks, recreation and community centres, schools and key destinations.



Built Environment

1. Provide a range of housing forms, sizes and tenures to meet the changing needs of a diverse population of varying ages, income levels, household types, accessibility and lifestyles.
2. Ensure higher density development is well served by public transit, amenities, parks, pedestrian connections, cycling infrastructure, civic facilities, schools, and commercial and employment opportunities.
3. Encourage rental housing stock through the renewal of existing purpose built rental housing as well as creating new rental housing.
4. Build new and retrofit existing housing to be climate ready and resilient.
5. Facilitate and develop partnerships to address local housing needs and advocate for senior government action to support housing affordability, tenant protections and equity.



Transportation and Mobility

1. Focus new development in areas well-served by transit increasing access and efficiency in moving goods and people.
2. Create a walkable and bicycle friendly city by providing safe and attractive pedestrian and cycling connections between and within neighbourhoods.
3. Manage traffic congestion on major streets and intersections to increase safety and reduce the negative impacts of regional through-traffic on the livability of the City.
4. Collaborate with Metro Vancouver to find integrated regional solutions to transportation congestion and connection challenges.
5. Support the use of alternative and zero emission transportation options at the community level and in the City's operations.



Economic Development

1. Increase the overall amount of employment floor space in the community to diversify the tax base and provide more job opportunities in the region.
2. Encourage a range of office, retail, high technology, tourism, home-based and local business, and other commercial opportunities which meet existing and future market, service and employment needs of the community and contribute towards the achievement of a more complete community.
3. Expand and diversify the City's economic base by encouraging a range of technology, environmentally sensitive, and employment intensive businesses that achieves a better balance between the resident labour force and jobs in the City.
4. Encourage and support growth in arts, culture, heritage, filming and tourism related businesses and opportunities for arts uses in urban industrial areas.
5. Support existing industrial, new clean industrial, and facilitate the retention and optimization of industrial lands.



Arts and Culture

1. Build cultural capacity and expand creative placemaking through collaboration and partnerships in the community to foster social inclusion and wellness, pride of place and identity and arts awareness.
2. Recognize arts and culture as an important employment sector in the City and continue to promote cultural industries, attract further art industry investments and support the creation of arts in innovation areas.
3. Support the development of a cultural node in Moody Centre and enhance the unique position of Port Moody in the region as the "City of the Arts".
4. Maintain, enhance and fund art in public spaces.
5. Enhance the diversity of cultural expression and increase opportunities to share unique cultural experiences in this place.



Heritage

1. Protect and enhance the City's heritage buildings and maintain the heritage character of these neighbourhoods and original commercial areas for future generations.
2. Encourage heritage preservation as part of new developments.
3. Provide opportunities for increased public awareness and educational opportunities through heritage planning, information, technology, and communication.
4. Explore partnerships with local businesses, residents and community organizations to identify a plan to improve the vibrancy of Clarke Street as a destination area.
5. Acknowledge truth of intergenerational impacts experienced by Indigenous People and take action to recognize Indigenous unceded Territories, and their connection to these lands since time immemorial.



Community Well-Being and Resilience

1. Create a healthy, equitable, inclusive and supportive environment that contributes to the overall wellness of Port Moody's diverse community.
2. Be an age-friendly community that supports all ages and abilities and incorporates social infrastructure, universal and accessible design into a healthy built environment.
3. Develop partnerships and advocate to senior governments to improve the quality, accessibility and affordability of child care.
4. Ensure all members of the community have equal access to information, support, and resources related to preparing, responding, and recovering from climate change impacts.
5. Ensure the City is ready to respond to climate-related hazards, such as flooding, wildfires, and extreme heat.



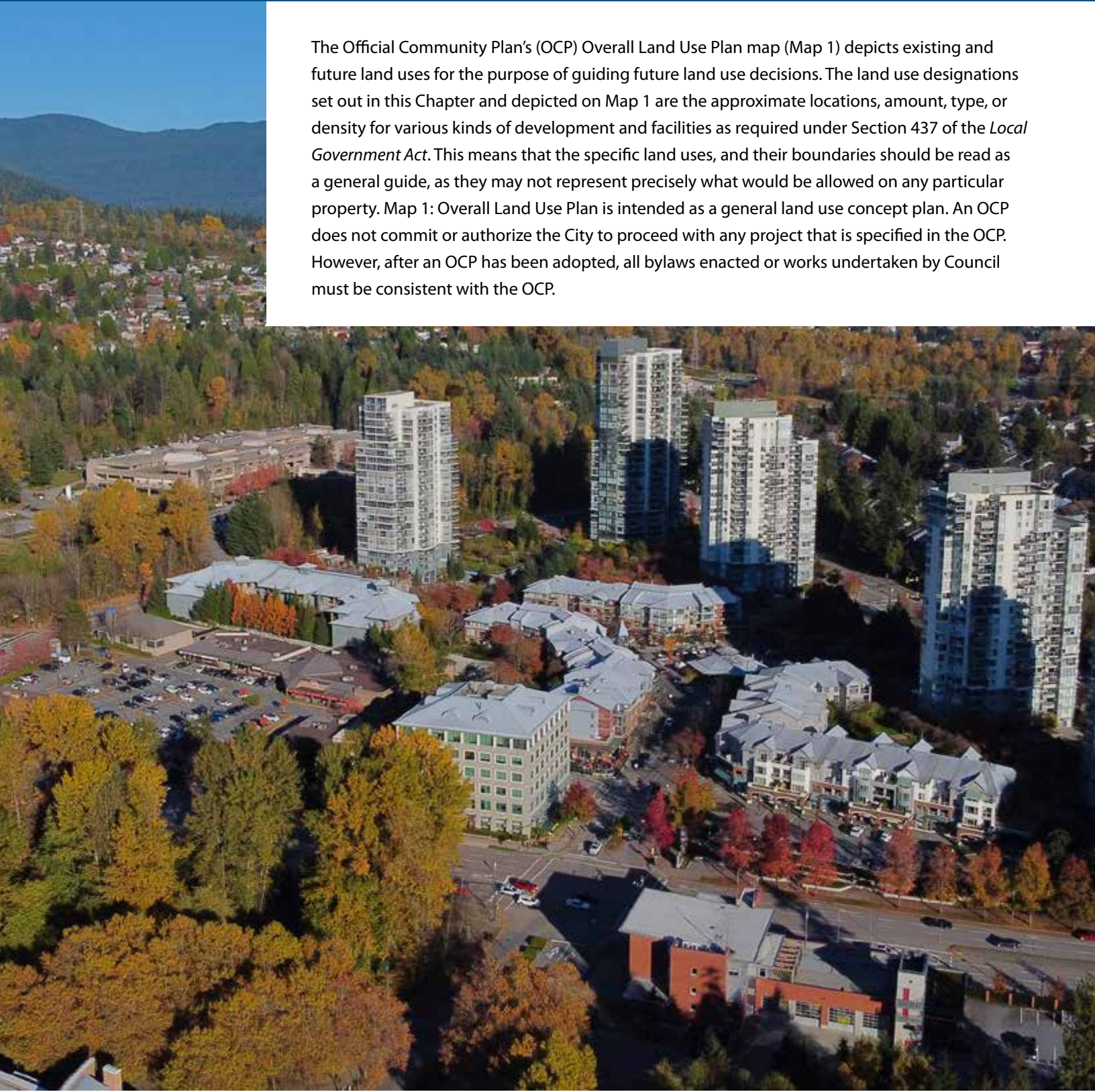
Community Infrastructure

1. Effectively manage and enhance civic infrastructure and natural assets so they continue to function at an optimal and sustainable level and are more resilient to the current and anticipated effects of climate change.
2. Encourage water conservation measures in the community and city operations and collaborate with Metro Vancouver and other Tri-City municipalities to support regional water conservation efforts.
3. Achieve zero waste by 2050.
4. Enhance stormwater management practices to improve watershed health, water quality and the impacts of runoff.
5. Manage the City's assets through enhanced data collection, maintenance programs, and incorporating green infrastructure where feasible.



Overall Land Use Strategy

The Official Community Plan's (OCP) Overall Land Use Plan map (Map 1) depicts existing and future land uses for the purpose of guiding future land use decisions. The land use designations set out in this Chapter and depicted on Map 1 are the approximate locations, amount, type, or density for various kinds of development and facilities as required under Section 437 of the *Local Government Act*. This means that the specific land uses, and their boundaries should be read as a general guide, as they may not represent precisely what would be allowed on any particular property. Map 1: Overall Land Use Plan is intended as a general land use concept plan. An OCP does not commit or authorize the City to proceed with any project that is specified in the OCP. However, after an OCP has been adopted, all bylaws enacted or works undertaken by Council must be consistent with the OCP.



Public Hearings

With recent changes to the *Local Government Act*, legislation regarding public hearings has been revised:

- Public hearings are still required for OCP updates or amendments, to support better upfront community-wide planning, and must follow legislative requirements.
- For residential developments (including mixed-use developments that are at least 50% residential), public hearings for rezonings that are consistent with the OCP cannot be held.
- For other land uses (e.g. commercial, industrial, agricultural, etc.), local governments can still choose to hold a public hearing for rezonings.
- Public hearings are required for all rezonings that are not consistent with the OCP.

Land Use Designations

Land use designations are the broad categories of permitted land uses. Please note that many of these land use designations intersect with the Transit-Oriented Areas (TOA) Minimum Density Framework, enabling greater height and density than outlined in the following designations. For more information, please refer to Chapter 7 - Built Form, or the City of Port Moody Transit-Oriented Areas Designation Bylaw, 2024, No. 3465. The following provides a brief description of each land use designation

Low Density Residential

The Low Density Residential designation is intended to accommodate a wide range of ground-oriented housing forms that can be developed on a single lot. This includes single-unit homes with the option for secondary suites, duplexes, accessory dwelling units, and a variety of Small-Scale, Multi-Unit (SSMUH) housing types permitted on eligible lots across the City. Density will not exceed what is permitted in the zoning regulations for the specific ground-oriented form.

Multi-Residential – 3 Storeys

This designation is intended to support ground-oriented townhouses up to 3 storeys. However, stacked townhouses up to 4 storeys will be considered with the provision of underground parking and a shared outdoor amenity area/green space. A maximum floor area ratio (FAR) of 1.0 is permitted for ground-oriented townhouses under this designation. However, for stack townhouse forms, where the required or provided parking is situated underground, a maximum FAR of 1.25 is permitted. Further, in specified areas, additional density and height (up to 6 storeys) may be permitted subject to meeting area specific policies.

Multi-Residential – 6 Storeys

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

High-Rise Residential

The High-Rise Residential designation is intended to support the development of residential towers on podia, with ground-oriented housing (e.g., apartment or townhouse units). Building heights will be determined by area specific policies.

Mixed Use – Oceanfront District

The Mixed Use – Oceanfront District designation applies to the development of a mix of residential, commercial, light industrial, institutional, and public open space uses on the waterfront site occupied by the former Mill and Timber sawmill.

Mixed Use – Moody Centre

The Mixed Use – Moody Centre designation applies to an area intended for the development of a variety of retail, service, office, and stand-alone commercial activities. Multi-Residential uses will also be permitted in association with commercial uses. A range of building heights up to 6 storeys is permitted with a maximum floor area ratio (FAR) of 2.5.

Mixed Use – Westport Village

The Mixed Use – Westport Village designation applies to the development of a mix of residential, commercial, light industrial, and other uses on a portion of the site occupied by the former Andrés Wines facility along with the adjacent residential lots fronting Clarke Street.

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. Redevelopment is encouraged as part of a comprehensive plan and must follow other area-specific policies. Additional building height may be considered on a case-by-case basis determined by area specific policies.

As of 2024, with the designation of provincially mandated Transit-Oriented Areas (TOA, Bill 47), the Moody Centre Station Transit-Oriented Area – Core and properties beyond now fall within this broader TOA as well. The TOA identifies minimum densities and the following building heights around transit hubs: up to 20 storeys within 200 metres; up to 12 storeys within 400 metres; and up to 8 storeys within 800 metres.

Mixed Employment

The Mixed Employment designation applies to the development of a combination of uses including urban industrial, commercial, office, breweries, and entertainment. A maximum of 6 storey building forms within this designation will be considered, the first storey of which must be employment related non-residential uses (commercial, entertainment, and urban industrial). Second storey job space is strongly encouraged where feasible and where such uses are compatible with adjacent residential uses.

Urban Industrial

The Urban Industrial designation applies to the development of a blend of uses comprising creative and innovative employment, entertainment, breweries, food manufacturing, prototyping, small-scale manufacturing, workshops, artist spaces (i.e., studios, galleries, and production spaces) and other non-residential related uses. A maximum height of 3 storey building forms with ceiling heights that can appropriately accommodate the anticipated uses will be considered.

Mixed Use – Woodland Park

The Mixed Use – Woodland Park designation applies to the redevelopment of the Woodland Park site for multi-unit residential purposes with complementary commercial uses and park spaces. Building heights range from 6 to 19 storeys.

Mixed Use – Inlet Centre

The Mixed Use – Inlet Centre designation applies to the development of low, mid and high-rise forms of pedestrian-oriented higher density mixed use development within the Inlet Centre neighbourhood. Within these areas, a mix of uses will be permitted including residential, retail, office, service, civic, institutional, recreational, and cultural. Building heights for mid-rise building forms will not exceed 12 storeys. Building heights for high-rise building forms will not exceed 26 storeys, except for Area A of Coronation Park, where building heights up to 31 storeys will be considered. Additional building height may be considered on a case-by-case basis determined by area specific policies and proximity to rapid transit.

Mixed Use – Marina

The Mixed Use – Marina designation applies to areas intended for the development of a variety of retail, service, office and stand-alone commercial activities including marina related uses. Multi-unit residential uses will also be permitted in association with commercial uses with heights not to exceed 4 storeys.

Neighbourhood Commercial

The Neighbourhood Commercial designation applies to isolated properties within the Seaview, Heritage Mountain and Pleasantside neighbourhoods that are intended to provide local retail opportunities in keeping with the scale and character of the surrounding neighbourhood. Stand-alone commercial or mixed-use commercial/residential uses are permitted within this designation.

Special Study Area

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. The City of Port Moody has three designated Special Study Areas: The Suncor Lands Special Study Area, the South of St. Johns Street Special Study Area, and the Murray Street Industrial Special Study Area.

Parks and Open Space

The Parks and Open Space designation encompasses lands intended for public open space providing recreational opportunities for Port Moody residents. It also provides protection for environmentally sensitive lands.

Public and Institutional

The Public and Institutional designation is intended for a range of sites that provide public amenities and facilities for Port Moody residents (e.g., schools, hospitals, and places of worship).

General Industrial

The General Industrial designation provides for the development of heavier industrial uses such as manufacturing and port related uses.

Sand and Gravel Extraction

Based on available soils information and in light of existing and future settlement patterns, it has been determined that there are no significant sand and gravel deposits suitable for extraction within the City of Port Moody therefore the sand and gravel extraction land use designation has not been applied to any properties within Port Moody.

Agricultural Uses

There are no present or proposed agricultural lands within the City of Port Moody therefore this land use designation has not been applied to any properties within Port Moody.

Natural Environment



Port Moody's diverse natural environment and unique ecosystems are part of the community's identity and are highly valued by residents. Forests, streams, wetlands, intertidal mudflats and modified urban features like riparian corridors and green spaces are natural assets that provide important habitat for biodiversity, ecosystem services and contribute to quality of life.

Degradation and fragmentation of ecosystems as well as loss of biodiversity can have cascading effects on natural and human systems and exacerbate the impacts of climate change. Climate change impacts to the natural environment include shifts in species' habitat range, loss of habitat from alterations in weather patterns, and direct impacts from drought, storms, and pests. Simultaneously, natural assets can help mitigate the severity of climate change impacts by providing services and co-benefits such as shade and cooling during hot summers, infiltration of rainfall, protection against erosion and flooding, carbon storage and sequestration, and other physical and mental health benefits. While species and systems have internal processes of adaptation, human activity can support or amplify the normal capacity of these systems to adapt by restoring, connecting, and strengthening the health of Port Moody's ecosystems.

The following climate action goals relate to the natural environment:

- Restore/strengthen the natural environment so that ecosystems and species are more likely to adapt to the effects of a warming climate and help buffer the impacts.
- Restore/strengthen our urban forests, which provide benefits such as: reducing greenhouse gases by storing carbon; providing shade and cooling, moderating the air temperature, deflecting strong winds; and improving air quality.

The protection and management of the natural environment is a complex responsibility shared by the federal and provincial government, Metro Vancouver, and local governments through a variety of strategies, collaboration, and regulations.

OCP policies in the Natural Environment chapter build off the Environmentally Sensitive Area Management Strategy (2003), the Climate Action Plan (2020) and the Urban Forest Management Strategy (2023), while ensuring consistency with provincial and federal acts and regulations.

Photo by Scott Jaques



Objective 1: Protect the City's natural areas.

The designation of Environmentally Sensitive Areas (ESAs) and related environmental policies ensure that the City is following senior legislation and achieving best management practices to help protect and enhance the City's natural areas. The ESA Management Strategy (2003) established broad landscape-level management recommendations to conserve biodiversity and watershed health, and identifies guidelines to preserve, protect, and connect forests, riparian, aquatic, and marine habitat. To balance population growth with the protection of the natural environment, the resulting ESAs identified in this strategy include management prescriptions to protect specific areas, ensure that proposed development projects avoid impact and take mitigative measures, and provide information to landowners on sites requiring specific care. Many ESAs in Port Moody are designated as parks and open space and have a higher degree of protection as they are secured by public ownership. A detailed set of Development Permit Area Guidelines for ESAs is included in Appendix 2 and forms part of the OCP.

► Natural Areas Policies

1. Protect, acquire and connect sensitive ecosystems to increase the total areas of land protected for nature in Port Moody from 38.5% to 48.7% by 2050, in alignment with Metro Vancouver's Regional Growth Strategy.
2. Restore and enhance habitat on public land based on legislative requirements, community priorities and available resources, particularly in areas of the city where natural areas have been modified or ecological functions have been impaired.
3. Continue to identify and protect ESAs by requiring environmental assessments and development permits for proposed development activity, where required, and ensuring that the design of new development preserves and enhances areas with unique environmental character.
4. Require restoration plans prepared by a qualified environmental professional during redevelopment of designated ESAs, as well as adjacent areas where disturbance or unauthorized activities have occurred. Removal of invasive plants and barriers to fish movement, replanting with native species, daylighting watercourses, and other habitat enhancements to support ecosystem function should be considered.
5. Continue to protect and preserve environmentally sensitive land using all available tools such as acquiring ownership of sensitive areas, dedicating and/or rezoning areas as park land, establishing covenant agreements, exploring tax incentives, and considering density bonusing or other development incentives where feasible/permitted.
6. Continue to update ecological information on ESAs and implement a data collection system.
7. Continue to integrate the ESA Management Strategy with other City strategies including the Parks and Recreation Master Plan (2015), the Parkland Strategy (2025), the Trail Network Plan (forthcoming), and the future acquisition of parks to realize benefits such as linkages to the trail system and habitat connectivity.



Objective 2: Protect biodiversity and species at risk.

Biodiversity forms the basis for healthy, functioning ecosystems. With increasing threats to biodiversity from climate change and habitat loss, the identification, protection, and enhancement of environmentally sensitive habitat ensures the long-term resilience of biodiversity and meets regulatory requirements (i.e., Species at Risk Act and Wildlife Act). Biodiversity and species at risk protection are a shared responsibility among senior governments and the City remains committed to leading, supporting, and encouraging actions that reduce threats to local species habitat.

► Biodiversity Policies

1. Identify biodiverse ecosystems that may be vulnerable to the impacts of development and climate change, and monitor/implement supportive actions to ensure long-term resiliency.
2. Incorporate biodiversity, species at risk and critical habitat protection as part of the development review process and city projects/work where applicable.
3. Continue to incorporate Naturescape Principles on City lands, in all civic projects, as a component of redevelopment, on private property in and bordering ESAs, and support implementation by all residents.
4. Continue to enhance parks and natural areas to better support biodiversity through invasive species removal, restoration planting and through the installation of tools such as bat boxes, bird nest boxes and pollinator and climate resilient demonstration sites.
5. Develop and implement an integrated invasive species management strategy to prevent, reduce, control, and mitigate the effects of invasive species on biodiversity and the natural environment.
6. Implement targeted efforts to maintain or enhance habitat that supports species at risk as identified by provincial and federal legislation, in partnership with stewardship groups, and government and non-government organization partners.
7. Continue to regulate and restrict the use of pesticides through the Pesticide Use Control Bylaw and provide public education on pesticide-free gardening.
8. Continue to restrict the use of rodenticide on City owned land and encourage private property owners to consider rodenticide-free and humane alternatives to pest control.



Objective 3: Create a healthy and diverse urban forest.

Healthy and diverse urban forests, which include trees on public and private property, are an important community resource. The urban forest is integral to the health and well-being of residents, plants, and animals and supports climate change resiliency. The urban forest has several co-benefits which include reduced air pollution, cooling, and biodiversity support, all of which contribute to quality of life. Port Moody's unique urban forest includes large, forested areas adjacent to residential development (where wildfire risk needs to be considered) as well as areas with very few trees and poor canopy cover (where urban heat island effects need to be considered).

The Urban Forest Management Strategy (UFMS) (2023) and future updates to the Tree Protection Bylaw are intended to maintain the City's green character, maximize the climate adaptation benefits of urban forests, address risks, and ensure the long-term resiliency of Port Moody's urban forest. The UFMS establishes a canopy cover target of 59% city-wide by 2050 and priority actions for implementation.

► Urban Forest Policies

1. Implement the Urban Forest Management Strategy.
2. Enhance areas where contiguous canopy coverage is absent and encourage redevelopment to meet or exceed land use canopy coverage targets in the Urban Forest Management Strategy, in support of achieving the overall canopy cover target of 59% city-wide by 2050.
3. Regulate retention and replacement of trees through applicable City bylaws and policies on both public and private lands.
4. Ensure that opportunities for the protection and enhancement of trees are fully considered through the planning process and capital projects, and that all development applications and City projects:
 - a. complete an inventory of existing healthy trees, prior to establishing the location and size of a proposed development's building envelope;
 - b. plant replacement trees where trees are removed and consider off-site compensation if replacement trees cannot be accommodated on site;
 - c. plant additional trees where appropriate, and in low tree canopy areas; and
 - d. consider site designs that maximize both the retention of trees and the replanting of new trees.
5. Retain and protect trees along boulevards, City owned properties, in parks, and on private lands wherever feasible.
6. Use development permits, zoning, subdivision and servicing regulations and other mechanisms to ensure proposed developments enhances, protects, and expands the urban forest on City lands, public open spaces, and private lands.
7. Require the integration of green infrastructure (i.e., trees and stormwater infrastructure) into surface parking lots and other large impervious areas.

► Urban Forest Policies (continued)

8. Require appropriate tree planting during design of streetscapes and consider diverse species and adherence to standards for structural soil, soil cells and permeable surface materials to maintain tree health and maximize tree life expectancy.
9. Integrate urban forest management with broader planning and management objectives related to infrastructure, climate change, parks, recreation facilities, placemaking, transportation, and community well-being.
10. Enhance the adaptive capacity of urban forests to withstand climate change impacts by increasing the use and diversity of native and climate change adapted species on public and private lands.
11. Maintain the forested character of the city by preserving ravines and escarpments and wildlife habitat and corridors, retaining established trees, and replanting in newly developed areas.
12. Maintain and enhance the ecological viability of the urban forest by ensuring protected areas conserve forests representative of different habitat types, and by restoring areas degraded by invasive species or declining forest health.
13. Retain, develop, and expand a network of urban trees (i.e., street trees, urban forest nodes), supported by green infrastructure and natural areas, to enhance ecological connectivity across the urban forest.
14. Manage forest interface areas to improve species diversity and reduce risks from disease, wildfire, and windthrow by:
 - a. managing in accordance with the City's Community Wildfire Protection Plan;
 - b. requiring windthrow assessments for newly exposed and vulnerable forest edges;
 - c. ensuring tree species along forest interface areas are resistant to disease and windthrow; and
 - d. considering ESA and habitat protection when mitigating windthrow and wildfire risk.
15. Continue to protect private lands that possess significant environmental, urban forest or recreational value.



Objective 4: Facilitate and support wildlife management.

Port Moody is surrounded by nature and the City's network of parks and greenways plays a vital role in maintaining connectivity and ecological integrity. These areas provide important habitat for a variety of wildlife species and act as corridors and connections between Burrard Inlet Important Bird Area, marine shoreline, natural areas within the city, and undeveloped tracts of forest and habitat that extend to the mountains in the north. Prominent wildlife includes birds, bears, beavers, cougars, fish, coyotes, deer, and bats. As climate change and pressure on parks and green space continues to grow, strategies to reduce conflict and threats and to support co-existence will help effectively manage wildlife.



In June 2024, the City of Port Moody celebrated becoming a **Bear Smart Community**. This program is a voluntary, preventative conservation measure that encourages communities, businesses, and individuals to work together to reduce conflict with bears.



The City of Port Moody is a certified **bat-friendly community**. This designation is earned by meeting bat conservation criteria such as protecting, creating, or enhancing habitat, and committing to ongoing bat habitat conservation and education. Port Moody is the fifth B.C. community to be certified as bat-friendly, after Dawson Creek, Peachland, Richmond, and Delta.

► Wildlife Management Policies

1. Facilitate wildlife movement by protecting, connecting, and enhancing wildlife corridors, and siting development and capital projects to minimize disruption to known or suspected corridors.
2. Incorporate design measures that mitigate effects on wildlife movement in development projects, capital projects, and other activities such as underpasses, overpasses, fences, and trail placement when designing and siting new developments and roads.
3. Continue to implement the Human-Bear Conflict Management Plan and support initiatives that reflect the Bear Smart Community Program and its principles.
4. Continue to require bear-resistant garbage storage areas in residential, mixed use, and commercial developments.
5. Support the efforts of the Conservation Service in addressing wildlife conflict in urban areas through attractant management and public education.
6. Require mitigative design strategies to reduce bird strikes in proposed developments depending on the location and scale.
7. Incorporate measures to reduce light pollution and mitigate impacts from artificial lighting on wildlife. This will include incorporating light fixtures that meet Dark Sky International (DSI) criteria and follow DSI lighting principles which state that outdoor lighting is useful, targeted, low level, controlled, and warm coloured. Where a development is in proximity to natural habitat, additional measures will be incorporated to mitigate impacts to wildlife.
8. Support nesting birds by restricting tree cutting and vegetation removal during nesting season.
9. Protect, create or enhance bat habitat, and undertake bat habitat conservation and education, in support of the City's certification as a Bat-friendly community.



Objective 5: Protect and enhance aquatic ecosystems.

Port Moody's unique aquatic habitat includes many watercourses, riparian areas, and coastal and inland wetlands. These habitats provide important ecosystem services which include stormwater filtration and reduced flooding and erosion. These areas are also a source of biodiversity and provide breeding grounds and habitats for a variety of wildlife species.

Wetlands, watercourses, and riparian areas play an important ecological role by providing food and habitat for plants, birds, bats and other wildlife. Several fish-bearing watercourses flow into Burrard Inlet from Port Moody (except for the headwaters of Stoney Creek which flow into the Brunette Basin in the Fraser River system). These watercourses provide critical spawning and rearing habitat for a variety of species including coho, chum, chinook, and pink salmon, as well as rainbow and coastal cutthroat trout. Fish populations are sensitive to land use changes in their watersheds and many at-risk populations are supported by volunteer run hatcheries. To ensure compliance with the Riparian Areas Protection Act, the City has established minimum riparian management setbacks for all watercourses in Port Moody. Regulations within the Port Moody Zoning Bylaw designate riparian protection and enhancement areas and riparian transition areas in residential, commercial, and industrial zones. Other streamside protection measures are included in Development Permit Area Guidelines in Appendix 2.

i WATERCOURSE CLASSIFICATION

Class A and A[O]: Watercourses inhabited by salmonids and/or rare or endangered fish species either year-round or during the overwintering period or potentially inhabited by such fish with access improvements (e.g., removal of culverts).

Class B: Watercourses that are a significant source or a potentially significant source of food and nutrients to downstream fish populations. These watersheds are characterized by no fish presence and no reasonable potential for fish presence through flow or access enhancement.

Class C: Watercourses that provide an insignificant contribution of food or nutrients to downstream areas supporting or potentially supporting fish populations. No documented fish present and no reasonable potential for fish. These are usually human-made watercourses aligned parallel to roadways.

► Aquatic Ecosystem Policies

1. Maintain and enhance the ecological, recreational, aesthetic, and economic values of Port Moody's watercourses.
2. Develop and implement regulations and policies that maintain or improve fish habitat and water quality.
3. Collaborate with the federal and provincial government and require no net loss of fish and aquatic habitat in accordance with senior government legislation.
4. Avoid or mitigate impacts to streamside areas by avoiding the disturbance of soils and creation of impervious surfaces, retaining or replanting riparian vegetation and avoiding the placement of harmful substances in riparian areas.
5. Require proposed developments and associated activities to submit plans outlining impact avoidance to groundwater flows and water quality, as well as provisions that ensure maintenance of stream base flow.
6. Continue to identify, protect, and enhance wetlands as part of the development review process where applicable.
7. Maintain a stream classification system to assist in implementing watercourse and streamside protection policies.
8. Strive to manage all Class A and B watercourses as open streams (no culverting) and require approval from all applicable authorities and Council endorsement for any proposed culverting or realignment of Class A or B streams.
9. Protect, create or enhance bat habitat, and undertake bat habitat conservation and education, in support of the City's certification as a Bat-friendly community.
10. Require all road crossings over Class A and B streams to be in a form such as open space bridges that allow for the natural movement of the channel within the floodplain and do not interfere with fish passage or other important ecological functions.
11. Require a daylighting feasibility study for developments that contain culverted sections of a watercourse that are fish-bearing or potentially fish-bearing with the removal of barriers.
12. Consider aquatic and riparian habitat in future trail development and where feasible avoid new trail development in areas that are designated as riparian protection and enhancement areas.
13. Encourage stewardship of Port Moody's streams by volunteer associations and consider variances to setback areas for fisheries enhancements led by these associations which meet senior government legislation and support the City's environmental objectives.
14. Implement the recommendations of Integrated Stormwater Management Plans and update the plans as needed to manage stormwater impacts to aquatic systems.



Objective 6: Support marine habitat management.

Marine management is outside of the City's jurisdiction; however, the City works in partnership with other agencies to manage marine areas. The City has regulatory authority over land use within upland areas that may have downstream effects on the marine environment. For example, development in the watersheds can affect water quality in streams that discharge into Burrard Inlet. To protect sensitive mud flats at the head of Port Moody Arm, the City has entered into a lease agreement with the Port of Vancouver to include these areas within Tidal Park.

► Marine Habitat Policies

1. Continue to ensure upland development avoids impacts and protects and enhances the intertidal foreshore and marine environment of Burrard Inlet.
2. Protect and manage shoreline areas to adapt to climate change impacts.
3. Continue to manage Tidal Park.
4. Expand restoration and research opportunities within Tidal Park through partnerships with senior agencies, local First Nations, and community stakeholders.





Objective 7: Develop the City's green infrastructure to maintain and enhance ecological integrity.

The City's network of parks, greenways, forests and riparian areas plays a vital role in maintaining ecological integrity and contributes to the health and well-being of the community. In addition to providing habitat for plants, fish and wildlife, these natural assets also provide important ecosystem services including stormwater management, shading/cooling (reducing the urban heat island effect), improved air quality, and providing space for recreation. Incorporating green infrastructure like green roofs, rain gardens, and bioswales into the built environment can further provide nature-based solutions that create habitat and support biodiversity, improve connectivity, and mitigate climate change impacts.

► Green Infrastructure Policies

1. Develop a green infrastructure program that identifies strategic locations for green infrastructure installations and enhancements that consider connectivity and biodiversity.
2. Incorporate green infrastructure into all infrastructure upgrade or retrofit projects, where feasible.
3. Continue to incorporate and maintain green infrastructure features in boulevards and streetscapes through the redevelopment process.
4. Continue to explore and implement climate resilient landscaping strategies on public and private land.
5. Manage the urban forest as green infrastructure to enhance ecological services such as rainwater treatment, carbon sequestration, air purification and maintenance of biodiversity.
6. Acquire, restore, and protect lands that support ecosystem connectivity in a regional network of natural assets and green infrastructure, in collaboration with neighboring municipalities and other partners.



Objective 8: Effectively and safely manage contaminated sites and hazardous waste.

Some industrial and commercial sites may contain hazardous materials due to past or present spills, or deposits of chemicals or hydrocarbons. The provincial Contaminated Sites Regulation (CSR) addresses historic contamination and is intended to protect human health and the environment from toxic chemicals at potentially contaminated sites. The CSR is implemented on a site-specific basis where toxic chemicals in soil, water or air may exist. Upon redevelopment of potentially contaminated properties, site disclosure statements are required. While it is most ideal to avoid site contamination, the cleanup and redevelopment of contaminated sites can generate significant economic, social, and environmental benefits, leading to a more sustainable community.

i HANDLING OF HAZARDOUS WASTE

Hazardous waste must be handled or disposed of properly to prevent harm to human health and to preserve the environment. Special and household hazardous wastes are a Provincial responsibility (refer to the Hazardous Waste Regulations under the BC Environmental Management Act) and may include:

- corrosive, ignitable, infectious, reactive, and toxic wastes;
- substances that have the potential to harm human health or the environment; and
- paints, oils and solvents to acids, heavy metal-containing sludges and pesticides.

Household hazardous waste is provincially managed through Extended Producer Responsibility (EPR) programs and the Hazardous Waste Regulation. The Environmental Management Act requires that all regional districts prepare and submit a solid waste management plan to the provincial government. The City of Port Moody is included within the Integrated Solid Waste and Resource Management Plan for the Greater Vancouver Regional District and member municipalities. As part of this process, many local governments have developed management strategies that reduce their disposed amount of municipal solid waste. The sequential 5-R pollution prevention hierarchy (Reduce, Reuse, Recycle, Recover, Residuals Management) is a useful framework to improve solid waste management system.

► Contaminated Sites and Hazardous Waste Policies

1. Require site disclosure statements in accordance with the provincial Contaminated Sites Regulation as part of the development approval process.
2. Promote the restoration and redevelopment of contaminated sites and collaborate with stakeholders to maximize economic, social, and environmental benefits.
3. Continue to participate in multi-jurisdictional solid waste management processes and encourage the Province to provide effective management and disposal of hazardous wastes.



Objective 9: Protect human safety and the environment and avoid events caused by hazardous lands.

When combined with extreme weather activity or other conditions, Port Moody's long shoreline, numerous watercourses, and treed slopes can make some areas susceptible to hazardous conditions. Land that is likely to - or will experience - flooding, mud flows, debris flows, debris torrents, erosion, land slip, rockfalls, earthquake, subsidence or avalanche is considered hazardous. Maps 14 and 16 identify known hazardous lands in Port Moody and Development Permit Area 5 guidelines (Chapter 15 and Appendix 2) outline requirements for proposed development in these areas.

Development activity can result in hazards such as land slip, erosion, stream sedimentation, property damage and personal injury, particularly where excavation taps groundwater zones. While many of the City's steeper slopes are precluded from development by their designation as "Parks and Open Space" (e.g., ravine areas, Chines hillside, North Shore Escarpment), there are steep slopes on some lands with development potential, mainly in the North Shore Development Area, but also in scattered locations in other parts of the City. On some of these lands, it is important that geotechnical investigations take place, and resulting recommendations be incorporated into development plans before any site clearing or earth moving occurs.

Greater Vancouver is at risk for earthquakes from seismic events. In Port Moody, a rim of lands around the head of Burrard Inlet composed of unconsolidated sediments may be susceptible to liquefaction in the event of an earthquake of sufficient severity. Liquefaction refers to a loss of strength that may occur in loose soils lying below the water table, when exposed to prolonged shaking from a major earthquake. Areas where liquefaction may possibly occur are identified on Map 14. The geology of these areas is complex and the specific risk on any site can only be determined by sub-surface investigation.

Natural potential for flooding, erosion, landslides and debris flows exists where watercourses traverse steep slopes. Several areas along the Chines hillside and Harbour Heights escarpment have experienced significant landslide activity in the past. These locations are shown by the symbol "RS" on Map 14. More recently, ravine erosion and debris flows along the Chines hillside have caused property damage (e.g., Ottley Creek, 1979).

Localized flooding may also occur during a storm event due to blockage of drainage works by debris or limited conveyance capacity of the downstream system. Streamside protection and enhancement area regulations and the City's Tree Protection Bylaw work collectively to reduce disturbance to natural vegetation and drainage patterns in these areas. Another potentially hazardous area is the east flank of Burnaby Mountain, which takes the form of an escarpment wrapping around the Harbour Heights neighbourhood. Because of the composition of soils and groundwater conditions, this slope may be susceptible to gully erosion and landslides where seepage flows occur or are opened by excavation. This area is labelled "Steepland Sediments" on Map 14.

► Hazardous Lands Policies

1. Apply a risk management framework to assess the suitability of proposed development on hazardous lands.
2. Where an application is made for subdivision or the construction of a new principal building within areas identified on Map 14 as having moderate to high risk of earthquake soil liquefaction, require submission of a geotechnical report that includes subsurface investigation. Such a report may recommend measures to reduce risk of injury or property damage.
3. Where an application is made for a subdivision or a new principal building is proposed on lands shown on Map 14 as being at some hazard from debris flow or flooding, or within the Harbour Heights escarpment, require submission of a geotechnical report prepared by a professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study that assesses risk specific to the site, and makes recommendations to reduce the risk of injury and property damage. This report will be reviewed in the context of the City's accepted risk management framework.
4. When an application is made to subdivide or develop on any site, a substantial portion of which exceeds 20% (11°) grade, require a geotechnical investigation.



Objective 10: Facilitate and support community partnerships, outreach, and public education.

The protection of the environment is a shared responsibility between all levels of government and Port Moody residents. Preventing pollution, reducing human-wildlife conflict, and supporting biodiversity depends on local level participation. Community involvement in the protection of the natural environment is highly valued and promoted in the City. It can take many forms, including active stewardship groups that conduct public education programs, as well as other activities aimed at protecting and enhancing the natural environment and adapting to the impacts of climate change.

► Partnership and Outreach Policies

1. Support participation in community stewardship under the Volunteers in Parks policy.
2. Consult and collaborate with local stewardship groups, community organizations and educational institutions on conservation and enhancement programs and projects, such as daylighting of streams.
3. Raise public awareness and educate residents on the importance of the natural environment, wildlife, and biodiversity.
4. Collaborate with neighbouring municipalities on environmental issues, including the protection and conservation of natural areas that border Anmore, Belcarra, Burnaby and Coquitlam.
5. Encourage resident participation in community science projects and explore opportunities to incorporate data from community science projects into parks and natural areas planning, monitoring and management.
6. Continue to provide public educational opportunities to prevent and reduce conflicts between people, black bears, and other wildlife.
7. Promote and support public awareness of ecological and human health risks related to the discharge and management of toxic substances into water, air, and soil.
8. Provide information to residents to assist in the avoidance, and/or safe storage and disposal of household hazardous wastes.

Parks, Open Spaces, and Recreation Facilities



Parks, open space, and recreational facilities are essential to community well-being in Port Moody. They support physical and mental health, foster social connection, and reflect the City's commitment to equity, inclusion, and sustainability. Port Moody's natural setting—including forested hillsides, coastal edges, and expansive natural area parkland—is central to the city's identity. Actively managed parks, in turn, serve as vibrant spaces to gather, play, celebrate culture, and connect with one another and with nature.

Parks also contribute directly to climate resilience. They offer shade and cooling during extreme heat, help manage stormwater, and support biodiversity through resilient landscapes and expanded tree canopy. Together, these natural systems sequester carbon and improve air quality. Locating parks and recreation close to where people live ensures easy, everyday access to nature, play, and social connection while supporting more complete, low-carbon neighbourhoods.

As the city continues to grow and densify, thoughtful planning of the park system will be critical. Demographic shifts, changing household types, and evolving patterns of park use are reshaping how residents engage with public spaces. To keep pace with these changes, the City will need to ensure that parks remain welcoming, adaptable, and well-distributed across neighbourhoods.

Port Moody has over 1,420 hectares (ha) of public green space, including regional parks, natural areas, school sites, and City-owned parks. Within this total, approximately 365 hectares are City-owned – 78% of which are natural area parkland and 22% actively managed for recreation and community use. This varied system provides a strong foundation, but as population grows and land becomes more constrained, demand on the actively managed portion will intensify. Providing access to high-quality park experiences across all neighbourhoods will require creative, coordinated, and forward-looking approaches.

This chapter in the Official Community Plan (OCP) builds on the 2015 Parks and Recreation Master Plan and aligns with the recently completed Parkland Strategy (2025), as well as the Climate Action Plan (2020), Urban Forest Management Strategy (2023), and Master Plans for Rocky Point and Old Orchard Parks (2024). Together, these strategies set a long-term vision for an inclusive, connected, and climate-resilient park system that will serve current and future generations.



i CLASSIFICATIONS

Port Moody's unique location and geographic features create a distinct sense of place and provide residents and visitors with many opportunities for outdoor recreation.

The Parkland Strategy includes a framework for evaluating park services and setting targets to categorize parks based on how they are managed and used to help align with current practices and reflect the multiple roles parks play in the community:

- **Actively Managed Parkland** – Parkland actively managed, maintained, or programmed by the City for community use. Also includes City-owned playing fields, plazas and other open spaces used for public recreation that are managed by the parks department. Encompasses parkland uses beyond active recreation, such as social gathering, meditation, and a source of connection with nature. Examples: Old Orchard Park, Queens Street Plaza, North Shore Community Park
- **Natural Area Parkland** – Parkland that receive relatively low levels of maintenance and supports natural or naturalizing vegetation. Conservation of natural ecosystems is a priority in natural area parkland. Access is permitted only on trails authorized by the City (see definition below) in order to reduce negative environmental impacts, such as soil erosion, root compaction, trampling of plants, and wildlife disturbance. Examples: Bert Flinn Park, Chines Park
- **Authorized Trails** – Trails authorized by the City that run through Natural Area Parkland. Authorized Trails provide trail oriented parkland services, which benefit both physical and mental health, such as access to nature and active recreation. Examples: Urban Nature Trails within Westhill Park, Nature and Mountain Bike Trails within Bert Flinn Park
- **Marine Park Areas** – The City has additional marine park areas under long-term water lot leases from Vancouver Fraser Port Authority including Tidal Park which is designated by the Port as Conservation Area and by the City as an Environmentally Sensitive Area.



Objective 1: Protect and expand the park system to meet current and future community needs.

Port Moody's parkland inventory includes 47 city-owned parks, covering 365 ha of parkland (80 ha being active parks), >60 km of trails and 56 park amenities. Natural areas consisting of stream ravines, riparian areas and other environmentally sensitive areas, make up 286 hectares of all parkland in Port Moody. Natural areas provide important benefits to biodiversity, ecosystem services, access to nature and trails, and climate resilience. Access for people through natural areas is limited to reduce negative impacts, such as soil erosion, root compaction and trampling of plants, on sensitive ecosystems. Natural areas require relatively low levels of maintenance and supports natural or naturalizing vegetation.

Metro Vancouver is responsible for the management of təmtəmixʷtən/Belcarra Regional Park, which adds over 880 ha of natural area. While not managed by the City, it serves as a valuable park asset to Port Moody residents.

School District No. 43 sites, not including buildings and parking lots, are managed through a joint-use agreement and add another 16 ha of public open space with some recreational amenities like playgrounds, courts and fields.

The Parkland Strategy provides guidance on appropriate parkland standards to address both current gaps as well as future needs associated with anticipated population growth.

► Parkland Supply Policies:

1. Implement the Parkland Strategy to guide the expansion of the City's parkland system, ensuring future growth is supported by a resilient and equitable distribution of parks that meet diverse community needs.
2. Acquire new parkland to address gaps in provision and support growth, guided by neighbourhood-specific targets and evaluation criteria outlined in the City's Parkland Strategy.
3. Prioritize strategic park upgrades by building high-quality amenities to support community needs, including expansion of Rocky Point Park as well as renewal and expansion of Kyle Park, and Chip Kerr Park, as identified in the City's Parkland Strategy.
4. Align future parkland proposed through redevelopment with the neighbourhood needs identified in the City's Parkland Strategy.
5. Make use of City-owned land, including streets and lanes, to create park-like spaces with trees, seating opportunities, play elements and other landscape features especially in areas with limited parkland.

► Parkland Supply Policies (continued):

6. Ensure new development contributes meaningful, functional public open spaces. In new residential developments, require or encourage the integration of high-quality public spaces that reflect the scale and context of development. These spaces should serve a range of users, support community life, and contribute to a connected, climate-resilient public realm.
7. Work with School District No. 43 to further establish new sites for joint-use agreements, maintain/update existing agreements, and collaborate on planning new school sites.
8. Encourage the creation of open spaces (such as urban plazas and other places of interest) in commercial centres with new developments/redevelopment and their integration to form open space corridors.





Objective 2: Protect and enhance natural areas and biodiversity to support climate resilience.

Protecting and enhancing the quality, integrity, and sustainability of the natural environment and biodiversity in parks has several benefits. This includes advancing climate change mitigation by maximizing carbon sequestration and increasing the capacity of natural areas to be adaptive and resilient. Other co-benefits include the contributions parks make to overall community health and well-being and the provision of services during extreme weather events such as cooling and shading, access to nature, and opportunities for social connectedness.

► Natural Environment and Biodiversity Policies:

1. Protect and restore environmentally sensitive areas, including the North Shore escarpment, Bert Flinn Park, and Chines Park, while enhancing biodiversity and reducing natural hazard risks through restoration and environmentally sensitive design.
2. Balance the protection of natural areas with the provision of active park spaces, recognizing both the ecological importance of natural systems and the growing need for diverse park experiences.
3. Maintain and enhance the urban forest by protecting existing canopy and planting new trees in strategic locations within parks and natural areas where feasible.
4. Incorporate opportunities to improve biodiversity and increase climate resiliency in city parks through implementation of Naturescape Principles, climate resilient landscaping, and nature-based solutions, as well as the installation of pollinator gardens, and bat-friendly and dark sky compliant lighting fixtures.
5. Improve the green infrastructure network by protecting and expanding natural assets (e.g., forests, gardens), enhanced assets (e.g., rain gardens, soil cells), and engineered assets (e.g., permeable pavement, infiltration trenches).
6. Protect and restore the shoreline environment of Burrard Inlet, from Old Orchard Park to Rocky Point Park, guided by best practices for sea level rise adaptation, nature-based solutions, ecological restoration, and relevant plans and regulations.
7. Encourage and prioritize the daylighting and enhancement of key watercourses, including Kyle Creek, Dallas/Slaughterhouse Creek, and South Schoolhouse Creek, and their integration as part of a future greenway network through Moody Centre and adjacent neighbourhoods.



Objective 3: Promote equity, well-being, and inclusion, while supporting evolving community needs through parks and recreation.

Port Moody residents take pride in the City's parks and natural areas which serve an important function for recreation, health, and community well-being. As the community evolves, effort is needed to maintain existing park space while responding and adapting to future population needs and demand.

The City of Port Moody seeks to provide inclusive community services to support health and wellness that reflect the needs of all residents of all ages, abilities and backgrounds. As the City becomes more acutely aware of programming needs to support the diversity of residents, community services and recreation programming should expand and adjust to meet to be inclusive of cultural interests and access options.

► Inclusive Parks and Community Services Policies:

1. Ensure parks and recreation facilities are universally accessible and inclusive, serving people of all ages, abilities, and backgrounds.
2. Design parks and public recreation spaces to foster interaction, creativity, and a sense of belonging, with amenities that reflect the needs of a diverse and growing population.
3. Promote physical and mental well-being through the design of parks and recreation facilities, considering comfort, safety, and access to nature and gathering spaces year-round.
4. Align planning for new or upgraded recreation facilities with the recommendations of the City's Recreation Facilities Study (forthcoming), ensuring facility needs are met equitably and efficiently.
5. Develop a priority amenities list to guide provision of amenities in new residential developments (e.g., community gardens, playgrounds, dog parks and/or relief areas).
6. Consider the development of a policy and standards with respect to urban agriculture to encourage new developments to accommodate green roofs. Incorporate best practices in park and public space design to enhance safety, comfort, and environmental quality—such as Crime Prevention Through Environmental Design (CPTED) principles for visibility and security, and Dark Sky International criteria to reduce light pollution in parks and from recreation facilities while meeting public safety standards where possible.

► Inclusive Parks and Community Services Policies (continued):

7. Undertake a Recreation Facilities Study to identify potential new recreation facilities needed to meet population growth.
8. Evaluate the needs for additional playing fields in relation to anticipated population increase and demand and strive to accommodate any future fields without encroaching onto natural green space.
9. Strive for all new facilities are zero emissions and climate resilient.
10. Explore opportunities for a new or expanded Kyle Centre and associated redevelopment on adjacent City-owned lands to meet the future recreational needs of a growing Moody Centre neighbourhood.
11. Explore opportunities for improving transportation choice to parks such as promoting carpooling, improved transit connections and enhanced pedestrian and biking access to city parks.



TRAIL NETWORK

Port Moody is home to >60 km of trails and pathways that travel through the city's parks and greenspaces and across urban areas. Those trails and pathways make up the city's trail network. Significant trails include:

- **Trans Canada Trail** (multi-use) runs west through Port Moody between Barnet Highway and the CPKC Rail tracks, following streets until Rocky Point Park before winding eastwards through Inlet Centre to Guildford Way.



▶ The Trans Canada Trail is 24,000 kilometres in length and is the longest recreational trail in the world. The trail is made up of hundreds of local trails that join together to form one route that spans the entire country. A section of the trail passes through Port Moody.

- **Shoreline Trail** (approximately 3km) connects across Rocky Point, Inlet, Town Centre, Old Mill Site and Old Orchard Parks and includes two parallel path systems - a separated pedestrian trail including boardwalks, and a paved multi-use path for pedestrians and cyclists.



▶ At the end of Burrard Inlet's Port Moody Arm, the Shoreline Trail includes two sections of boardwalk, four bridges, and a raised gravel pathway around Pigeon Cove, as well as a paved multi-use pathway. This area is one of Port Moody's most widely used trails, hosting more than 230,000 visits a year. In addition to being an important recreational area for the community, it's a critical ecosystem area for fish, birds, and other wildlife. In 2025, a project to replace 440 metres of boardwalk, bridge, and gravel trail will be completed. The new boardwalks and bridges are accessible, and they will be raised to accommodate rising sea levels due to climate change.

- **Bert Flinn Loop Trail** is a 2.6 km loop that starts at Heritage Woods Secondary School/North Shore Community Park with many other hiking and mountain biking trails leading off from the main trail through Bert Flinn Park.
- An extensive network of **natural trails and pedestrian routes**.
- **Multi-use paths** which run mostly along existing roads (Map 7: Pedestrian Routes).



Objective 4: Enhance connectivity of the park system through an integrated trail and greenway network.

A comprehensive network of trails and paths supports recreation and active transportation while contributing to community well-being, environmental health, and livability. Trails attract more participants than any other recreation activity in Port Moody and residents place a high priority on the development and maintenance of trails and paths. Specific improvements to the pedestrian and cycling networks are included in the City's Master Transportation Plan (2017), Master Cycling Plan and the Regional Greenways 2050 Plan (2020). Additional recommendations to address the City's trail use needs are anticipated in the Trail Network Plan underway.

► Trail and Greenway Network Policies:

1. Implement the Trail Network Plan, in alignment with recommendations in the Parkland Strategy's under the theme "Connect", to guide the development of an integrated network of trails and greenways that link parks, schools, and other civic destinations.
2. Explore opportunities for new trails as part of redevelopment to support the broader Trail Network Plan.
3. Promote a climate-resilient pedestrian-friendly streets and cycling corridors through the integration of urban forest canopies, green infrastructure, climate-resilient landscaping, and street furnishing. Priority streets and public corridors include St. Johns Street, Murray Street, Clarke Road, and loco Road.
4. Support the creation of accessible off-street pathways and overpasses, integrating landscape treatments wherever feasible to contribute to the creation of a connected green network that reduces habitat fragmentation and supports wildlife movement.
5. Integrate multi-use trails and passive recreation opportunities into green corridors, including adjacent to daylight watercourses and within natural areas, where ecologically appropriate.
6. Protect public road ends that offer access to the waterfront or natural areas, including the Chines and North Shore escarpment, for their value as access points and view corridors.
7. Continue to prioritize improvements to the Trans Canada Trail and integrate into the City's pedestrian and cyclist route systems.
8. Continue to pursue additional pedestrian and cyclist links over the railway in Moody Centre to connect the Trans-Canada Trail and Shoreline Trail with the wider area.
9. Explore opportunities to repurpose abandoned rail corridors for pedestrian and multi-use trail use, where feasible and appropriate.
10. Work with Metro Vancouver and other partners to connect Port Moody's trail and greenway network within the broader Regional Greenways system.

► Trail and Greenway Network Policies (continued):

11. Explore the feasibility of developing controlled access pedestrian trails within the Chines considering the recommendations in the Chines Integrated Stormwater Management Plan (2016), the Trail Network Plan (forthcoming), and potential geotechnical impacts.
12. Public access to the Chines area and ravines shall generally be limited to planned trails with minimal geotechnical impacts, where grades permit. The City will not develop mountain bike trails in the Chines area due to the unsuitability of the terrain and the Chines shall remain in its natural state for the enjoyment of all Port Moody residents.
13. Continue to work with the local mountain bike community in the volunteer and maintenance of trails and to minimize impacts of mountain bike use on sensitive habitats within the park system.
14. Consideration will be given to the recommendations outlined in the Mountain Biking Task Force Report (June 2008), in particular:
 - a. Priority should be given to upgrades of existing trails before additional trails are added to inventory unless a new connection is identified as a City priority.
 - b. Neighbourhood development should include a review of existing trail linkages and consider the provision of trail right of ways within planning processes to avoid cutting off trail networks.
 - c. New trails should be situated outside the Streamside Protection and Enhancement Area (SPEA) as designated in Port Moody's OCP and Zoning Bylaw. It is desirable to add additional width to the SPEA during development planning where trail development is desirable and then fit the trail to the natural topography.
 - d. The City should encourage the Village of Anmore to keep open the road allowance connection to Strong Road as this is the only point of access between Anmore (and surrounding upland areas) and Bert Flinn Park and not only for cyclists but for all trail users.



Objective 5: Celebrate our rich waterfront location by protecting marine and shoreline environments while supporting recreation and research opportunities.

Port Moody offers a variety of opportunities to recreate and explore the marine environment, including a boat launch at Rocky Point Park, a beach and swimming area at Old Orchard Park, and viewing areas and trails in Shoreline Park. The City is experiencing increasing pressure for marine recreational facilities, access points and watercraft launching access for other marine recreational and commercial users, in particular non-motorized recreational users (i.e., kayaks, sailboats, rowboats and paddleboarders). Effort is needed to balance these recreational demands with the protection of sensitive marine and shoreline environments.

► Marine Protection and Recreation Policies:

1. Ensure park plans and management avoids impacts and protects and enhances the intertidal foreshore and marine environment of Burrard Inlet.
2. Prioritize waterfront parkland by designing and managing ecologically sensitive public waterfront access and exploring opportunities for new or expanded waterfront parks.
3. Maximize public access to the waterfront as properties redevelop and in other areas where appropriate.
4. Enhance recreational use and access along the shoreline, integrating sea level rise adaptation, greenshore design, and ecological restoration into waterfront planning.
5. Expand opportunities for non-motorized marine recreation, such as kayaking and paddleboarding, including launch points and supportive amenities.
6. Collaborate with local and regional partners to develop a long-term vision for a Blueways network, supporting recreational and cultural access to Burrard Inlet.
7. Support scientific research by educational institutions, stewardship groups, local First Nations, senior agencies and other community stakeholders.



Objective 6: Collaborate with community stakeholders and partners to enhance parks and recreation opportunities.

The City of Port Moody seeks to provide inclusive community services to support health and wellness that reflect the needs of residents of all ages, abilities and backgrounds. As the City becomes more acutely aware of programming needs to support the diversity of residents, community services and recreation programming should expand and adjust to meet a broader range of cultural interests and access options.

► Partnership and Outreach Policies:

1. Pursue partnerships with public agencies, developers, and other stakeholders to support the acquisition of new parkland, in alignment with the tools and recommendations outlined in the Parkland Strategy.
2. Partner with community service providers and non-profit organizations to expand access to inclusive recreation programming and wellness services that reflect the needs of Port Moody's diverse population.
3. Work in partnership with Vancouver Port Authority to potentially designate Tidal Park as a Marine Protected Area and play a proactive leadership role and work with First Nations and senior governments to monitor and address marine issues such as unauthorized mooring, derelict vessels, and ship and non-point source pollution of the coastal environment.
4. Collaborate with stewardship groups and community volunteers to support the protection, restoration, and ecological stewardship of parks and natural areas.
5. Continue to work with School District No. 43 to support the shared use of school grounds, fields, courts, gyms and other indoor and outdoor recreation amenities.
6. Continue partnerships with groups such as Tri-Cities Off-Road Cycling Association (TORCA) to manage and improve trail systems, ensure user safety, and protect sensitive ecosystems.
7. Support the stewardship and long-term protection of marine parks, such as Tidal Park, through conservation planning, research, and collaborative management, and ecological restoration.
8. Work with interest holders to promote responsible and respectful use of the shoreline and marine environment through education, design, and coordinated management.
9. Support scientific research by educational institutions, stewardship groups, local First Nations, senior agencies and other community stakeholders.

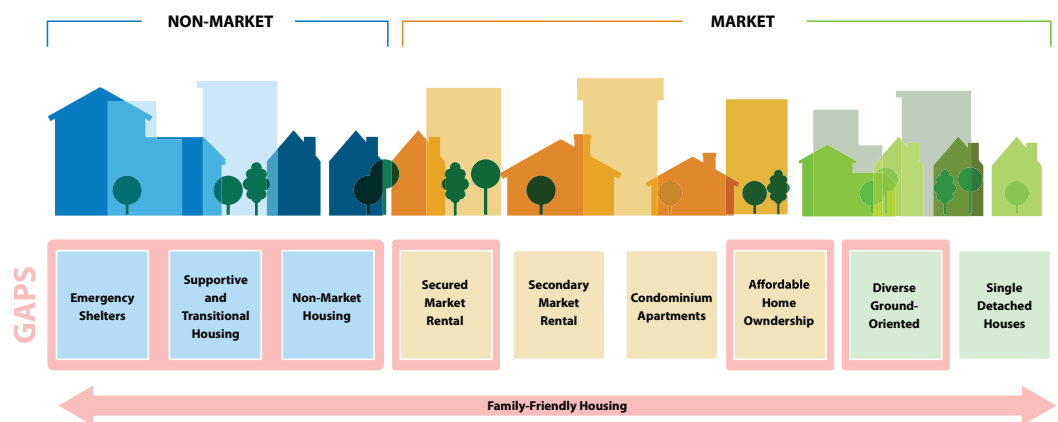
Built Environment



Port Moody is a highly livable city for many residents and desirable to potential newcomers. In recent years, population growth in Port Moody has coincided with regional growth across Metro Vancouver, the SkyTrain’s Millennium Line Evergreen Extension, and sought-after community amenities.

Like all Metro Vancouver municipalities, housing prices for both rental and ownership in Port Moody have increased significantly in recent years while incomes have not kept up. This creates pressure on many residents to relocate and increases the risk that some may become homeless. Within this challenging housing context, Port Moody must simultaneously prepare for a changing climate and reduce its greenhouse gas emissions. Affordability, housing diversity, and climate action are closely interrelated.

Port Moody is expected to continue to grow and will require a diverse and healthy housing spectrum to meet future population growth which includes market and non-market housing options. A healthy housing spectrum will need to address several housing type “gaps” that presently exist in the Port Moody’s housing market.



Housing Spectrum and Current Housing Gaps, Housing Action Plan 2022

A healthy housing spectrum allows current and new residents to find suitable, affordable, and well-maintained housing options as their needs change throughout their lives. The housing spectrum is a fluid, interdependent network of options. When there is a shortage in one type of housing, it will impact other options; particularly for low-income and other vulnerable groups.



PORT MOODY'S HOUSING OVERVIEW

Despite new growth, most of Port Moody's current built environment will still exist in 2050. Retrofitting and maintaining these buildings is essential to reduce emissions and adapt to climate change. Homes and buildings in Port Moody are currently responsible for almost half of the City's greenhouse gas (GHG) emissions. These emissions predominantly come from fossil-fuel-powered heating, cooling, and hot water systems. Retrofitting and constructing new climate ready homes and buildings (i.e., single detached homes, small businesses, multi-residential dwellings and industrial buildings) that meet low carbon and high energy-efficiency standards will help the City work towards carbon neutrality. These homes and buildings also need to be built to withstand the effects of climate change including extreme rainfall events, extreme heat, drought, wildfire, poor air quality, and sea level rise.

Encouraging complete communities with medium- and high-density affordable housing in transit-oriented locations, as well as gentle density options that fit within existing neighborhood character to address the "missing middle", provides many positive benefits to address affordability, housing diversity, and climate action, including:

- reducing transportation and housing costs for residents;
- encouraging more efficient public transportation options;
- increasing active/alternative transportation and micro-mobility;
- reducing reliance on vehicles;
- reducing the impacts on ecosystems and greenspace by using limited land efficiently;
- encouraging retail and amenities within walking distance;
- creating more community amenity space for parks and recreation;
- facilitating community and social well-being; and
- meeting provincial housing legislation.



HOUSING NEEDS REPORT

In April 2019, the Ministry of Municipal Affairs and Housing introduced new legislation under Part 14 of the *Local Government Act*. Required by the Province, Housing Needs Report (HNR) are intended to help communities understand their current and future housing needs. Per the legislative requirements, statements about seven key areas of local need, including affordable housing, rental housing, special needs housing, seniors housing, family housing, housing in proximity to transit, and shelters and housing for people at risk of homelessness were included as part of the HNR.

In addition to accounting for anticipated population growth, HNRs identify additional community needs and gaps, and identify priority groups in need of housing such as households that pay more than 50 per cent of their income for housing and those who are homeless or at risk of homelessness. As of 2023, municipalities are required to use the HNR Method, a standardized methodology, to complete a report every five years, which identifies the amount of housing needed over five- and 20-year timeframes. Interim reports were due January 1, 2025, and the first regular reports are due December 31, 2028. Port Moody's 2024 Interim Housing Needs Report identifies the City's five-year need as 3,063 new dwelling units and its 20-year need as 9,796 new dwelling units.

Table 1 shows how these needs are broken down for different types of housing. Appendix 5: Housing Needs Report Policy Statements includes a list of OCP housing policies that address each class of housing need in accordance with provincial requirements.

The Housing Needs Report calculations are different from the Housing Target Order set by the 2022 Housing Supply Act. Housing targets are a way to track progress toward addressing the total unmet need for new dwelling units. Under the order, the City of Port Moody is required to complete a minimum of 1,694 new dwelling units between October 2023 and October 2028.

Table 1: 2024 Interim Housing Needs Report (Standardized Methodology) Key Findings prepared by Metro Vancouver Regional District, Regional Planning & Housing Services

Component	5-year Need	20-year Need
Extreme Core Housing Need	130	518
Persons Experiencing Homelessness	73	146
Suppressed Household Formation	117	467
Anticipated Household Growth	2,499	7,685
Rental Vacancy Rate Adjustment	0	0
Additional Demand	245	979
Total New Units – 5 years	3,063	n/a
Total New Units – 20 years	n/a	9,796

STATEMENTS ABOUT KEY AREAS OF LOCAL NEED

1. Affordable housing

Housing prices in Port Moody are higher than the regional average. Compared to income, housing sale prices have become less affordable for local households to purchase compared to their incomes. For example, affordable sale prices for apartment condominiums decreased from 69.4% to 5.9% between 2013 and 2018. The increasing housing sale prices have led to fewer households being able to enter the homeownership market in Port Moody. This includes moderate-income households, such as dual income households earning professional level income. There is a need for affordable homeownership options in Port Moody.

2. Rental housing

With more moderate income households priced out of the homeownership market, more households are demanding rental units to meet their needs. This includes low and moderate income families. A key challenge in Port Moody is the increasing rental prices, which are not affordable to low-income households; and the limited availability of suitable housing units, such as 3+ bedroom units for families. There is a need for family-friendly rental units, secured market rental housing, low-end of market rental housing, and secured non-market housing in Port Moody.

3. Special Needs Housing

Special needs housing, particularly accessible housing units, is needed in Port Moody. This includes wheelchair accessible units, units that can accommodate mobility aids, and adaptable units.

4. Seniors Housing

With the growing number of seniors in Port Moody, there is a need for more seniors-oriented housing that is accessible and adaptable.

5. Family Housing

Low- and moderate-income families are challenged to afford the traditional single-detached home and are further challenged to find a rental unit with enough bedrooms to accommodate all members of their household. With vacancy rates for 3+ bedrooms at 0% for the Tri-Cities, there are limited options for renter families in Port Moody.

6. Shelters and Housing for People At-Risk of Homelessness

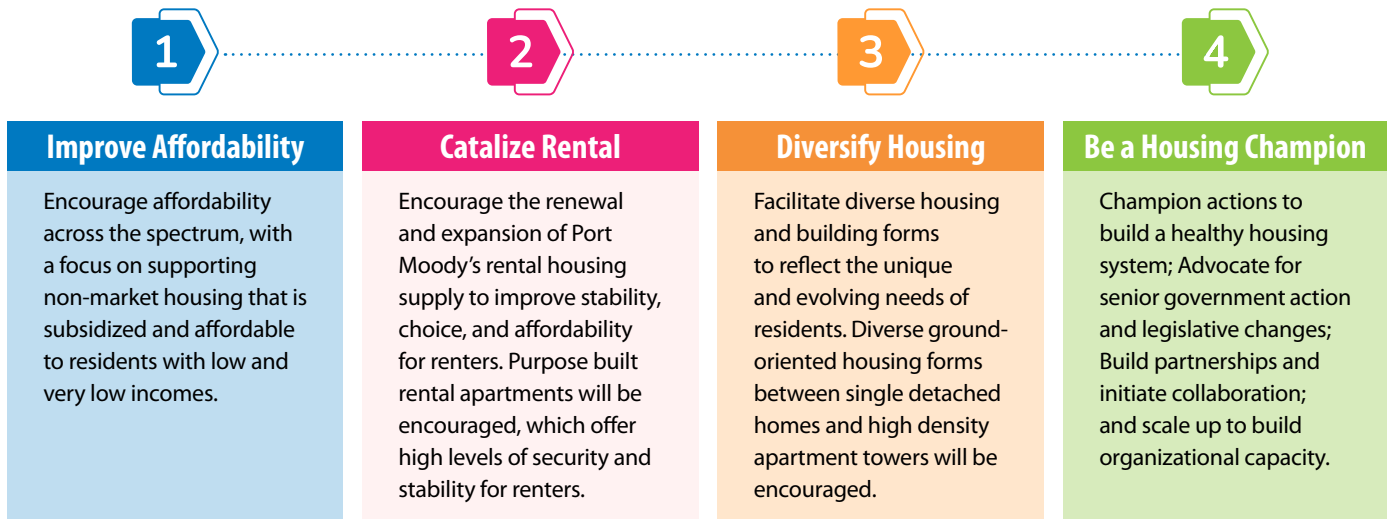
At this time, there is little evidence to support an emergency shelter in Port Moody. However, increasing affordability constraints and a growing population in Port Moody are the key ingredients to create an environment of more vulnerable and at-risk populations. The number of people experiencing homelessness in Port Moody has the potential to rise in the coming years. While a shelter may not be needed, there is an opportunity to implement homelessness prevention strategies and a rapid re-housing program before homelessness becomes an unmanageable situation.

7. Housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.

According to the 2021 Census, the population of Port Moody was 33,535 residents living in over 13,100 private dwellings. As demonstrated in the Metro Vancouver 20-year housing need calculation, Port Moody may experience a population increase requiring an additional 9,800 units. This increase of new residents is best absorbed in the transit-oriented areas around Moody Centre and Inlet Centre Stations as they have the increased capacity to absorb population density on a per-square kilometre basis. Recognizing this opportunity, in the Official Community Plan (OCP), transit-oriented development (TOD) policies are already established to encourage concentrations of higher density, mixed use development around transit stations. These TOD policies support high-quality, low greenhouse gas emission connections to the Skytrain, including improved transit, walking and cycling access. Prioritizing transit-oriented development was further enforced by Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act, resulting in the adoption of Port Moody's Transit-Oriented Areas Designation Bylaw, 2024, No. 3465, which included a map designating Transit-Oriented Areas (TOA) in Port Moody.

By focusing housing in close proximity to transportation infrastructure, Port Moody can meet its sustainability and development goals for servicing and transportation infrastructure as greater density will be served by new or upgraded infrastructure. Additionally, by locating housing near transportation infrastructure, the City can encourage a mode shift towards more sustainable, lower emissions and equitable modes of transportation that do not rely on motor vehicles. The need for housing in close proximity to transportation also aligns with the Metro 2050: Regional Growth Strategy's Goal 5: Support Sustainable Transportation Choices as aligning land use and transportation would enable a diversity of transit-oriented affordable housing options, shorter trips and greater access to services and employment opportunities.

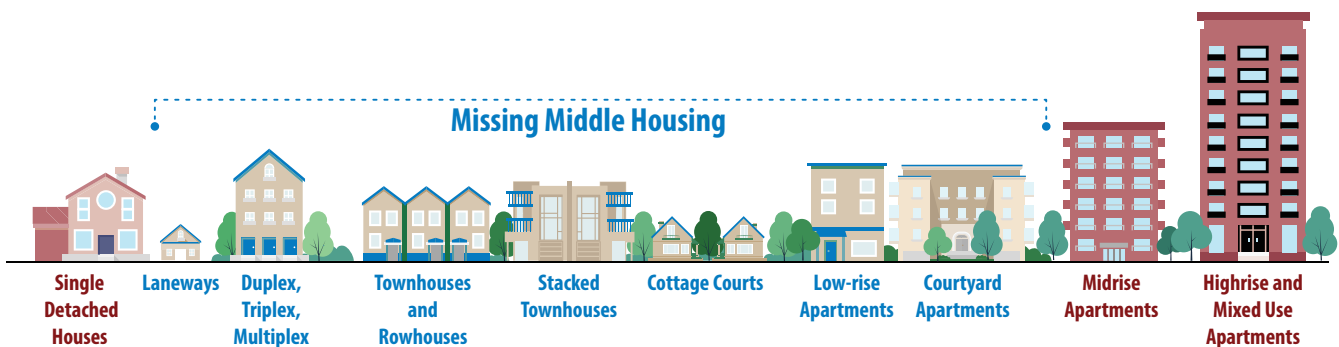
The City's Housing Action Plan (2022-2032) addresses housing gaps and needs identified in Port Moody's 2021 Housing Needs Report.



i MISSING MIDDLE HOUSING AND SMALL-SCALE, MULTI-UNIT HOUSING (SSMUH)

“Missing Middle Housing” refers to diverse ground-oriented housing (i.e., duplex, triplex, fourplex, and multiplex), townhouses, and low-rise apartments such as courtyard and small-lot apartments that are more attainable to moderate income earners, and attractive and livable for families with children, intergenerational households, people with disabilities, and are often pet friendly. These gentle density options fit within existing neighbourhood character and provide positive benefits including greater walkability, enhanced public transportation and amenities such as parks, viability of local serving retail and businesses, and increased housing supply overall. Missing Middle Housing diversifies housing options, allows for more flexibility in dwelling size and is needed to meet the City’s housing targets for moderate-, average-, and high-income earners.

As required by the Province, Small-Scale, Multi-Unit Housing (SSMUH) is now permitted in many neighbourhoods across the city that had previously only allowed for Single-Detached residential. In Port Moody, this means that depending on eligibility, individual lots can have between three to six units in various unique configurations depending on lot size and proximity to a prescribed bus stop. SSMUH typologies tend to be ground-oriented, and would contribute to meeting the City’s Missing Middle Housing goals. In Port Moody, SSMUH applies to lots that allow for single-detached and duplex uses.



Missing Middle, Diverse Ground Oriented Housing Options, Housing Action Plan, 2022

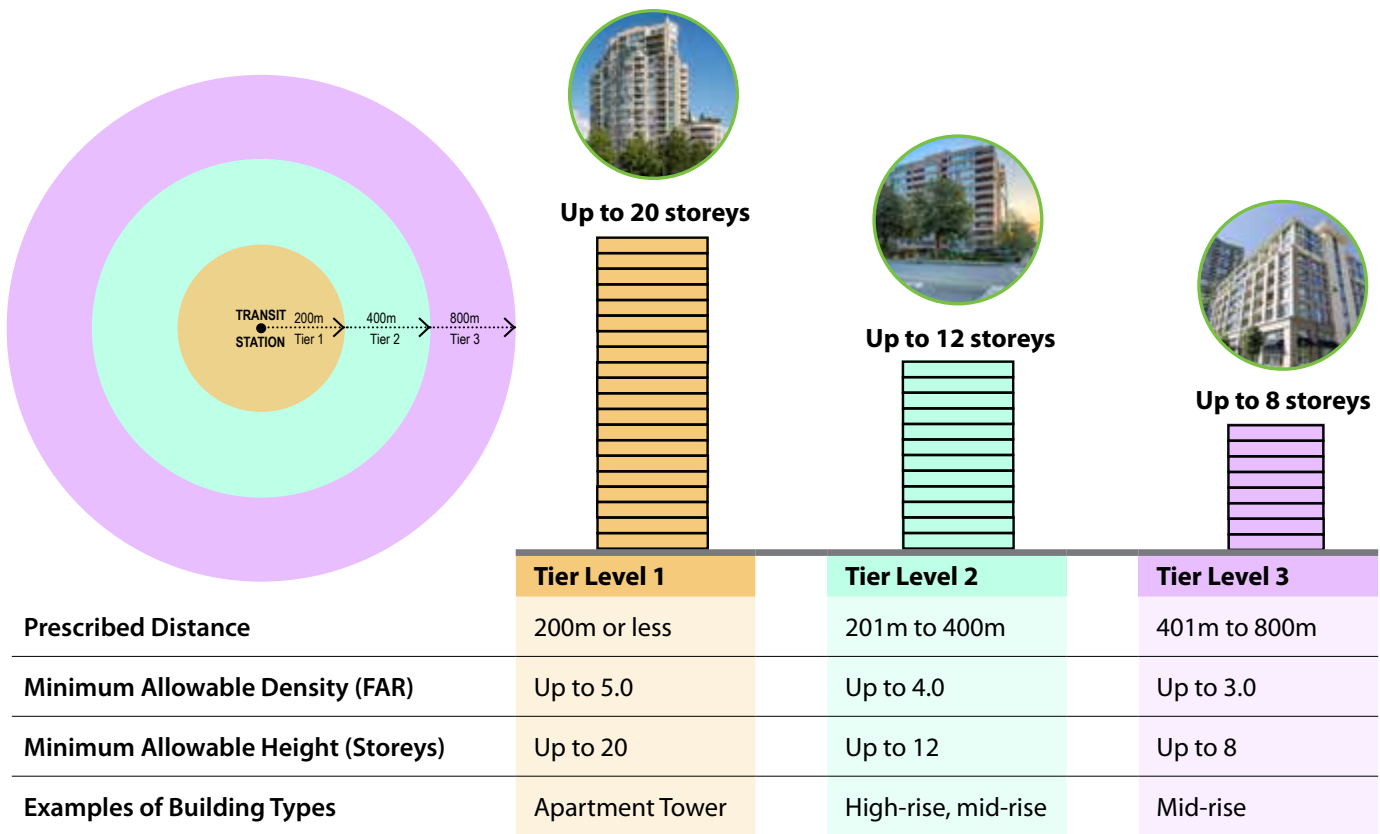
i TRANSIT-ORIENTED AREAS (TOA)

Bill 47 – Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023 requires municipalities to designate Transit-Oriented Areas (TOAs) near transit hubs to permit housing development that meets specific requirements for building heights and density. The framework creates a tier system (based on distance from the transit centre and type of transit centre) that defines standards such as minimum allowable density and heights and removes minimum parking requirements for off-street residential users. In Port Moody, the Moody Centre and Inlet Centre SkyTrain stations are both subject to the TOA framework. Map 1: Overall Land Use Plan shows the location of TOA tiers in relation to these stations. All lands currently zoned for residential or mixed residential uses and located within the 200m, 400m, and 800m rings around either station now allow for the minimum densities and heights set out by the Province.



Certain properties within the TOAs are also subject to other City plans and policies which guide future growth and development beyond what is enabled by the provincial legislation. This includes specific sub area policies contained in the OCP which are applicable to core areas around the Moody Centre and Inlet Centre SkyTrain stations. Chapter 14 - Neighbourhood Plan Areas provides more detail.

Transit-Oriented Areas – Minimum Density Framework



i BUILT ENVIRONMENT- OBJECTIVES AND POLICIES

The OCP policies in the Built Environment Chapter are informed by targets and actions in the Climate Emergency Declaration (2019), Climate Action Plan (2020), Housing Needs Report (2021 and 2024), Housing Action Plan (2022-2032) and the Climate Ready Homes and Buildings Plan (2022).

Specific targets include:

- ▶ achieve the City's housing targets as outlined in Housing Action Plan (2022-2032);
- ▶ aim for 90% of all new residents to live within an easy walk of daily needs; and
- ▶ accelerate goal of 40% of trips in the city made by walking, biking, or transit by 2030.

By 2030:

- ▶ 50% of cars driven on city roads are zero emission vehicles;
- ▶ all new and replacement heating and hot water systems are zero emissions;
- ▶ all oil and propane heating and hot water systems have been replaced with zero emissions systems; and
- ▶ carbon content of new buildings and construction projects is reduced by 40% (compared to 2018).

By 2050:

- ▶ heating and hot water systems have been replaced with zero emissions systems in all buildings.





Objective 1: Build new and retrofit existing housing to be climate ready and resilient.

Building and retrofitting low carbon resilient buildings will help withstand and adapt to the effects of climate change. Co-benefits of low carbon resilient buildings include improved cost savings, support for local jobs and the economy, improved health, well-being and livability, and water reduction and resource optimization.

► Climate Ready Housing Policies

1. Develop a resilient, zero emissions plan for all existing buildings that addresses indoor air quality and climate risks.
2. Explore opportunities for partnerships and financing strategies to support residents and business owners to address climate action for buildings.
3. Encourage the design, construction, and renovation of buildings that:
 - a. are durable and more likely to withstand and/or recover quickly from the anticipated effects of climate change;
 - b. use relatively little energy to operate;
 - c. provide a healthy indoor environment with good air quality;
 - d. incorporate low carbon energy cooling systems;
 - e. use materials that are associated with low levels of embodied carbon;
 - f. use materials that store carbon; and
 - g. use sources of energy that produce lower amounts of greenhouse gas emissions and energy systems that are more likely to withstand or recover quickly from disruptive events.
4. Encourage wood-frame rental construction in moderate density forms and housing forms that do not include substantial underground concrete for parkades.



Objective 2: Create affordable housing opportunities.

Climate action and housing affordability are closely interrelated. Encouraging affordable housing in transit-oriented locations with a mix of medium and high densities has several co-benefits. These include reducing the combined cost of transportation and housing, reduced reliance on vehicles, and increasing opportunities for active and alternative transportation. In addition, there are several ways the City can help to facilitate affordable market and non-market housing to address the community's affordability needs.

► Affordable Housing Policies

1. Expedite the creation of non-market housing built and funded by senior governments and non-profit housing partners.
2. Encourage landlords to abide by minimum standards of maintenance to ensure the quality of rental stock is upheld to a minimum standard that protects the health and safety of renters.
3. Identify opportunities to work with senior governments to provide supportive housing.
4. Collaborate with builders, funders, and operators to improve housing affordability and develop innovative solutions.
5. Expand the supply of non-market housing through process and regulatory tools.
6. Explore all tools available and develop a suite of incentives, such as parking reductions, bonus densities aligned with the OCP, fee waivers, and/or property tax exemptions for developments with non-market housing.
7. Support the creation of new co-operative and community land trust housing.
8. Prioritize affordable housing ownership programs where possible.
9. Encourage the creation of seniors focused housing opportunities in transit-oriented areas that are adaptable and affordable.



Objective 3: Incentivize new market rental housing and protect existing stock.

Securing new market rental and secondary market rental homes with a variety of price points and typologies will help meet the City's housing targets. There is a need for both market rental and below market rental to meet the needs of all rental households and reduce pressure on the current older, more affordable rental stock. Older, existing rental stock should be safe, healthy and habitable, and protected from neglect and premature demolition.

► Rental Housing Policies

1. Encourage retention, renewal, expansion, and creation of purpose-built rental.
2. Reduce energy poverty and explore opportunities to retrofit aging rental apartment buildings for energy efficiency retrofits for rental housing.
3. Explore the use of incentives to encourage renewal of existing purpose-built rental including decarbonization incentives and secure these through affordability covenants.
4. Encourage landlords to abide by minimum standards of maintenance to ensure the quality of rental stock is upheld to a minimum standard that protects the health and safety of renters.

ENERGY POVERTY

Energy poverty refers to individuals or households that are unable to access and/or afford adequate energy or fuel for basic necessities of life, such as heating and cooling.



Objective 4: Diversify Housing.

A diverse housing stock provides a greater variety of affordability levels, tenure options, accessibility features, and typologies to meet the varied and evolving needs of current and future residents. This includes diverse housing choices between single detached homes and apartment towers, which are currently 'missing' or limited in Port Moody. Creating more types of housing allows Port Moody's residents to continue to grow, live, and work without having to move out of their communities to find the housing they need. Diversifying housing in existing neighbourhoods also helps achieve the City's climate goals by supporting locally serving retail and amenities, and for public and active transportation options to be available in all neighbourhoods.

► Diversify Housing Policies

1. Continue to monitor uptake of SSMUH housing typologies to ensure alignment with the City's needs for Missing Middle Housing.
2. Explore density bonusing, where permitted, to encourage rental, accessible, affordable and non-market housing, as well as encourage more units and green space preservation onsite.
3. Encourage townhouse podiums with apartments with family-friendly options on the lower levels.
4. Continue to support an increased number of family-friendly units with 2 or more bedrooms in all multi-residential developments with improved design considerations.
5. Continue to enhance housing accessibility for people of all ages, abilities, and walks of life by encouraging inclusive, universal, and culturally respectful design in new development, recognizing that housing is a fundamental aspect of individual dignity, community well-being, and intergenerational living.



Objective 5: Continue to advocate for housing.

Collaboration across the housing sector with senior government, non-profits and property developers is required to address the housing crisis. As a municipality, Port Moody can help facilitate and develop partnerships with builders, funders, legislators, and operators of housing to take effective action. Advocating for legislative changes, convening partners and initiating collaboration, sharing information, and engaging with the community are characteristics of championing housing that helps build a healthy and complete housing system.

► Housing Advocacy Policies

1. Advocate for legislative changes and senior government action to support housing affordability, tenant protections, and equity.
2. Routinely assess land use designation and zoning regulation to ensure the City can meet its housing targets.
3. Ensure incentives for social objectives (family-friendly amenities, affordability and livability features, and rental requirements) are sufficiently offset by incentives for successful project viability.
4. Prioritize Indigenous housing development in Port Moody.

Transportation and Mobility

Transportation choices are influenced by how we plan and build our community. Transportation is currently the dominant source of energy use and greenhouse gas (GHG) emissions in Port Moody. Developing a complete, connected, and compact community to enable easy access to daily needs is key to reducing these emissions. Related co-benefits include better air quality, reduced traffic and congestion, reduced energy usage, and improved community health and well-being.

Transportation and mobility in Port Moody is expected to be impacted by climate change in the following ways:

- warmer winters and less frost may improve road safety and increase opportunities to walk or cycle during these times of year;
- increased precipitation may cause temporary flooding of roads and transit assets and the potential failure of drainage infrastructure leading to the loss of road infrastructure;
- warmer temperatures, including increasing instances of heat waves, may affect the health and comfort of active modes of transportation and transit users; and
- sea level rise and flooding may impact some transportation infrastructure.

Transportation options that are low in emissions but also reliable will ensure Port Moody's resiliency to climate change impacts including safety and continuation of service. While moving to more sustainable transportation has occurred in recent years, the OCP supports a greater shift to lower emission trips including non-vehicular modes, transit and zero emission vehicles. Appropriate infrastructure investments and land use policy further support this transition to make alternative transportation modes attractive and reliable. Focusing growth in areas where residents can easily work, play and shop reduces reliance on vehicles and GHG emissions. Neighbourhoods that are safe and enjoyable for pedestrians and cyclists and are well connected by transit support a healthy, active, liveable, and sustainable transportation network for people of all ages and abilities while connecting residents and the region to the City's commercial areas, parks, trails, amenities, and neighbourhoods.



Photo by Anna Davydova

The OCP builds off the City's TransPort Moody Master Transportation Plan (2017-2045), Climate Action Plan (2020), and Climate Emergency Declaration for transportation and mobility policy in Port Moody while supporting the following targets:

By 2045 (Master Transportation Plan, 2017):

- ▶ Double the proportion of trips (from 20% to 40%) made by Port Moody residents via walking, cycling, and transit to accommodate new trips related to growth.
- ▶ Reduce by 30% the average vehicle distance driven (from 10 km per day per person to 7 km) by Port Moody residents.
- ▶ Eliminate traffic-related injuries from the transportation system.

By 2030 (Climate Action Plan, 2020):

- ▶ Residents walk, cycle or take transit for 40% of trips by 2030.
- ▶ 40% of passenger vehicles and 25% of commercial vehicles are electric by 2030.

By 2030 (Climate Emergency Declaration, 2019):

- ▶ 90% of all new residents live within an easy walk of their daily needs.
- ▶ 40% of trips in the City are by walking, biking, or transit, and continue to champion regional transit initiatives.
- ▶ 50% of all cars driven on City roads are zero emissions vehicles.





Objective 1: Develop a complete, connected, and compact community to minimize transportation and housing GHG emissions and enable residents' easy access to daily needs.

Developing compact and complete neighbourhoods supports sustainable transportation choices, liveable, safe streets, and vibrant public spaces to connect people to where they live, work, and play. Complete communities also increase equity through improved access to transportation options and access to services and amenities, improving quality of life. This focused growth, together with careful transportation planning, makes it safe and enjoyable to walk, cycle, and use transit in Port Moody to support a substantial shift in how people and goods move around. Map 4 shows the City's Road Network and Map 5 identifies major transit infrastructure in Port Moody.

► Minimize Emissions Policies

1. Create a network of complete liveable streets to prioritize a variety of transportation options for residents and the community.
2. Support transit-oriented communities around SkyTrain stations and support a high proportion of residential units, jobs, and amenities within 400 metres of SkyTrain stations.
3. Improve connections across St. Johns Street and within Moody Centre neighbourhoods.
4. Improve connections and accessibility between Moody Centre and the waterfront.
5. Require developers to include comprehensive transportation demand management (TDM) strategies in proposals for new development projects.
6. Require accessible pedestrian connections and bicycle facilities in all new developments.
7. Provide direct pedestrian and cyclist access to transit stops in new residential developments.
8. Provide on-site parking below grade where possible to increase land use efficiency, walkability and encourage alternative modes of transportation.
9. Continue to explore opportunities for shared micro-mobility in the community.
10. Work towards achieving the goals of the Tri-Cities Zero Emissions Mobility Plan.



Objective 2: Create a walkable, bicycle-friendly city.

A walkable city fosters access to great places and destinations, enhances sidewalks and pathways, and improves air quality, health, safety, and accessibility. Complementary to this, a bicycle-friendly city comprises a complete, comfortable and connected network for all ages and abilities. Making walking and cycling convenient options leads to enjoyable, efficient, and cost-effective travel options while reducing greenhouse gas emissions and improving the vibrancy of Port Moody. Maps 6 and 7 show the City's network of bike and pedestrian routes.

► Walkable/Bike-friendly Policies

1. Provide high quality, inclusive urban design and placemaking features in new developments in areas with high pedestrian activity.
2. Establish Pedestrian-Priority Streets featuring high activity spaces, a traffic calmed environment, business stimulating activities and other public realm improvements.
3. Provide sidewalks on both sides of arterial, collector, and all new local streets.
4. Provide cycling and walking infrastructure that is safe and appealing for people of all ages, abilities and orientations.
5. Develop an integrated walkway network and expand the trail system to provide greater connectivity which links to all areas of the City and provides pedestrian connections to adjacent communities and rapid transit stations.
6. Develop new pedestrian and cycling overpasses and improve north-south linkages, including Moody Centre Station, Coronation Park, and Oceanfront District, as well as an improved connection from Klahanie Drive at Nootka Way to Suter Brook at Capilano Road.
7. Implement intersection safety improvements such as new traffic signals, pedestrian and bicycle signals, crosswalk upgrades, and new crosswalks as outlined in TransPort Moody.
8. Provide universally accessible sidewalk and curb infrastructure, improve wayfinding and enhance the traffic signal system to accommodate accessibility needs.
9. Where applicable, consider reduced parking requirements for developments near transit nodes to reduce vehicle usage.
10. Make cycling convenient by working with businesses to provide bicycle parking in the public right-of-way in key areas of the city. Require bicycle parking and end-of-trip facilities for new developments.



Objective 3: Continue to support the development of transit-oriented communities.

Transit-oriented communities encourage convenient and attractive public transit to support a sustainable community and economy without contributing to increased traffic congestion. Features of a transit-oriented community include a universally accessible transit system, attractive transit systems and options, and improved customer experience. While transit services in Metro Vancouver are funded and operated by TransLink and its subsidiary companies, Port Moody can help to improve the transit experience and promote increased transit ridership by encouraging universal access and Transit-Oriented Communities.

► Transit-Oriented Communities Policies

1. Continue to encourage Transit-Oriented Development (TOD) within 400 metres of SkyTrain stations.
2. Encourage Transit-Oriented Development (TOD) principals within the wider Provincially mandated Transit-Orientated Areas (TOA).
3. Support high quality, low GHG emission connections to the SkyTrain, including improved transit, walking and cycling access.
4. Support opportunities for a potential future SkyTrain station in the Queens Street area.
5. Implement transit priority treatments such as signal coordination, bus bulges, and intersection queue jumpers where warranted on St. Johns Street, Murray Street, and loco Road in Inlet Centre.
6. Improve transit experience by making all bus stops accessible, add or improve shelters, benches and waste bins, public washrooms, system maps, real-time information, and wayfinding information at bus stops and SkyTrain stations.
7. Support the exploration of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver including the potential provision of a ferry terminal facility at or near Rocky Point Park.



Objective 4: Encourage the efficient and safe movement of people and goods.

An integrated and multi-modal street network addresses local traffic congestion and facilitates the safe and efficient movement of all road users and goods. Port Moody's street network has been built to primarily accommodate vehicles, and several major streets are currently unattractive and uncomfortable for pedestrians, cyclists, and transit users. Moving people and goods efficiently and safely addresses these concerns and other related issues such as local congestion while promoting other co-benefits including improved comfort, air quality and safety for all travel modes.

► Movement of People and Goods Policies

1. Improve primary east-west corridors by working with TransLink to prioritize bus speed and reliability and inclusion of multi-modal transportation options.
2. Upgrade traffic signals and consider emerging technologies to improve traffic operations including signal timing and coordination and Intelligent Transportation Systems (ITS).
3. Repurpose Spring Street to be a pedestrian priority street.
4. Construct a new overpass as a condition of the development of Oceanfront District if required.
5. Link Oceanfront District to the rapid transit network.
6. Consider parking and curbside management strategies and regulations to support the needs of nearby land uses, and growing and emerging demands such as ride hailing, ride sharing, deliveries, and autonomous vehicles.
7. Require multi-modal transportation studies and transportation demand management plans with all major development proposals to consider the contribution of the development to the City's transportation targets and goals.



Objective 5: Create a safe and liveable community.

A safe and liveable community balanced within an efficient transportation system supports the health and safety of Port Moody residents by eliminating serious injuries and fatalities from the transportation system. This includes a special emphasis on vulnerable road users such as pedestrians, cyclists, and residents with mobility challenges.

► Safe and Liveable Community Policies

1. Establish target operating speeds and speed limits for arterial roads, collector roads, and local roads to reduce the incidence and severity of collisions.
2. Implement traffic calming measures in residential neighbourhoods according to the City's Neighbourhood Traffic Calming Policy.
3. Improve intersection lighting at key intersections and along non-vehicular corridors.
4. Minimize the number of vehicles with direct access from residential properties to arterial and collector corridors such as loco Road, St. Johns Street and Glenayre Drive to improve road safety for all users, as well as accessibility, comfort and mobility for pedestrians and cyclists.
5. Reduce the number of driveways on arterials and collector corridors such as loco Road, St. Johns Street and Glenayre Drive to improve road and mobility.
6. Utilize high quality streetscape design including landscaping, street furniture, and permit street uses such as patios, parklets, and other pedestrian scale uses where feasible to increase vibrancy and street activity.





Objective 6: Encourage access and use of sustainable transportation options.

Sustainable transportation options include lower emission trips from non-vehicular modes, transit and zero emission vehicles. Transporting people and goods throughout the community through sustainable transportation modes improves air quality, health, liveability, reduces congestion, ensures access and reliability during climate change impact events, and supports a local vibrant economy.

► Sustainable Transportation Policies

1. Identify Big Moves as part of the Master Transportation Plan Update to enable significant progress towards achievement of 2030 climate related targets.
2. Support the use of sustainable transportation options, including walking, cycling, transit, and low/zero emission vehicles.
3. Require zero emission vehicle fueling infrastructure in all new developments.
4. Support low-emission ride-hailing services, micro-mobility, and autonomous vehicles.
5. Encourage the provision of car share programs and dedicated parking for car shares in new developments and other areas throughout the community.



Objective 7: Collaborate with community partners to improve safety, promote mode shift and provide enhanced transit service to residents.

Improving pedestrian and cycling safety and providing more sustainable transportation modes involves many community partners. Providing safe, convenient, effective and well-equipped transportation alternatives is integral to helping residents make sustainable transportation choices and reducing transportation emissions in Port Moody.

► Partnership and Advocacy Policies

1. Collaborate with School District No. 43 to review safe walking and cycling routes, review traffic safety concerns, promote use of active and low emission modes, provide end-of-trip facilities, and make higher priority infrastructure improvements where possible.
2. Support TransLink to encourage opportunities to integrate cycling and public transit including the continuation of the bicycle rack program on all TransLink buses; space for bicycles on SkyTrain cars; and secure short-term bicycle parking at SkyTrain stations.
3. Encourage TransLink to provide high-frequency service during peak periods including coordination with School District No. 43 school hours and to improve off-peak transit service frequency.
4. Advocate for West Coast Express service improvements including additional two way peak period and off-peak period service, and additional service during mid-day, evenings, and weekends.
5. Work with other organizations, including schools, federal and provincial programs, ICBC, and advocacy groups to encourage and facilitate alternative modes of transportation and improve traffic safety.
6. Promote education campaigns and social marketing to help shift travel habits.
7. Advocate for policy changes and investment at senior government levels to support and enable a swift shift to sustainable transportation modes in BC communities.

Economic Development



A strong local economy provides job opportunities for residents, ensures a diversified and healthy balance from sources of municipal taxation, and maintains easy access to important goods and services.

The City's climate goals are supported by a strong local economy. A variety of employment options in close proximity to transit and housing encourages the use of active transportation modes for residents to commute to work and enables a more effective transportation system. The impact is a reduction of personal vehicle use, commuting time, and greenhouse gas emissions. A strong local economy is also important in building community resilience.

Port Moody's location and proximity to the Burrard Inlet historically gave rise to traditional resource based job opportunities in the city including sawmills, the port terminal, and other industrial focused businesses. While some of these industries are still operating and are important components of the local and regional economy, the city has grown and shifted toward a more suburban community.

To become more economically competitive, the City must find new ways to attract investment that brings good, sustainable jobs to Port Moody that might otherwise be located elsewhere. This will require an understanding of how the City of Port Moody's economic development actions are nested within other relevant policies, including federal and provincial priorities and Metro Vancouver's Regional Growth Strategy. Conversely, the Lower Mainland is getting increasingly more competitive, with municipalities vying aggressively among one another to attract top-flight businesses.

Currently, Port Moody's business sector strengths are in health care, professional services, arts and culture, real estate and construction and beverage manufacturing. Tourism, hospitality, and entertainment options are growing in importance. Ensuring Port Moody has a balanced and high quality of life will encourage employment growth, and benefit employees and residents.

Economic Trends

Regional and national economic trends have implications for Port Moody's commercial sector and influence the success of commercial development. These include:



Demographics

Relative to the region, a younger demographic, higher level of education, and a higher median income, Port Moody residents have a greater level of disposable income than the Metro Vancouver average that helps sectors such as retail, food and beverage services, recreation, and business service. These industries will also continue to grow as the population increases.

Quality of Life

A high quality of life standard, being uniquely situated on the waterfront along the Burrard Inlet in an enclave with access to a variety of natural amenities. These highly sought-after attributes by both current and prospective residents may become increasingly advantageous given the trends towards more flexible work opportunities and work from home (WFH) options, helping to attract a younger demographic of working professionals and young families.

Knowledge and Digital Economy

Continued shift towards a knowledge and digital-based economy with more remote work opportunities and more mobility for knowledge workers simultaneous to growing underemployed and contract workers (i.e., gig economy). This also leads to the potential for increased decentralization of corporate offices to smaller, regional offices.



Competition for Industrial Land

Rising industrial land values which attract higher density residential and commercial development and become less attractive and affordable for traditional industrial users. The emergence of urban industrial uses will fill in some of these gaps where industrial and residential uses interface. Examples of urban industrial uses include prototyping, boutique manufacturing, design, commissary kitchens, and uses that include a quasi office component. Urban industrial spaces are reflective of the trend toward a knowledge-based economy.

Influence of Population Bubbles

Baby-boomers remain a dominant demographic market group influencing shopping patterns and the demand for health-related services.

Health and Education Industries

Health and education as important growth industries as the population ages and life-long learning continues to be important.



i **POLICY FRAMEWORK**

In the City of Port Moody, Economic Development policy is guided by the following plans:

- The Economic Development Master Plan (2022) states goals to increase local employment and balance jobs with the local population, focus on knowledge-based employment generation, prioritize office development in Moody Centre and elsewhere, retain industrial activity, and leverage existing strengths in arts, culture, and recreation.
- The Tourism Strategic Plan (2019) provides recommendations on supporting and enhancing tourism experiences in Port Moody through assets such as Rocky Point Park, the Inlet, Shoreline Trail, and the breweries, along with secondary attractions and the creation of new products.
- Industrial Lands Strategy (2023) explores light industrial areas at risk of redevelopment and provides guidance on future development for these areas and the incorporation of urban industrial uses.

Together, these frameworks inform specific land use policies in the OCP to achieve the City's commitment to Economic Development.



Objective 1. Increase total employment floorspace development across the community.

Port Moody's limited land base suggests that most employment space generation will be through redevelopment into mixed-use forms. Given this constraint, it is critical that appropriate investments in commercial space are made that are financially viable. Upper floor office space is critical to attract technology and knowledge-based industries.

► Employment Floorspace Policies

1. Increase upper floor employment space especially in the Moody Centre area as well as other neighbourhoods as appropriate.
2. Ensure new office space is equipped with technical requirements (e.g., power, internet bandwidth, etc.) necessary to support high-tech, visual effects (VFX) and other related technology-intensive industries.
3. Identify additional suitable locations for office space in locations outside Moody Centre that could provide locally serving office needs.
4. Consider using density bonusing and other common incentives to increase the level of employment floorspace above minimum standards.
5. Meet commercial land use needs by continuing to encourage:
 - a. High density, mixed-use development in transit-oriented areas (i.e., within 400 metres of a transit station);
 - b. Inclusion of commercial activities in any redevelopment of waterfront lands;
 - c. Revitalization of the heritage commercial area along Clarke Street; and
 - d. Development of a cultural node to support arts and culture related businesses in the area including and surrounding Kyle Park, Kyle Centre, PoMoArts and Queens Street Plaza.
6. As part of the City's efforts to enhance the image of Moody Centre, no further Service Station Commercial Zones and Automobile-Oriented Commercial Zones shall be permitted. Existing properties zoned for automobile-oriented use shall be encouraged to be rezoned and redeveloped for high quality commercial and mixed-use developments with buildings located close to the front lot line.
7. Except in Transit-Oriented Areas, consider residential parking variances associated with mixed commercial/residential developments when broader community benefits are realized on a case-by-case basis where supported by an approved traffic and parking analysis and transportation demand management measures.
8. Encourage the provision of locally-scaled commercial retail outlets in suitable locations close to residential neighbourhoods.

► Employment Floorspace Policies (continued)

9. Encourage high quality, street front retail and open-air retail centres to provide an attractive environment for convenient, unique and interesting owner-operator businesses and enhanced opportunities for connections between community members and local businesses.
10. Encourage a range of retail unit sizes, configurations and tenures to create opportunities for more local independent businesses as well as growth of local businesses, encourage a diversity of retail uses and experiences and enhance stability for businesses by providing both strata ownership and leasing options.
11. Temporary commercial and industrial use permit applications will be considered by Council on a case-by-case basis within areas designated as Multi-Residential, Mixed Use, Mixed Employment, Urban Industrial, General Industrial, Parks and Open Space, and Public and Institutional on Map 1: Overall Land Use Plan.





Objective 2. Attract office-based employment.

Given Port Moody's limited industrial land base, office-based employment will provide the city the most effective way to expand the local economy. Attracting office-based, traded industry employment is a primary approach to align jobs with the local workforce, and expand knowledge-based jobs in Port Moody. Even though attraction of this sector is highly regionally competitive, Port Moody has several highly sought business locating attributes that give the City a competitive advantage including: access to transportation networks and workforce, planned residential and commercial growth, easy access to the ocean, lakes and both natural and built recreation areas and a growing artistic economy.

► Office Employment Policies

1. Seek opportunities to attract new businesses in emerging and growth sectors that encourage a better match between the skills of the City's resident labour force and the jobs available in Port Moody.
2. Continue facilitating opportunities to build a strong employment centre in the Moody Centre Transit-Oriented Area – Core and establish this area as a key district for office-based, traded industry employment.
3. Attract medical and ancillary health services industries and encourage the construction of spaces for this use.
4. Explore using publicly controlled amenity space in new developments as a “health incubator” for young family physicians to establish a practice in Port Moody.
5. Work with developers to curate a range of retail, food service, and personal service businesses to enhance the attractiveness of Moody Centre as an office location.



Objective 3. Encourage and support growth in arts, culture, heritage, filming and tourism.

The arts are an important catalyst to drive innovation by stimulating creativity and unconventional thought. The arts also help realize vibrant, active, pedestrian-oriented places, support high quality of life standards, and attract businesses and entrepreneurs, employees, and visitors. Pockets of these areas exist throughout the city and can be further developed and built upon to take shape in various areas including the Moody Centre Station Transit-Oriented Area – Core, Oceanfront District, Clarke Street, Westport Village and Murray Street.

Tourism benefits local Port Moody businesses through increased spending by visitors, which indirectly supports higher value commercial operations and helps to recalibrate the municipal tax burdens. Tourism also supports a greater number and variety of lifestyle amenities such as restaurants, arts and culture organizations, and recreational outlets, than a community could support on its own. It attracts businesses, helps with urban revitalization, generates pride and enthusiasm among local residents, encourages historic preservation, improves destination image and can aid in the protection of natural resources.

► Arts, Culture and Heritage Policies

1. Leverage the arts and culture focus of the community to highlight commitment to creative industries.
2. Ensure exceptional placemaking in public spaces to create vibrant areas that appeal to residents, visitors, workers, and businesses.
3. Support the creation of additional artist spaces through new development and the re-purposing of existing buildings.
4. Engage with the local business community and developers to explore options for filming sites and possible film locations and communicate these to the film sector.
5. Enhance the quality of tourism infrastructure and services and showcase local cultural and recreational opportunities.
6. Continue to recognize the role of arts and culture as an important employment sector and economic generator.
7. Explore creation of new or expanded commercial launch facilities and marina space.
8. Leverage the growing office-based economy, business travel, tourism, and arts and culture to attract hotel services.



Objective 4. Support existing industrial uses, new clean industrial, and facilitate the intensification and optimization of industrial lands.

Industrial development in Port Moody has been a fundamental driver of the growth and prosperity of the community for nearly 150 years. Early industrial development was concentrated along the waterfront on both sides of Burrard Inlet, as well as in Moody Centre. Over time, industrial businesses in Port Moody evolved due to the decline of traditional industries and high demand for land for alternative commercial and residential uses.

Industrial land in Port Moody plays a significant role in providing high quality employment and supporting local businesses and traditional marine-based industries. Pressures on industrial land in Port Moody and the rest of the region will continue. The City will strive to manage this pressure through continued evolution of these lands in a manner that retains vital industrial uses, sustains and expands quality job opportunities and supports a strong local tax base and complete community. One of the ways in which the city has addressed this concern is by returning to a focus of urban industrial uses along the Murray Street Boulevard.

► Industrial Lands Policies

1. Encourage clean, sustainable light industrial uses that contribute to local economic growth and diversification, with special emphasis on high technology and knowledge-based industry.
2. Review policies and regulations to support a transition in light industrial land use to urban industrial uses in select areas of the city.
3. Ensure the City's approvals process supports investment and development of industrial lands.
4. Encourage intensification of Moody Centre urban sites currently designated for industrial use such as the development of multi-storey, multi-tenant spaces creating the opportunity for more attractive building forms while optimizing the use of industrial land.
5. Consider physical and aesthetic quality of new industrial development, including its impact on the environment, the efficient use of land and its relationship to the surrounding community.
6. Continue to support infrastructure and transportation system improvements required for industrial development including the protection of rail rights-of-way and access points to navigable waterways where potential environmental impacts have been adequately addressed.
7. Ensure large industrial businesses such as Pacific Coast Terminals and Suncor are engaged to monitor future opportunities for on-site employment growth or increased economic spinoffs in the community.
8. Pursue long-term solutions for artist studio space in underutilized industrial buildings in urban areas.
9. Temporary commercial and industrial use permit applications will be considered by Council on a case by case basis within areas designated as Multi-Residential, Mixed Use, Mixed Employment, Urban Industrial, General Industrial, Parks and Open Space, and Public and Institutional on Map 1: Overall Land Use Plan.



Objective 5. Facilitate and support community partnerships, outreach, and public education.

Community character and livability are some of the criteria that businesses factor as part of their consideration to locate or expand in a community. Port Moody has a unique physical and social environment that can be leveraged to support a strong economy. Partnerships with other levels of government, institutions, and utility companies all play a critical role in maximizing economic development opportunities and the overall livability of Port Moody. Civic committees like the Economic Development and Tourism Committee also play a role in identifying and supporting initiatives with a local or regional context.

► Outreach and Partnership Policies

1. Engage with post-secondary institutions to encourage locating a post-secondary research facility or satellite campus in Port Moody.
2. Explore with TransLink, provincial and regional agencies the feasibility of improving traffic conditions on St. Johns and Clarke Streets for pedestrians, shoppers and local businesses and encourage north-south bicycle and pedestrian connections to the waterfront over the railway tracks at the time of redevelopment.
3. Maintain dialogue with Fraser Health over expansion plans at Eagle Ridge Hospital and ancillary business opportunities that may arise.
4. Promote Port Moody as a year-round tourist destination by engaging partners for successful tourism experiences and to showcase local cultural and recreational opportunities.
5. Explore future Indigenous-led tourism business opportunities with interested First Nations as well as with Indigenous-owned companies.
6. Work with arts and business stakeholders and related civic committees to identify opportunities and leverage synergies.
7. Work with BC Hydro and other energy partners to identify possible spinoff opportunities for Port Moody from the establishment of new industrial activity on the Burrard Thermal site.
8. Support opportunities to maintain dialogue and further outreach and information sharing with local business owners impacted by redevelopment.

Arts and Culture



As the “City of the Arts”, Port Moody integrates art and culture across all areas of City planning and decision-making. Port Moody strives to be known for its creative atmosphere, beautiful cityscape, and collaborative environment. Its spectacular natural setting on the waterfront, leisure opportunities, Indigenous heritage, and walkable neighbourhoods offer a variety of cultural experiences and is recognized nationally as a destination for artists, tourists, and new residents.

Port Moody residents take pride in cultural aspects of the city including music, film, festivals, concerts, special events, outdoor recreation, nature, parks, and cultural diversity reflected within the arts community. In Port Moody, arts, culture and other creative and innovative enterprises are drivers in growing and diversifying the local economy while attracting tourism. The City’s cultural facilities are central in shaping the community and residents enjoy the community’s diverse and rich arts and culture amenities:

- **Arts Centre** - PoMoArts is housed in the historic Old City Hall and Centennial Appleyard House and is managed by the PoMoArts Centre Society.
- **Museum** - The POMO Museum is owned and operated by the Port Moody Heritage Society and promotes awareness and knowledge of Port Moody’s heritage and history.
- **Theatre** - The Inlet Theatre and Galleria at the Port Moody Civic Centre is owned and operated by the City and regularly features plays, concerts and dance performances, as well as special events and private functions.
- **Library** - The Port Moody Public Library located at the Port Moody Civic Centre was established in 1943 and offers a wide range of services, programs and collections (online, print and multimedia) for all ages. The Port Moody Public Library Board determines and adopts policies governing the services and operation of the Library.
- **Rocky Point Park** - Rocky Point Park is Port Moody’s best-known park and a popular destination to enjoy many festivals and special events or Burrard Inlet from the recreational pier and Shoreline Trail. Rocky Point Park’s proximity to Murray Street and Brewers Row, cycling infrastructure and multi-use paths facilitates a social and community-oriented environment.
- **Artist Studios** - The City of Port Moody owns and operates a collection of artist studios at 2709 Esplanade Avenue. These spaces are rented to emerging and professional artists to encourage them to base their practice in the City and foster a larger creative network to promote collaboration and community.



Port Moody strives to make cultural opportunities, resources, and activities accessible to residents of all ages, abilities, ethnicities, orientations and economic circumstances across the community. Port Moody continues to support a diversity of artistic and cultural themes such as those related to climate change, environment, and Indigenous history.

The OCP builds off the following frameworks to achieve the City’s commitment to arts and culture and enhance its City of the Arts brand: Private Developer Public Art Guidelines (2017); Arts and Culture Master Plan (2017); Art in Public Spaces Master Plan (2021); and Art in Public Spaces Policy (2024).

These plans should be referred to for specific actions. In 2023, the Mayor’s Arts and Business Coalition Task Force was convened to work together to identify opportunities to strengthen the City’s branding as City of the Arts, and made a number of recommendations to Council. The Task Force’s work will also be reflected in a broader City of the Arts Strategy being developed through 2025.



Objective 1: Maintain, enhance, and fund art in public spaces.

Public art enhances quality of life, contributes to economic development, and helps Port Moody celebrate a rich and diverse history. Increasing the profile of arts and culture and making public art more visible in public spaces also elevates the City of the Arts branding. Creating strong connections and resourcing between Port Moody's public gathering places and artistic and cultural expression ensures cultural opportunities, resources, and activities are accessible to all residents.

► Art in Public Places Policies

1. Continue to enhance the City's parks, multi-use pathways and trails systems with public art.
2. Examine opportunities to incorporate the arts into City infrastructure (e.g., new construction, utility boxes, tree grates, landscaping, street furniture or new signage).
3. Support the growth and concentration of creative industries and businesses that support arts and culture, and create more physical connectivity between them where possible (e.g., walkable distances).
4. Continue to support City and community cultural projects and initiatives through reserves to fund public artworks, artistic programming, cultural initiatives and maintenance of public artworks.
5. Prioritize cultural amenity contributions received from development approval processes, urban design and land use planning processes to support creative placemaking and cultural/artistic spaces.
6. Develop an incentive program to encourage arts related space in new development.



Objective 2: Build cultural capacity, expand creative placemaking, and advance priority sites.

Strengthening collaboration and partnership builds a strong and vibrant cultural community in Port Moody. Placemaking is a collaborative process to shape the public realm to collectively re-imagine and re-invent public spaces as the heart of the community. Transforming spaces by intentionally leveraging artistic and creative activity serves the community and builds identity. Quality of place can foster social inclusion and wellness, participation, pride of place, and arts awareness. Artistic expression can also be a means of honouring truth, reconciling past discriminatory actions and sharing stories of unique experiences over time in this place. Ensuring opportunities to advance key public priority sites through development and other locations further builds upon the City's art in public spaces program.

► Cultural Capacity and Placemaking Policies

1. Encourage creative placemaking in City planning and innovative multi-purpose design that provides climate change adaptation benefits.
2. Explore opportunities to enhance the diversity of cultural expression in the city through placemaking and public art.
3. Share stories of how people have experienced this land. Build on projects such as In the Presence of Ancestors.
4. Initiate a mural program with preference for a broad range of bold expressions (e.g., encompassing themes may include climate change and environmental issues, Indigenous history, etc.).
5. Increase opportunities to access cultural spaces (e.g., studios, programmable space such as parking lots, parks for festivals and theatrical events, etc.).
6. Increase accessible gathering spaces (e.g., pocket parks, plazas etc.).
7. Provide a range of cultural facilities for residents in various neighbourhoods and convenient locations, as population and financial resources increase to support these facilities.

► Cultural Capacity and Placemaking Policies (continued)

8. Include the following as priority sites for art in public spaces:
 - a. Main entry points to city
 - b. “Art Station” – art gallery presence surrounding transit station exteriors and adjacent public realm
 - c. Integrate into major developments such as:
 - i. Coronation Park
 - ii. Moody Centre Transit-Oriented Development Area – Core
 - iii. Woodland Park
 - iv. Westport Village
 - v. Oceanfront District
 - d. Rocky Point Park and Queens Street Plaza
 - e. Civic facilities
 - f. Moody Centre streets envisioned to be pedestrian-oriented such as Spring Street, Murray Street, Clarke Street, Queens Street, Moody Street and Williams Street.
 - g. Community arts creative zones
9. Explore opportunities to create a cultural node through redevelopment in the area including and surrounding Kyle Park, Kyle Centre, PoMoArts and Queens Street Plaza.



Objective 3: Support the creation of arts in innovation areas.

The importance of arts in supporting innovation areas helps to achieve vibrant, active, pedestrian-oriented places that attract businesses and visitors. These areas encourage the development of artist studios, live/work studios and other innovative forms of development and commercial activity. Artists are often supported by complementary trades, many which are in light industrial areas. These industries include, but are not limited to, metalworking, fiberglass, powder coating, carpentry, and printing. Additional supporting industries could include structural engineers, landscape architects, and other professional services. The arts are inherent in innovation and this environment is critical to support and attract an entrepreneurial, creative and innovative technology community as well as tourism. Pockets of these areas exist throughout the city and can be further developed and built upon to take shape in various areas including the Moody Centre Station Transit-Oriented Area – Core, Oceanfront District, Clarke Street, Westport Village and Murray Street.

► Arts and Innovation Policies

1. Support artists through the retention and creation of urban industrial zones for specific areas.
2. Support the creation of additional artist spaces through new development and the re-purposing of existing buildings.
3. Support the development of knowledge, intellectual property, arts and technology in digital economies (including the creative sector).
4. Prioritize street-level activation and productivity within streetscapes to encourage a vibrant pedestrian-oriented environment.
5. Consider the feasibility of establishing car-free areas (e.g., specific times) to encourage walkability and community gathering in different neighbourhoods.
6. Encourage a vibrant and distinct cityscape through building design, streetscape, and neighbourhood planning.



Objective 4: Facilitate and support community partnerships and outreach to integrate arts and culture into as many areas of the community as possible.

As City of the Arts, the City has a goal of integrating arts and culture into all facets of life in Port Moody. There are several arts and culture related community groups and organizations that are already present in Port Moody. Opportunities to strengthen collaborations and partnerships between groups will increase the arts and culture fabric in the community and leverage the synergies that exist. Civic Committees, like the Arts, Culture, and Heritage Committee, also play a role in supporting the development of strategies and initiatives. The City's development of a City of the Arts Strategy will further strengthen the value of developing partnerships in the community.

► Community Outreach and Partnership Policies

1. Strengthen collaboration and partnerships among arts and culture groups, and between these groups and public, private, and community partners to build a strong and vibrant cultural community in Port Moody.
2. Continue to support existing and re-establish, and/or explore the creation of new, festivals and special events on a variety of scales.
3. Continue to support community partners, including the Port Moody Public Library Board, the Port Moody Heritage Society and the Port Moody Arts Centre Society, in exploring options that will allow them to grow with the community (i.e., new and/or expanded facilities), ensuring that they are able to continue offering the best services possible.
4. Work with arts and business stakeholders and related civic committees to identify opportunities and leverage synergies.

Heritage



Port Moody is located on the ancestral and Traditional homelands of the *kʷikwəłəm* (Kwikwetlem), *səlilwətał* (Tsleil-Waututh), *xʷməθkʷəyəm* (Musqueam), *Sḵwxwú7mesh* (Squamish), *q̓íçəy̓* (Katzie), *qʷa:n̓ ʕən̓* (Kwantlen), *q̓iq̓əyt* (Qayqayt), and *Stó:lō* (Sto:lo) Peoples. Port Moody Arm was utilized by many Nations. Precontact villages and seasonal procurement camps were situated around the inlet to harvest a wide range of marine and terrestrial resources. There is also archaeological evidence of burial sites around the inlet. A number of archaeological sites reflect both intensive and seasonal use of the entire Burrard Inlet by Coast Salish communities. Through place names, traditional narratives, and dialogue with current nation leaders and elders we are learning about the antiquity and cultural importance of this waterway. Strong connections to these lands remains today. A growing understanding of the traditional use of these lands provides both connection and lessons to move forward in a good way. While there is not always visual evidence on the land where these villages and camps were located, the presence is honoured.

As colonization spread across Canada, Port Moody became the original western terminus of the transcontinental railway in 1879. Through this period, Port Moody was primarily a resource industry town with the creation of a deep-sea port, construction of several sawmills and establishment of two oil refineries. A legacy of wood frame commercial and residential buildings contributed to the character and charm of Port Moody. Many of these historic buildings are protected and recognized as landmarks in the community, adding to the vibrancy and character of the City.

The conservation of heritage buildings, archaeological sites and Indigenous traditional use areas allows a community to retain and convey its sense of history. These sites provide opportunities for education, awareness, aesthetic enrichment, and preservation of broader cultural histories as well as neighbourhood character. An understanding of the past helps residents to appreciate the continuum from past to present to future in the built and natural environment.

Port Moody's Heritage Resources

Port Moody's five distinct categories of heritage resources contribute to a unique sense of place and a continuity of the community's cultural history:



Heritage Buildings and Sites:

- 66 buildings listed on the City's heritage register;
- 12 designated and legally-protected sites;
- two heritage conservation areas (Moody Centre and Ioco Townsite);
- stone markers and storyboards; and
- house posts.



Heritage Conservation Areas (HCAs):

Heritage resources are clustered in two designated Heritage Conservation Areas: the Moody Centre commercial and residential neighbourhood and the early oil refining company town of Ioco (Map 3).

► Moody Centre Heritage Conservation Area

Early commercial activity occurred in Moody Centre near the working waterfront of the Burrard Inlet. Several buildings remain intact along Clarke Street, the original settlement area and commercial core. A secondary area in Moody Centre is also identified as a Heritage Character Area.

► Ioco Townsite Heritage Conservation Area

Ioco townsite was developed as an early company town for the Imperial Oil Company and a number of buildings and community amenities have survived. A unique opportunity exists for creative adaptive reuse of the site, conserving the existing heritage buildings, and allowing redevelopment of the area.

Archaeological Heritage

Archaeological sites consist of the physical remains of past human activity. The scientific study of these remains provides a greater understanding and appreciation of pre-contact and historic cultural development in British Columbia. Archaeological sites are protected under the provincial Heritage Conservation Act and managed for their historical, cultural, scientific and educational value to the general public, local communities and First Nations. It is important to note that archaeological materials relating to First Nations are considered to be their cultural belongings.



Indigenous Traditional Use Areas

Indigenous Traditional Use Areas include areas of land or water that were traditionally used, and continue to be used, by one or more Indigenous Nations for different activities. These areas are linked to the use and stewardship of these lands by First Nations since time immemorial and most commonly include lands and waters used for harvesting terrestrial and marine resources, water-based activities, cultural and traditional practices, traditional knowledge sharing, and spiritual ceremonies.



Industrial Heritage

Several industrial buildings and sites remain that reflect the early industrial nature of Port Moody, including the former Mill and Timber site (Oceanfront District) and the loco townsite. Industrial elements and artifacts may be integrated with new developments or used to inform the design of new buildings in the waterfront area.



Natural Heritage

Landscape features, such as saltwater marshes, mudflats and other natural elements present opportunities for the celebration of Port Moody's natural and cultural heritage. Council has endorsed the development of a process to identify Significant Trees in the City.

i POLICY FRAMEWORK

The policies in the OCP build upon the Heritage Strategic Plan (2016-2022), Port Moody's Heritage Register and Port Moody's commitment to moving forward on reconciliation with Indigenous Peoples and implementing the five Truth and Reconciliation Commission of Canada's Calls to Action for municipal government (#43, #47, #57, #75, and #77), as well as those Calls to Action with direct relevancy to municipal services.



Objective 1: Acknowledge truth of intergenerational impacts experienced by Indigenous People and take action to recognize Indigenous unceded Territories, and their connection to these lands since time immemorial.

Port Moody is committed to the development of an Indigenous Relations Strategy to help the City build meaningful and respectful relationships with First Nations. This includes the hard work of advancing Truth and Reconciliation beginning with effective government-to-government relationship building.

► Truth and Reconciliation Policies:

1. The City is committed to working together in a good way with First Nations leadership and staff teams, to continue acknowledging and respecting their long-standing relationship with these lands and addressing inequities and intergenerational impacts of colonial systems experienced by Indigenous Peoples.
2. Continue to implement the City's referral processes with First Nations for City-led projects as part of ongoing efforts to strengthen relationship building with First Nations rights holders.
3. Continue to implement the City's Archaeology and Heritage Resource Protection for Construction and Maintenance Projects Policy and Archaeology Chance Find Management Guidelines and review and update these as needed.
4. Continue to recognize the significance of First Nations heritage in Port Moody within the City's next Heritage Strategic Plan.
5. Develop a formal policy to guide the City's approach to building respectful, reciprocal relationships with Indigenous Peoples. The policy will align with reconciliation principles and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), and provide direction on engagement, referrals, archaeological considerations, and cultural event support across departments.

It is expected that this ongoing relationship building will result in more specific policies and directions to support First Nation communities in achieving their goals and aspirations for land stewardship, cultural revitalization, governance, health and well-being.



Objective 2: Encourage the conservation of buildings and neighbourhoods that reflect Port Moody's traditions and history, as well as the role played by its residents in the history of the region.

Community heritage resources are the physical elements unique to a community that set it apart. They are the tangible embodiments of historical, social and cultural values that give a community its distinctive sense of place and time. When a community places value and retains symbols from its past, the result is a more interesting and unique urban environment.

► Conservation Policies:

1. Actively pursue the conservation of community heritage resources by implementing the appropriate legislative tools available for this purpose.
2. Review the existing zoning in Moody Centre and the Moody Centre Heritage Character Area designed to retain the heritage character of Moody Centre's residential and commercial areas (see Map 3 for the location of the Moody Centre Heritage Character Area).
3. Continue to add properties to the heritage register in consultation with property owners as a means of informing the conservation and maintenance of historic buildings.
4. Continue to maintain the former City Hall and the Centennial House (PoMoArts) and support the Port Moody Heritage Society in the preservation of the CPR Railway Station (POMO Museum) for community purposes.
5. Compile an inventory of industrial heritage sites and artifacts to reflect the historic importance of industry in the development of Port Moody.



Objective 3: Encourage heritage preservation in new developments through legislative tools and incentives.

There are several legislative tools and incentives the City can use to encourage heritage preservation. These include Heritage Revitalization Agreements which allow for land use and siting relaxations in exchange for the restoration, preservation and protection of a heritage building. The City has also established a Heritage Revitalization Tax Exemption program which provides a financial incentive for redevelopment by lowering the costs of investment in the restoration, rehabilitation and repair of heritage properties. These tools and incentives support conservation of heritage properties, foster revitalization through heritage and cultural awareness, and increase the economic viability of the Heritage Conservation and Heritage Character Areas.

► Heritage Legislative Tools and Incentive Policies

1. Continue to identify and conserve community heritage resources within the development process.
2. Explore opportunities to conserve, restore and enhance the integrity of the loco Townsite and the residential and community structures located on the site in cooperation with the property owner.
3. Respect and reinforce the architecture and heritage character of the loco Townsite Heritage Conservation Area and the Moody Centre Heritage Conservation Area in all developments.
4. Continue to explore incentive programs to foster heritage conservation and other ways to encourage the preservation of heritage buildings.
5. Encourage reuse of commercial, multi-residential or other historical buildings to support their viability and preservation.
6. Consider transferring potential density from a site included on the heritage register or within a Heritage Conservation Area to a non-heritage site to retain and enhance the City's heritage resources.



Objective 4: Support partnerships with common goal of advancing heritage resource preservation and sharing the diverse heritage background of Port Moody residents.

The Arts, Culture and Heritage Committee acts as an advisory body to Council on matters that include Port Moody's natural and cultural heritage resources including heritage buildings, sites, and neighbourhoods. The Committee participates in heritage building identification and documentation process as well as heritage education and events. Other opportunities exist to develop partnerships with local First Nations and other groups advancing heritage resource preservation and awareness in the community.

► Heritage Partnership Policies

1. Continue to implement heritage planning initiatives in cooperation with the community and the Arts, Culture and Heritage Commission.
2. Explore partnerships and linkages between heritage and arts, culture, and tourism to further the community's social and cultural goals.
3. Continue to support community heritage groups that develop programs and activities to educate and bring awareness to the public regarding local heritage resources.
4. Engage community partners in identifying a future approach to recognizing and planning for a broad range of values associated with heritage.
5. Build partnerships with First Nations to preserve and strengthen awareness of Indigenous heritage resources.
6. Explore and celebrate the diverse heritage backgrounds of residents through various mechanisms including storytelling, cultural events and activities, public art and placemaking.



Objective 5: Clarke Street Revitalization

Revitalizing Clarke Street includes cultivating a heritage district for business attraction and cultural tourism and improving the sense of place and historic vitality of this area.

► Clarke Street Revitalization Policies:

1. Explore partnerships with local businesses, residents and community organizations to identify a plan to improve the vibrancy of Clarke Street as a destination area. This includes public realm improvements, economic revitalization, enhanced heritage conservation and infill and programming of cultural events and activities.
2. Leverage opportunities to attract pedestrian and commercial activity to Clarke Street as part of the development of a cultural node in the Kyle Park, Kyle Centre, PoMoArts and Queens Street area.

Community Well-Being and Resilience



A healthy and complete community supports residents in their well-being and encourages current and future generations to thrive and evolve. A healthy community fosters social development, personal growth, health, and safety of all residents while ensuring that basic needs are met. Basic needs include food security, attainable and appropriate housing, safety, security, as well as age and culturally relevant opportunities for learning, development, creativity, and expression. A healthy community also recognizes and addresses underlying social determinants and health inequities in vulnerable and high-risk groups resulting from differences in social, environmental, and economic conditions. While the City has an important role in fostering a healthy community, partners such as non-profits, service providers, and Fraser Health all play a significant role in ensuring community well-being. Programs and services offered by these organizations assist in ensuring the physical and mental health of Port Moody residents.

Climate change resiliency is a significant factor to a healthy community. The impacts of climate change are being experienced in many communities with increasing frequency and intensity of climate events, and modern realities like frequent flood, wildfires, drought, and extreme heat have a lasting impact on mental and physical well-being. Climate change and natural hazard events affect vulnerable populations disproportionately, requiring specific care and attention. Prioritizing adaptation and mitigation at all levels of policy, planning and implementation can streamline resources, prevent inconsistencies, and identify strategic co-benefits for health, safety, and equity. Adaptation is essential to reduce the adverse impacts from extreme weather events in the City of Port Moody.

Community well-being is closely tied to and integrated with other OCP policy areas including Built Environment, Transportation, Arts and Culture, Neighbourhood Plan Areas, Natural Environment, Parks, Recreation and Open Spaces, etc. The policies in the Community Well-Being and Resilience Chapter build off the Disaster Response Plan (2014), Climate Action Plan (2020), the Age-Friendly Assessment and Action Plan (2020), the Tri-Cities Region Food Security Action Plan (2021), the Extreme Weather Resilience Plan (2022), the Child Care Action Plan (2022), and the Social Well-being Guidelines (2024).



Objective 1: Foster community health and wellness through the built environment.

A healthy, equitable, inclusive, diverse community is one where every member, including Indigenous community members, feels safe, respected and included, and share equitable access to key elements that contribute to quality of life such as work, play, access, engagement, and participation.

► Health and Wellness Policies

1. Collaborate with community partners that support human health and well-being.
2. Locate community services and social infrastructure in areas accessible by transit in compact, complete, walkable neighbourhoods to improve access for all segments of the population (e.g., seniors, limited mobility) and to reduce greenhouse gas emissions.
3. Create opportunities for social connectedness and interactivity in neighbourhood and public space design to improve community resiliency.
4. Provide inclusive resident engagement opportunities by actively coordinating the planning process with relevant community organizations, agencies, neighbourhood associations and volunteer groups.
5. Cultivate environments that is culturally safe for Indigenous community members, and where Indigenous values, traditions and perspectives are recognized and respected.
6. Ensure a safe community through effective and equitable emergency planning and response including responses to ongoing and future impacts from climate change.
7. Continue to liaise with the provincial government and other agencies to encourage the development of enhanced local health services and social infrastructure.
8. Consider opportunities for the mitigation of significant negative social and health impacts of design and major infrastructure projects when preparing new neighbourhood and area plans.
9. Encourage the utilization of the Social Well-being Design Guidelines to advance multi residential design that centers resident health and well-being.

i SOCIAL INFRASTRUCTURE

Social infrastructure can be physical spaces, services, or programs, and the networks across and within physical and social spaces where people of all ages, abilities and backgrounds can come together.



Objective 2: Foster equity and inclusion in the community.

Fostering equity and inclusion is crucial for creating a just and harmonious society. By ensuring that all individuals, regardless of their background, have equal access to resources, opportunities and public services, cities can reduce inequality and promote social cohesion. Inclusive cities value diversity and embrace the unique perspectives and contributions of all members of the community, regardless of their ability, age, ancestry or place of origin, gender identity or expression, Indigenous identity, religion or socio-economic status.

► Equity and Inclusion Policies

1. Ensure equitable, accessible, and inclusive access to social infrastructure, such as civic facilities, programs and community services and amenities for all residents.
2. Support updates to, and the expansion of, the City's Interim Accessibility Plan (2023) to address continued barriers to access across the city.
3. Actively work toward preventing and eliminating discrimination based on age, race, gender, national or ethnic origin, colour, language, sexual orientation, culture and religious beliefs.
4. Undertake social planning studies and seek funding from senior governments as available and liaise with relevant community organizations and committees as appropriate.
5. Support community-based service groups and organizations that aim to facilitate social connectedness and cross-cultural understanding (e.g., arts, culture, festivals, and events).
6. Advocate for and contribute to poverty reduction to drive action at all levels of government.
7. Accommodate the needs of the community as the population grows and evolves by providing affordable programs and services to meet community needs and distribute these programs throughout the community.
8. Design programs to be inclusive of diverse ethnic and social groups, and participant orientations, and cater to a wide range of abilities and interests.
9. Ensure design treatments and furnishing in publicly accessible private spaces is accessible, durable and does not incorporate defensive or hostile architectural components.
10. Support the City's IDEA (Inclusion, Diversity, Equity, and Accessibility) Committee in their work to provide advice and recommendations on inclusion, diversity, equity, and accessibility issues, strategies and initiatives
11. Support and expand Port Moody's social infrastructure.



Objective 3: Support life-long learning and educational opportunities for residents.

The economic and social well-being of residents is influenced by access to quality education and lifelong learning. Education creates mutual understanding, enriches cultures, enhances life and social skills, and encourages all ages and abilities to thrive and adapt in a continuously changing world. Education systems aimed at fostering accessibility, diversity and sustainability are a vital investment in the sustainable development of a community and its human potential. Port Moody residents have access to several educational opportunities including seven elementary schools, one middle school and two senior secondary schools (Map 2). The Port Moody Public Library, PoMoArts and POMO Museum are additional facilities which provide learning opportunities to residents (refer to Chapter 9).

► Life-long Learning Policies

1. Continue to work with School District No. 43 to improve safety and comfort for streets around schools for students, including developing low greenhouse gas emission School Travel Planning.
2. Continue to enhance library services and programs for the development of community health and assess the needs for expanded library services (e.g., new locations, expanded technology).
3. Provide more opportunities for residents of all ages, abilities, orientations, and ethnicities to engage in learning activities which encourage social interaction and reduce isolation.



Objective 4: Be an age-friendly community.

Age-friendly communities support all ages and abilities and incorporate universal and accessible design into the healthy built environment. Age-friendly communities are safe, inclusive, and support older adults to remain independent. In Port Moody, 14% of the population are over the age of 65, while 38% are between the ages of 40 and 64. Ensuring enough affordable and accessible housing for older adults in a rapidly changing housing market is a significant issue paired with the need for inclusive community support, accessibility, communication, and information. The World Health Organization (WHO) identifies the following eight domains in which cities can contribute to healthy, active ageing: 1) outdoor spaces and buildings; 2) transportation; 3) housing; 4) social participation; 5) respect and social inclusion; 6) civic participation and employment; 7) communication and information; and 8) community support and health services.

► Age-friendly Policies

1. Ensure age-friendly accessibility design considerations are incorporated into the public realm with a focus on reducing GHG emissions and reducing risk and vulnerability to climate change impacts (e.g., shade and water access in times of extreme heat).
2. Support accessible and sustainable (e.g., electric vehicle charging) parking provisions and enforcement at key locations, streets, and trails.
3. Collaborate with Fraser Health to explore more supportive care options in Port Moody.
4. Create new subsidized and senior-specific housing units in Port Moody that are affordable, resilient to climate impacts and low carbon.
5. Explore the creation of a dedicated Seniors Centre space that could also share space for inter-generational programming.
6. Support and enhance youth engagement processes in providing input into City services, programs, and policy development.
7. Continue to provide opportunities for youth to contribute and participate in community life through municipal and community organizations and drop-in recreational opportunities.



Objective 5: Increase child care quality and accessibility.

Quality child care services are critical for the social and economic well-being of the community including the economy, gender equality, inclusion, healthy child development, and poverty reduction. Provincial governments have the primary responsibility for developing child care policy and programs, however, federal and local governments, local authorities, regional health authorities, and child care providers also have strong roles to play. Local governments can facilitate quality child care through a strong, committed, and comprehensive child care strategy, including space creation targets, progressive zoning policies which accommodate child care, and density bonusing provisions for securing community amenities, including child care facilities, through development.

Child care accessibility is a significant issue including the lack of spaces for infants/toddlers and school age children, location (i.e., proximity to home/school/transit), distribution (i.e., under-served neighbourhoods), and flexibility (i.e., child care during non-traditional hours). Waitlists for child care in the Tri-Cities are currently long, especially for high quality or more affordable facilities. Additional accessibility considerations include high quality staff, adequate staff-to-child ratio, quality of programming, and access to outdoor play space on-site. High quality child care with well-designed indoor/outdoor space is linked to positive outcomes for children and instills greater confidence for parents.

► Child Care Accessibility Policies

1. Use the 2030 space creation targets to guide child care planning across the following age groups: Infant/Toddler, Preschooler, and School Age.
2. Prioritize the creation of low carbon, climate resilient spaces for infant, toddler, and school age children.
3. Prioritize new child care spaces in neighbourhoods with the highest population and the smallest proportion of spaces.
4. Continue to identify child care as a priority for Community Amenity Contributions, Density Bonusing, Capital Planning, and future Amenity Cost Charge programs.
5. Prioritize low carbon, climate resilient child care spaces in civic facilities, parks, along transit hubs and on school properties.
6. Collaborate with other public and not-for-profit partners to identify potential land or facilities that could be used for child care social infrastructure.
7. Encourage the provision of low carbon, climate resilient child care facilities in the community and support the inclusion of child care space as part of mixed use and multi-residential developments.



Objective 6: Improve child care affordability and partnerships.

Many families struggle to afford the high cost of child care. These difficulties are exacerbated for low income families, families with multiple children, recent immigrants, families with children with special needs, foster families, and families where parents do shift work.

Child care involves dedicated relationship-building and collaboration between and across jurisdictions. The Tri-Cities have a long history of collaboration and currently work together on child care.

► Child Care Affordability and Partnership Policies

1. Lobby senior governments for increased funding and pursue partnership opportunities.
2. Provide tax exemptions to not-for-profit child care providers where applicable.
3. Facilitate partnerships with School District No. 43 to:
 - a. ensure child care is part of all new or renovated school spaces;
 - b. facilitate use of school spaces and grounds for child care operators; and
 - c. support the move to an enhanced role for School District No. 43 in child care.



Objective 7: Achieve greater food security and related development and programming in Port Moody and the Tri-Cities.

Food security is the physical, social, and economic access to food that is nutritious, safe, and personally and culturally acceptable. Food security increasingly has a focus on sustainably and locally produced food and recognizes Indigenous food sovereignty. Food security is a continuum of experiences across emergency and non-emergency levels of hunger, malnutrition, or under-nutrition. While local governments have limited direct control over reducing poverty, they are often the first level of government to respond to inadequate food security when residents are unable to meet their immediate food needs. Assessing local food systems provides an understanding of food security within the boundaries of a municipality to improve food security for residents. Local community partners are often essential allies for local governments in working towards greater food security within a community.

► Food Security Policies

1. Support Metro Vancouver's Regional Food System Strategy and Regional Food System Action Plan.
2. Collaborate with Tri-Cities and Metro Vancouver on new initiatives to minimize food waste in residential, commercial, and institutional areas.
3. Support the Tri-Cities Food Council and implementation of the Tri-Cities Food Security Action Plan.
4. Advocate for a low carbon, food-secure Port Moody and work collectively to decolonize and decarbonize the local food system.
5. Integrate, develop and enhance new and existing policies, bylaws, and other planning and strategy documents to reflect additional household and community food security elements.
6. Develop and adopt low carbon resilient food security-conscious design guidelines for the private (residential, commercial, and industrial zones) and public realms (parks and open spaces, community, and recreation facilities) by improving walkability and easy access to healthy food sources, urban agriculture, and food sharing.
7. Encourage community gardens and other food assets in new urban development (including rooftop gardens, vertical farming, urban agri-tech, and other food friendly infrastructure).
8. Identify potential sites for new and expanded community gardens, vertical farming, urban farming, and other methods (high tech and traditional) to expand and increase access to opportunities for growing food within the urban environment.
9. Consider a year-round indoor farmers' market and/or pop-up markets.



Objective 8: Respond to climate impacts and natural hazards and protect human health.

Current projections show that as the climate changes, Port Moody can expect hotter, drier summers; warmer winters with more rain from fall to spring; more extreme precipitation events; and sea level rise, which is conservatively expected to rise 0.5 metres by 2050 and 1 metre by 2100. Port Moody can also expect to experience cascading climate change impacts such as wildfires, flooding, and extreme heat. Past and ongoing GHG emissions are expected to increase the intensity and frequency of these climate impact events in the City and around the Province. Therefore, the community must be prepared for and be able to respond to these impacts to ensure safety, health and livability.

All community members, including Indigenous community members, are not impacted to the same extent by climate change. Marginalized groups may be disproportionately impacted by climate change and have fewer resources to support preparedness and adaptation. Other community members are more vulnerable to extreme heat such as seniors living alone, children, pregnant women, lower income individuals and households, and those with preexisting medical conditions. Long term preparedness, including efforts to mitigate risks and plan effectively, ensures communities are protected, able to respond to climate-related events, and recover quickly.

► Climate Resilience Health Policies

1. Identify and prepare public properties to act as emergency support centres as needed (e.g., cooling centre/extreme weather response centre).
2. Continue to inform and facilitate community education about preparedness across hazards and build stronger connections with community associations and businesses with the aim of improved preparedness for extreme weather events.
3. Build partnerships and collaborate on connecting those most vulnerable to the impacts of climate change to available services (e.g., access to inclement weather shelters).
4. Continue to collaborate with surrounding First Nations to plan for emergency response and preparedness operations.
5. Retrofit City-owned facilities, infrastructure, parks and public lands for extreme weather events.
6. Encourage opportunities for retrofitting existing buildings to find cooling solutions for occupants.
7. Increase education and outreach of extreme weather events and resources available to assist.
8. Update the hazardous lands development permit areas (DPA) to include additional resilience requirements based on localized risks (e.g., cooling, filtration, and ventilation, geohazards, flood protection, green infrastructure, FireSmart methods, drought-tolerant landscaping, and water conservation features).
9. Conduct a coastal flood risk assessment to update flood construction levels and consider establishing a Coastal Development Permit Area.

Community Infrastructure

Community infrastructure is critical to the well-being and quality of life in Port Moody. This includes the provision, maintenance and renewal of transportation, drainage, sanitary and drinking water infrastructure, provision of solid waste management and coordination with third party telecommunications, power and gas utilities.

Climate change will pose challenges to infrastructure in Port Moody. Extreme rainfall events, storm surges, and sea level rise are expected to increase the risk of flooding in the region by 2050. More frequent extreme events will challenge infrastructure durability which will require adapted maintenance schedules and general asset management. General infrastructure challenges include existing servicing gaps and increased capacity of the systems in areas with population growth, as well as the maintenance and renewal of existing aging systems in other neighbourhoods experiencing less change.

Complete communities can mitigate pressures on infrastructure with the benefit of less investment per capita. Combining green infrastructure or natural asset-based solutions with traditional infrastructure (e.g., open watercourses, rainfall infiltration) can increase Port Moody's resilience to risks posed by a changing climate. This approach also supports several of Port Moody's community infrastructure goals including:

- reduced water consumption;
- minimizing urban flooding due to heavy rainfall; and
- ensuring civic infrastructure and natural assets are well-maintained and improved/ restored/ replaced when necessary so they are more resilient to the anticipated effects of climate change.

Managing both traditional and natural assets with a climate lens ensures that investments will be functional throughout their lifespan to support the transition toward a more energy efficient, resilient, and sustainable future while reducing the burden on existing infrastructure.





Objective 1: Conserve water.

Port Moody's drinking water originates from the Coquitlam, Capilano and Seymour Watersheds which is supplied by three Metro Vancouver connections to the Greater Vancouver Water District (GVWD) system. The Port Moody water distribution system shown in Map 8 includes 9 pressure zones, two pump stations, three storage reservoirs and over 133km of distribution mains.

Metro Vancouver has an above average per capita water consumption pattern in comparison to other North American cities. The City of Port Moody and other municipalities in Metro Vancouver are working collaboratively to reduce the per capita water consumption in the region. Reducing water consumption has several co-benefits which includes avoiding or deferring costly infrastructure expansion and reducing long term environmental impacts, all which provide an economic benefit. The City's existing water conservation initiatives include water sprinkling regulations and water system upgrades through leak detection and repair.

► Water Conservation Policies

1. Incorporate climate change and resiliency considerations into the design and location of the City's water distribution system.
2. Work toward water usage metering on all properties through a phased program.
3. Continue to encourage water conservation measures including sprinkling regulations, educational material, drought resistant landscaping and promotion of low flow fixtures in buildings.
4. Demonstrate water conservation best practices in City facilities and pilot innovative systems where feasible.
5. Develop water conservation targets for parks, facilities and operations and monitor targets on an annual basis.



Objective 2: Support resilient storm and sanitary sewer systems.

Port Moody's storm and sanitary sewer systems are regulated by Metro Vancouver through the region's Integrated Liquid Waste and Resource Management Plan (2011). The City of Port Moody maintains separated storm and sanitary sewer systems. Rainfall runoff is captured in storm sewers and released into major watercourses or receiving water bodies. Sanitary sewage is collected in a separated sanitary sewer system and conveyed to the Metro Vancouver trunk sewer and treatment facilities. Map 9 shows the sanitary sewer plan for Port Moody.

In addition to the municipal system, the regional district, through the Greater Vancouver Sewerage and Drainage District (GVS&DD), also maintains waterways and drainage facilities within the Port Moody — Coquitlam Drainage Area. This drainage area encompasses a significant portion of southern Port Moody from South Schoolhouse Creek east to Dallas Creek, including the Chines escarpment. The GVS&DD's primary responsibility within this drainage area is to prevent flooding by ensuring that culverts, drains, and grills are kept clear and functioning properly. The Port Moody — Coquitlam Drainage Area has a highly developed land base and stormwater flows can be significantly affected by moderate to heavy rain storms.

► Storm and Sanitary Sewer System Policies

1. Incorporate climate change considerations into the design and location of storm and sanitary sewer systems.
2. Implement effective utility management principles for the management of the storm and sanitary sewer systems.
3. Research and investigate the potential of greywater re-use in residential developments (e.g., using laundry grey water for toilet flushing or landscaping, or using rainwater for laundry or toilet flushing).
4. Liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans.



Objective 3: Reduce hydrological impacts through Integrated Stormwater Management.

Port Moody shares many of its watersheds with other municipalities which requires a coordinated approach to stormwater management. Integrated stormwater management coordinates land use planning and drainage design to manage watershed health and mitigate the hydrological impacts of urbanization. Increased impervious surfaces from growth prevent the absorption of rainfall into soil and increases the amount of water entering streams through the storm water system. This runoff and increase in frequency can result in erosion, sedimentation, flooding, reduced groundwater recharge and baseflows, water quality deterioration, and degradation of fish and wildlife habitat.

To reduce the effects on watershed health, the City has completed several Integrated Stormwater Management Plans including the Chines Integrated Stormwater Management Plan (2016), in collaboration with Coquitlam and Metro Vancouver, and the Stoney Creek ISMP (1999), in collaboration with Coquitlam, Burnaby and Metro Vancouver. A 2019 study in Moody Centre assessed the stormwater infrastructure for climate change capacity requirements and provided direction for future development plans. Two additional integrated storm water management plans were completed in 2024 for the North Shore and Inlet Centre areas incorporating climate change requirements for stormwater infrastructure and assessing watershed health of creeks including Mossom and Noons Creeks. Map 18 shows the watersheds within Port Moody.

► Integrated Stormwater Management Policies

1. Apply storm water best management practices to all City projects to maintain and improve overall watershed health.
2. Incorporate Integrated Stormwater Management Plan recommendations into City capital projects, area plans, subdivisions and building permits.
3. Monitor watershed health and update Integrated Storm Water Management Plans in compliance with the Metro Vancouver Adaptive Management Strategy.
4. Support educational programs for residents to reduce impacts to watershed health including fish habitat (e.g., painted fish program).
5. Develop a green infrastructure policy and program to require innovative approaches to improve the water quality and reduce volumes of stormwater runoff (e.g., vegetated buffers or swales, natural infiltration basins, and green roofs).



Objective 4: Efficiently and effectively manage road and bridge infrastructure.

Roads and bridges establish the spatial organization of a community, contributing to its character and identity while moving people and goods from place to place. The road network includes space for all modes of transportation including transit, cars, bicycles, and pedestrians. The City of Port Moody is responsible for the operation and maintenance of all roads within the City totalling over one hundred and twenty-five kilometres.

Roads act as service and utility corridors accommodating a wide range of municipal services and private utilities. Roads also provide surface drainage and serve as a conveyance route during significant storm events. This necessitates the provision of adequate horizontal, vertical, above-grade and below-grade space for the location and maintenance of this infrastructure and landscaping within the existing rights-of-way. The City's road pavement management program assesses pavement conditions on a regular basis and identifies an annual work program for pavement repairs and rehabilitation. Roads included as part of the region's Major Road Network are also maintained by the City with funding contributions from TransLink.

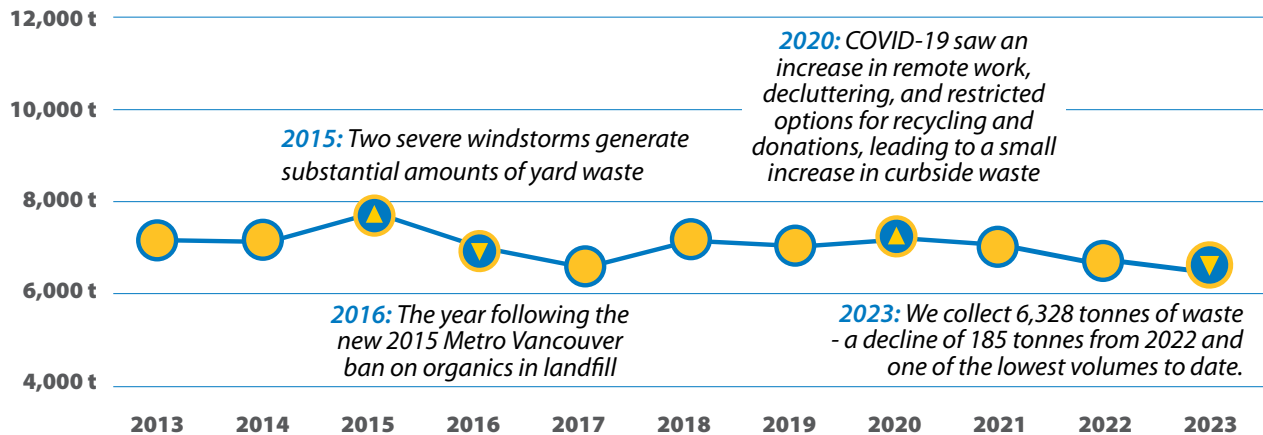
► Road and Bridge Infrastructure Policies

1. Incorporate environmentally friendly or low carbon materials to complete annual maintenance and rehabilitation of road infrastructure.
2. Ensure that roads and bridges are designed to industry best practices and are managed cost effectively.
3. Ensure that roads and bridges are efficiently maintained over their life-cycle to optimize level of service for all users.



Objective 5: Achieve zero waste by 2050.

Achieving zero waste in Port Moody requires the diversion of more organic waste and recyclable materials (including the wide range of extended producer responsibility materials) from landfills. While the City's waste diversion trend has been reducing the amount of material sent to land fill over the past 10 years, waste sent to landfill currently accounts for over 1% of all community emissions (1,400 tonnes CO² equivalent emissions annually). These emissions can be reduced by continuing to divert organic waste from the landfill, including composting kitchen scraps, composting yard trimmings, recycling construction material and recycling printed paper and packaging materials under RecycleBC.



Waste diversion trends from 2013–2023.

► Zero Waste Policies

1. Achieve zero waste in Port Moody by:
 - a. developing a zero waste strategy focused on community and commercial waste;
 - b. encouraging all property sectors to work towards the target of zero waste.
 - c. supporting Metro Vancouver's Zero Waste Initiative;
 - d. expand zero waste strategies for City facilities and City events;
2. Encourage resource conservation and waste reduction in the community through the 5-R's: Reduce, Reuse, Recycle, Rethink and Repurpose.
3. Phase in recycling facilities and waste reduction initiatives in all major parks and sports facilities.



Objective 6: Manage the City's assets.

The City's Asset Management Strategy includes maintenance management, financial asset reporting, infrastructure lifecycle management, fleet maintenance and facility management. Asset-specific management plans are being developed for core infrastructure (e.g., water, sewer and stormwater drainage systems and transportation networks) to provide a 10-year outlook of anticipated lifecycle costs, recommend renewal and replacement projects to maintain current service levels, identify risks or potential changes to service, and project future demand. In 2023, climate audits for civic facilities were completed which identified retrofits necessary to achieve net zero emissions by 2040. A Natural Asset Management Strategy is also underway to inventory, value and identify the role of the City's natural assets in municipal service delivery and include these as part of decision-making.

► Asset Management Policies

1. Continue to incorporate climate risks into asset management planning.
2. Effectively manage community infrastructure through the City's Asset Management System in keeping with industry best practices and provincial requirements.
3. Identify necessary improvements to water, sewer, drainage, and transportation infrastructure, as well as parks and recreation facilities required as part of future development and regularly update the City's Development Cost Charges to fund these improvements.
4. Explore opportunities for incorporating green infrastructure alternatives where feasible.
5. Continue to improve the City's asset data collection programs to inform the accuracy of asset renewal forecasting.
6. Recognizing the services provided by natural resources and ecosystems by integrating natural assets into asset management processes, practices, and systems, as appropriate.
7. Consider carbon sequestration as a component of natural asset management.



Objective 7: Collaborate with Metro Vancouver, neighbouring municipalities and government agencies to manage shared watersheds, conserve water and reduce waste

Watersheds in Port Moody cross jurisdictional boundaries requiring an integrated shared management approach with the cities of Burnaby and Coquitlam, the villages of Anmore, and Belcarra as well as Metro Vancouver. This shared approach is integral to the protection and effective function of these interconnected systems. Likewise water conservation and waste reduction are regional issues which necessitate collaboration among many partners to make effective progress.

► Collaboration Policies

1. Continue to collaborate with Metro Vancouver and other Tri-City municipalities to support regional water conservation efforts.
2. Collaborate with neighbouring municipalities, Metro Vancouver and senior government agencies to develop integrated watershed management approaches for shared watersheds.
3. Collaborate with Metro Vancouver to:
 - a. implement the Integrated Liquid Waste and Resource Management Plan;
 - b. implement the Integrated Solid Waste and Resource Management Plan; and
 - c. advocate for initiatives and policies to reduce waste, increase capture of methane at landfills, and increase reporting and awareness of waste generation.
4. Continue to provide and work with partner organizations on public education campaigns to emphasize the importance of waste reduction programs and information and waste reduction tools.

Neighbourhood Plan Areas



This chapter addresses the approximate location, amount, type, or density for various kinds of development and facilities as required under Section 473 of 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.

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 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.

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 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.



Map 1. Woodland Park



Map 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 Map 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.



Map 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. Map 4 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 commensurate with the approval of individual development permits for each phase.



Map 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.

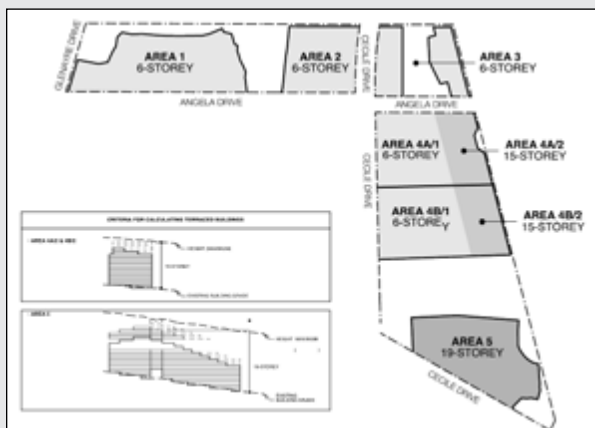
► Woodland Park Policies (continued)

- 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

- 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

- 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.
- 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.
- 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 1 and described below are identified as having greater development potential, and are expected to redevelop gradually.

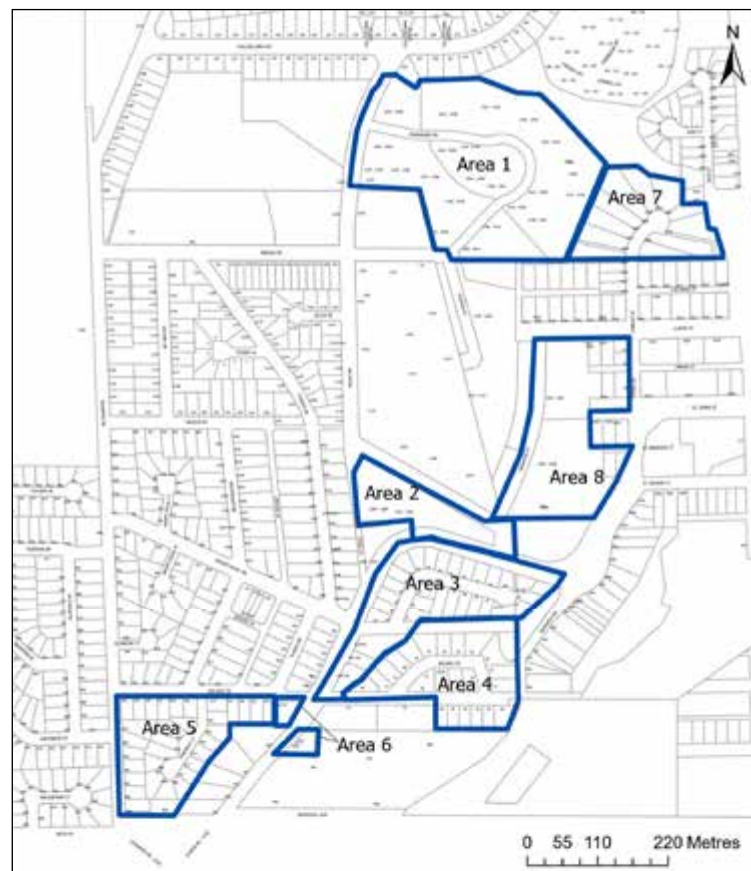


Figure. 1 Seaview Neighbourhood Areas
Policy directions in this section apply to the area outlined in the map above

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.

1. Prepare a comprehensive redevelopment plan for this area that encompasses a future consolidation of all the parcels along Evergreen Drive and incorporates the following:
 - a. Enhancement and protection of the Melrose Creek riparian area;
 - b. Identify opportunities for a public outdoor amenity area adjacent to the hub area of the Woodland Park development to expand the community's recreational needs; the park should consider a design and programming to accommodate all age groups;
 - c. Compliance with the City's housing related policies;
 - d. Provision of locally serving commercial opportunities;
 - e. Illustration of appropriate massing of built form that is sympathetic to the adjacent context;
 - f. Protection of existing mature trees; and
 - g. Identification of 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.

1. Potential for redevelopment to a maximum height of 6 storeys, if the following policies are incorporated:
 - 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 3 storeys in height.

1. Potential to redevelop to a maximum height of 6 storeys, if the following policies are incorporated:
 - a. Prepare a comprehensive redevelopment plan for this area that consolidates the existing properties and identifies the developable area;
 - b. Provision of a new local street connection from Mount Royal Drive to Seaview Drive that addresses environmental and engineering considerations;
 - c. Identification of an appropriately sized park to support the community's recreational and parkland needs. The park shall be designed and programmed to accommodate all age groups;
 - d. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area; and
 - e. 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.

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 only policy (2b), mentioned below, is applicable.
2. All the remaining properties (excluding 20-40 Seaview Drive) within Area 4 have a potential to redevelop to a maximum height of 6 storeys, if the following policies are incorporated:
 - a. Prepare a comprehensive redevelopment plan for this area that consolidates the existing single detached lots and identifies the developable area;
 - b. 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;
 - c. Extension of the multimodal network along Seaview Drive and Seaforth Way including access south to the City of Coquitlam and west to Glenayre Drive.
 - d. Identification of an appropriately sized publicly accessible green space/amenity area;
 - e. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area; and
 - f. Compliance with the City's housing related policies.

Seaview Area 5

This area is currently comprised of single detached 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.

1. Potential to redevelop to a maximum height of 6 storeys, if the following are incorporated:
 - a. Prepare a comprehensive redevelopment plan for this area that includes consolidation of existing single detached lots;
 - b. Future realignment of Seaview Drive that addresses engineering considerations and access to Clarke Road, prior to redevelopment;
 - c. 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;
 - d. Identify a central, public outdoor amenity area to meet the community's recreational and well-being needs; and
 - e. Compliance with City housing related policies.

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 3 storeys in height.

1. Potential to redevelop up to a maximum height of 6 storeys, if the following are incorporated:
 - a. Provision of 2 storeys of commercial/office uses at the ground and second floors;
 - b. Inclusion of residential uses on upper floors;
 - c. Compliance with the City's housing related policies;
 - d. 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
 - e. 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).

1. Redevelopment of the Multi-Residential designated properties within the Charles Street cul-de-sac requires the preparation of a comprehensive plan that includes the consolidation of all identified lots and the existing roadway.
2. The plan should address 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 enhancing 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 subject to:

1. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area;
2. Provision of 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;
4. Creation of multimodal transportation network improvements; and
5. Compliance with City housing related policies.

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 overtime, 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. Reduce the number of driveways and volume of traffic with direct access to loco Road.
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 overtime, 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, a comprehensive land use plan and full environmental assessment must be undertaken that addresses 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 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. Consider redevelopment of the property at 221 Loco Rd (Heritage Shoppers Mall) in keeping with its designation as Mixed Use – Inlet Centre.
 - i. Mixed uses shall have a retail component, including a grocery store.
 - ii. Integration with, and connection to, adjacent development should be prioritized, and include a strong emphasis on creating an overall pedestrian focused, village like atmosphere and experience.
4. 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.

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 see significant redevelopment, enabled through the provincial minimum densities and building heights framework.



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



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;
- 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 Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required 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 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. Redevelopment is subject to a plan that addresses:
 - 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;
 - v. Enhanced pedestrian and cycling connections to Inlet Centre Station and City of Coquitlam border.
 - vi. Redevelopment will require that Transportation Demand Management strategies are employed.

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

4. The properties at 3200 – 3224 St. Johns Street are designated as Mixed Use - Inlet Centre up to 12 storeys subject to the following objectives:
 - 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;
 - vi. Extension of Golden Spike Lane to connect with Golden Spike Way.
 - vii. Redevelopment will require that Transportation Demand Management strategies are employed.
5. The properties at 3215-3237 St. Johns Street is designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a midrise building forms.
6. Upper floors will be setback along St. Johns Street, loco Road and Barnet Highway in keeping with established urban design principles.
7. 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

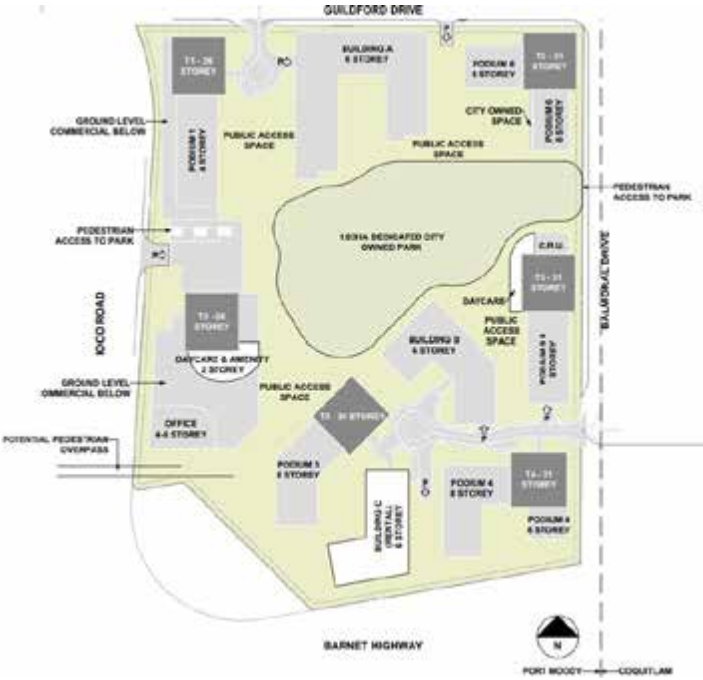
Coronation Park is envisioned as a transit-oriented, mixed-use neighbourhood that is made up of a variety housing forms, and includes a significant commercial component to serve residents and create employment. Strong emphasis is placed on pedestrian circulation within the neighbourhood as well as connections 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.



Map 7. Redevelopment areas in the Coronation Park neighbourhood.



Map 8. 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 will require that Transportation Demand Management strategies are employed.
6. All long-term off-street parking shall be underground, street parking shall support commercial and short term uses.
7. 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 may be required to support up-fronting/oversizing of infrastructure.
10. A public art plan shall be required as part of all rezoning applications within the neighbourhood.

► 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. A park of sufficient size to meet the recreation and social needs of the immediate neighbourhood shall be provided as part of the redevelopment of this area.

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

Area C is designated as multi-residential. Redevelopment is subject to the policies noted below.

1. Prepare a detailed master plan that includes all lots in Area C with a phasing strategy that seamlessly integrates with redevelopment in areas A and B and on adjacent sites in Coquitlam to the south of Guildford Drive.
2. Incorporate 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. Identify an appropriately sized park and amenities within Area C to meet the community's recreational needs. The public park shall be designed and programmed to accommodate all age groups, from children to seniors with barrier-free, fully accessible circulation.
4. Provide 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. Provide market and non-market purpose built rental housing options.
6. Provide spaces for child care and seniors-oriented uses.
7. Ensure that buildings are addressing 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. Redevelopment will require that Transportation Demand Management strategies are employed.
10. To reduce the urban heat island effect, 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 directives.

► 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.

► 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. For the Multi-Residential designated properties at 2202-2226 Clarke Street, building heights up to a maximum of 6 storeys will be considered where multi-residential redevelopment includes the conservation and integration of heritage buildings.
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.

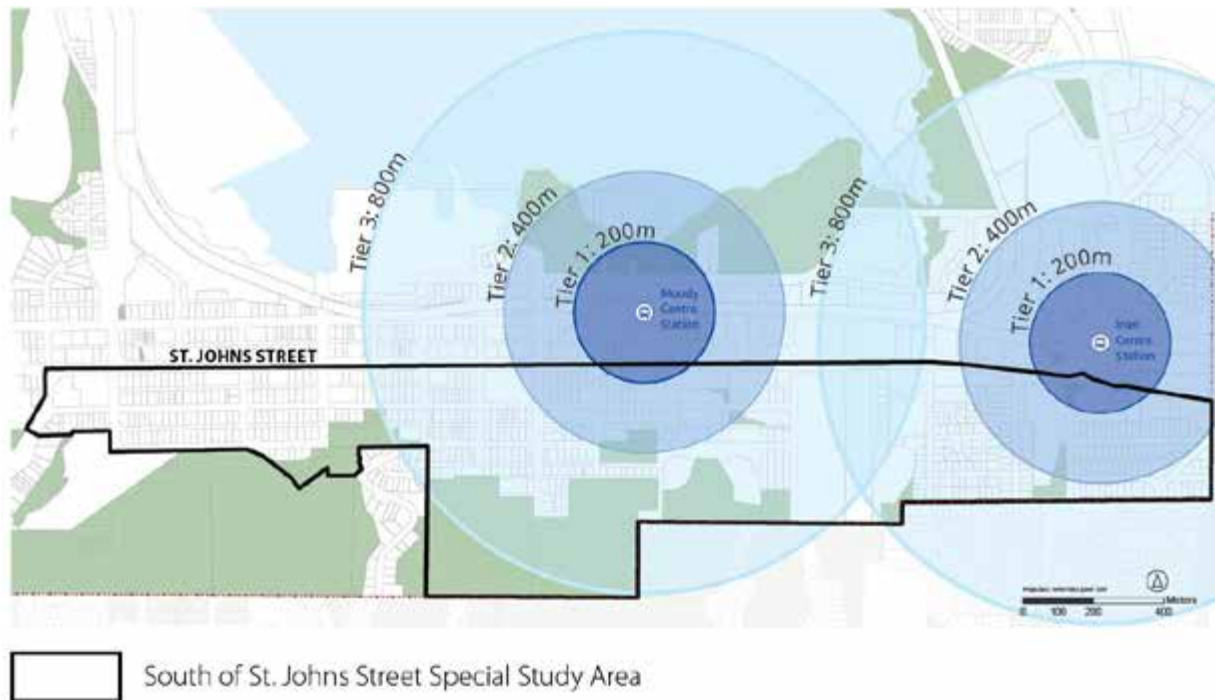
► Moody Centre General Policies – Connections

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. Require 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 Special Study Area as defined on Map 1: Overall Land Use Plan. 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 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 are applicable for future development being contemplated the special study area.



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

To support the growth and development of this 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 Transit-Oriented Areas, Transportation Demand Management (TDM) strategies will be required to reduce impacts to the transportation system and help support the City’s climate action goals.



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.

► Moody TOA Core Policies - 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. Development 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 TOA – Core.

► Moody TOA Core Policies - Parks and Open Space

1. Provision of a comprehensive parks and open space plan and accompanying design guidelines. This includes 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 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.
4. 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.
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 Urban Forest Management Strategy to reduce urban heat island impacts and improve tree equity scores. Tree planting to increase canopy cover in Moody Centre 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.
8. Density transfers will be supported in exchange for creating parks, open space and creek daylighting.

► Moody TOA Core Policies – Mobility

1. Redevelopment shall 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 include:
 - 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. Enhance 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. Create 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 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 TOA Core Policies - Built Form and Height

1. Building heights up to 26 storeys are permitted. Additional height and density for each development parcel may be considered on a case-by-case basis. The appropriate density and height for each development parcel will be determined based on factors such as the mix and type of uses proposed, the size, configuration and location of the parcel, the public amenities being offered and the quality of the urban design.
 - 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 mechanisms required to create parks, a daylight creek and/or other open space.
2. High-rise towers should be slender and must include a three to six-storey podium. The minimum recommended tower separation is 30.5 m. (100ft.) in a diagonal direction or 45 m. (148 ft.) in an orthogonal direction. Reduced tower separation, both diagonally and orthogonally, may be considered in order to maintain view corridors or to create green/open space, but in no case shall towers be any closer than 28 m. (93 ft.).
3. All new buildings shall be of high-quality urban design, sited to maximize sunlight and public views, be set back from surrounding lower-scale areas, and transition to surrounding neighbourhoods. 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. Towers will not be considered on sites smaller than 2,415 sq. m. (26,000 sq. ft.).
5. The maximum permitted gross enclosed tower floorplate areas, per level, is 790 sq. m. (8,500 sq. ft.), excluding balcony projections. Larger maximum floorplate areas may be considered on the lower one third of total tower heights, contingent on acceptable architectural expression.
6. The public realm shall include:
 - i. Public space for residents and visitors (plazas, open space, civic use);
 - ii. A plaza around the station entrance, connecting to the greenway;
 - iii. Internal plazas within the blocks nearest the station;
 - iv. Opportunities for public art;
 - v. Active green spaces and play spaces for residents and visitors; and
 - vi. A realized Spring Street Promenade
7. Encourage upper floors to be set back from St. Johns Street.
8. Provide at-grade shops and services creating active edges.
9. Provide weather protection and pedestrian scaled amenities to facilitate walking.

► Moody TOA Core Policies - Climate Change

1. Incorporate low carbon energy systems and sustainable building practices, including rooftop gardens and green roofs.
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. Incorporate measures to improve extreme weather resiliency through climate resilient building design.
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 need 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 TOA Core Policies - Urban Design

1. Incorporate a unique architectural identity in the built form and ground plane through high quality urban design.
2. Protect identified view corridors between designated features and established public vantage points and provide physical breaks within development projects to create public gathering spaces and mid-block connections.
3. Achieve a varied, distinct and understandable skyline.
4. Incorporate landscaping to create a softer, green edge to the built environment.
5. Incorporate landmark features as part of larger scale developments.
6. Integrate public art into public spaces.

► Moody TOA Core Policies - Development Applications

1. 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.
2. All development applications must 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 Center - Site Specific Policies

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

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 the area is subject to consolidation of these properties and an appropriate enhancement and protection of riparian areas.

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 is subject to the preparation of a development plan for the entire area that:
 - i. Incorporates ample parks and open spaces, trails, green infrastructure as appropriate to provide for recreational needs of the neighbourhood; and
 - ii. Provides an appropriate massing of built form that is sympathetic to the adjacent neighbourhood context.
 - iii. Re-envision mobility and connectivity in the area and the wider neighbourhood.

122 - 140 James Road

1. The subject properties are designated as Multi-Residential. Redevelopment is subject to incorporation of the following:
 - i. Road connection from Moray Place to James Road;
 - ii. Consolidation of the four properties; and
 - iii. Incorporation of outdoor and indoor amenity areas.

3002 - 3048 Henry Street

1. The subject properties are designated as Multi-Residential. Redevelopment is subject to compliance with the City's Tenant Relocation Policy and Rental Replacement Policy.

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 Redevelopment is subject to:
 - i. Consolidation of the properties into minimum parcel sizes of 2,415 m² (26,000 sq.ft);
 - ii. Compliance with the City's Tenant Relocation Policy and Rental Replacement Policy;
 - 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 policies are applicable for this area:

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

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. Building forms up to 6 storeys may be considered if the following elements are addressed:

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. Building forms up to 6 storeys may be considered if the following elements are addressed:
 - 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 3 storeys. Building forms up to 6 storeys may be considered if the following elements are addressed:
 - 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.

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.



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

► Westport Village Policies

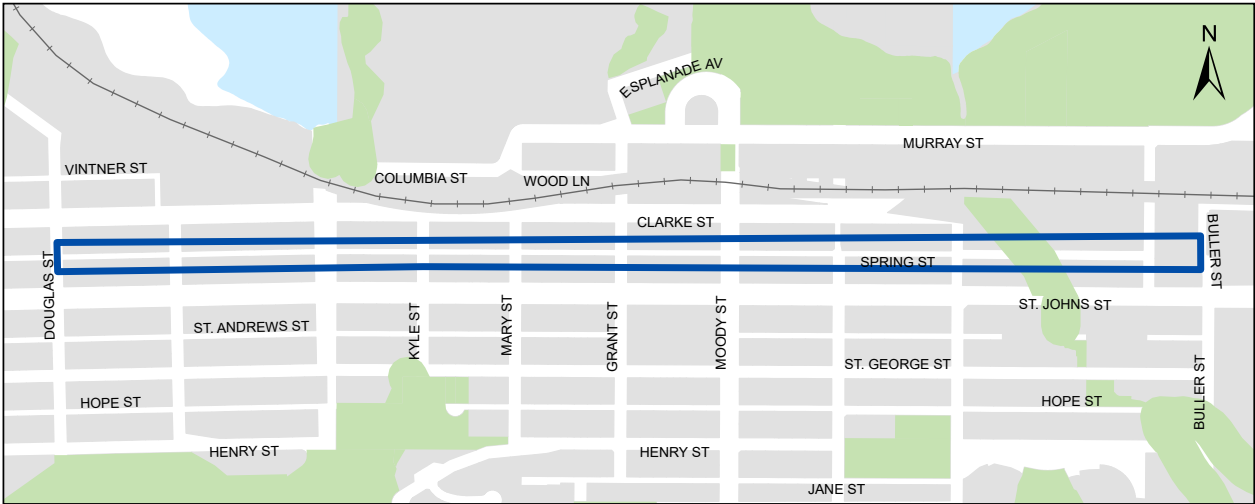
1. The maximum permitted density of development on the site for all uses combined is 67,500m² of floor area.
2. The development must provide a mix of housing that includes rental, seniors, and assisted living components.
3. Employment generating uses and services on the site shall, at a minimum, include 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 must 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.



Policy directions in this section apply to the area outlined in the map 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 with the potential for additional height 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 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 must 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.



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.



Policy directions in this section apply to the area outlined in the map 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 3-4 storeys will be considered. In cases where redevelopment includes the conservation or integration of heritage buildings as well as other policies outlined in this document, up to 6 storeys may be considered
3. For Multi-Residential designated properties on the north side of the 2200 block of Clarke St., building heights up to a maximum of 6 storeys will be considered, with the exception of 2224 Clarke Street which will be limited to a maximum of 3 storeys.
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 and a future potential Queens Street area SkyTrain station.

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 of 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. 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.



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

► Murray Street Boulevard Policies

1. For the Urban Industrial designated areas 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, 3001-3005, 3009-3011 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. Require 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.



Policy directions in this section apply to the area outlined in the map 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, congregate 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 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.
6. 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.



Note: 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. New public community park that 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 (approx. 30%) 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. Setting site-specific stormwater runoff management targets 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 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. Complete a transportation study, including an impact assessment, route alternative evaluation, and a transportation demand management plan 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 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), 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.
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.
3. Incorporate nesting platforms for birds, such as osprey and purple martins.
4. Complete a climate change risk assessment and adaptation strategy 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. Completion of an energy plan shall be required 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 strategies, including floodplain zoning, levees, and stormwater management, to reduce the risk of flooding during heavy rainfall consistent with 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. Complete a geotechnical study 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 30-metre stream buffer.
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 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.
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. The maximum permitted size of a grocery store on the site is 1,400m² of gross floor area.
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 7.
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 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. Preserve 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. Include physical breaks within developments to create public gathering spaces and mid-block connections.

Development Permit Area Guidelines

General Authority for Development Permit Areas

Under section 488 of the *Local Government Act*, an Official Community Plan (OCP) may designate development permits areas for or one or more of the following purposes:

- protection of the natural environment, its ecosystems and biological diversity;
- protection of development from hazardous conditions;
- protection of farming;
- revitalization of an area in which a commercial use is permitted;
- establishment of objectives for the form and character of intensive residential development;
- establishment of objectives for the form and character of commercial, industrial or multi-residential development;
- in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- establishment of objectives to promote energy conservation;
- establishment of objectives to promote water conservation;
- establishment of objectives to promote the reduction of greenhouse gas emissions;
- mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment, as those terms are defined under section 63.1 of the *Community Charter* [definitions in relation to tenant protection]

Designations and Locations

The following areas of the City are hereby designated as development permit areas:

1. as identified on the attached Map 12:

- **Development Permit Area 1:** Neighbourhood Residential (DPA 1);
- **Development Permit Area 2:** Moody Centre (DPA 2);
- **Development Permit Area 3:** Inlet Centre (DPA 3);

2. as identified on the attached Map 13:

- **Development Permit Area 4:** Environmentally Sensitive Areas (DPA4);

3. as identified on the attached Map 14 and Map 15:

- **Development Permit Area 5:** Hazardous Lands and Steep Slopes (DPA 5);

4. as identified on the attached Map 15:

- **Development Permit Area 6:** Small-Scale, Multi-Unit Housing (DPA 6)

This Chapter describes the special conditions or objectives that justify the development permit area designations. The guidelines set out in Appendix 2 of this Official Community Plan specify the manner by which the special conditions or objectives will be addressed.

► Policy

1. The City shall review its Development Permit Area designations, objectives and guidelines, as appropriate, in order to ensure their compatibility with community objectives.

Development Permit Area 1: Neighbourhood Residential

Purpose of Designation Category: Pursuant to subsection 488 (1)(f) of the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-residential development.

Justification: Much of the developable land in the City is devoted to residential neighbourhoods comprised of a range of single and multi-residential housing, as well as, small-scale commercial uses, and community facilities such as schools, places of worship, and public recreation facilities. Although these neighbourhoods differ in age, character, and rate of development, there are a number of common objectives for all neighbourhoods:

- to ensure that developments are compatible in scale, form and character with the existing community and consistent with the desired future development plans for the particular neighbourhood;
- to encourage developments that serve to preserve and enhance the special natural, historical or aesthetic features which help define the identity of the area;
- to provide ease of access for all Port Moody's residents, regardless of physical capabilities;
- to ensure that, where necessary, the design of development which creates a suitable transition between adjacent differing land uses or residential densities; and
- to ensure that multi-residential development is designed so as to provide the features and amenities suitable for the needs of residents expected to reside in these developments.

These objectives provide the basis for a set of design guidelines to be applied to all multi-residential, commercial, and community/public uses within DPA 1.

As shown on Map 12, DPA 1 includes all the existing and planned residential neighbourhoods in the City, except for several residential areas within Moody Centre (which fall within DPA 2), Inlet Centre (DPA 3) and those areas under the jurisdiction of the City's North Shore Development Authorization (NSDA).

It is intended that the areas lying within DPA 1 remain or are developed predominantly for residential use. In addition to residential development, complementary land uses traditionally found in local residential neighbourhoods will be supported in these areas.

Development Permit Area 2: Moody Centre

Purpose of Designation Category: Pursuant to subsection 488 (1)(f) of the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of commercial, industrial, intensive residential, or multi-residential development.

Justification: Moody Centre is the historic core of the City, with much of its early development related to the completion of the first transcontinental railroad in 1885. The City wishes to reflect this history in the future development of much of Moody Centre in order to preserve and enhance the neighbourhood's heritage character and to provide for continuity between the community's past and future. The Heritage Conservation Area of this DPA includes the core heritage area west of Kyle Street consisting of multi-residential, historic commercial, and adaptive commercial uses. The Heritage Character Area encompasses a larger area between Albert Street and Williams Street and consists largely of single residential homes with some commercial uses. Both of these areas are illustrated on Map 3.

Also of importance, the City sees this area as one where significant economic growth is possible. In order to encourage this growth, the area needs the ability to attract new residents and businesses by striking a balance between preservation of its heritage character and natural environment, and the facilitation of new development that meets future demand for housing and commercial services.

Much of the commercial activity in Moody Centre has traditionally been comprised of highway commercial uses. The community has expressed a desire to create a more complete community within Moody Centre to serve the daily needs of residents in this area, reduce reliance on vehicle use and enhance its pedestrian environment. Given the diverse character of Moody Centre, the objectives of this Development Permit Area designation are:

- in the Heritage Character Area, to ensure that high quality redevelopment and rehabilitation promote the economic growth of the area as well as respect the integrity of its historical buildings and encourages a pedestrian-oriented environment;
- to retain the character of residential properties when associated with Adaptive Commercial uses;
- to ensure that commercial development contributes to the economic revitalization of the area and the creation of a more complete community, as well as, remaining sensitive to the residential component in mixed-use buildings;
- to ensure that multi-residential development respects the character of surrounding low density residential uses through its siting, design and exterior finishings;
- to discourage low density single storey commercial development along St. Johns Street to reduce the commercial "strip" image of the street; and
- to create a distinctive, pedestrian-friendly residential, shopping, office and cultural district that serves the needs of local residents but also attracts visitors from the region.

Development Permit Area 3: Inlet Centre

Purpose of Designation Category: Pursuant to subsection 488 (1)(f) of the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of commercial, industrial or multi-residential development.

Justification: This area of the City is a major focus of commercial, institutional, and higher density residential development. Due to its location near the head of Burrard Inlet at the City's eastern boundary, the area provides a critical linkage between the more established south shore and the newer north shore neighbourhoods. Major public services exist in this developing area including Eagle Ridge Hospital, the Social/Recreation Centre, a fire hall, City Hall/Community Theatre and Library complex, and other community amenities in Inlet Centre.

DPA 3 has experienced considerable growth and development in recent years, with the completion of Newport Village, Klahanie and Suter Brook areas, and the expansion of the Social/Recreation Centre. The area will continue to see development. The overall objective for DPA 3 is to create an environment of mixed land uses of high-quality design, which will contribute to the creation of a cohesive, identifiable, accessible town centre with a strong pedestrian orientation.

Because of the size and complexity of some of the developments anticipated within DPA 3, these developments must be consistent with both the general design criteria contained herein, and site specific design guidelines established by the developer at the time of rezoning.

Development Permit Area 4: Environmentally Sensitive Areas

Purpose of Designation Category: Pursuant to subsection 488 (1)(a) of the *Local Government Act*, the purpose of this designation is to protect the natural environment, its ecosystems and biological diversity.

Justification: An Environmentally Sensitive Area (ESA) Management Strategy study completed in 2003 identifies areas of high and medium sensitivity and recommends that these be designated as Development Permit Areas. Areas noted as Special Features or within the 30 metre stream buffer are considered to be of high sensitivity and are also designated as Development Permit Areas. These areas were identified for one or more of the following reasons:

- they provide critical habitat for protected species;
- they contain watercourses, wetlands, forested riparian areas, and intertidal zone that are recognized for their critical importance for fish and wildlife;
- they are important wildlife corridors;
- they are undeveloped or less intensely developed portions of watersheds with low overall levels of urban development and that drain into fish bearing watercourses;
- they are areas where species at risk (as identified by the provincial Wildlife Act, the federal Species At Risk Act and the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) exist; and
- they are areas or sites with high species richness or an unusual species assemblage. The objectives of this designation are to protect public safety and environmentally sensitive areas, as well as, to provide natural amenity areas to the residents of the community. The areas being protected are also expected to promote the economic development of the City as they help create a unique environment.

Development Permit Area 5: Protection of Development from Hazardous Conditions

Purpose of Designation Category: Pursuant to subsection 488 (1)(b) of the *Local Government Act*, the purpose of this designation is to protect development from hazardous conditions.

Justification: The section on “Hazardous Lands” in Chapter 5 of the Official Community Plan discusses certain areas of the City where development is subject to above-average risk from natural hazards including:

- susceptibility to soil liquefaction in the event of an earthquake;
- land slippage due to soil erosion on steepland sediments and sloping sites; and
- areas subject to flooding and debris flow during abnormal storm events.

Maps 14 and 15 identify these areas, and Development Permit Area 5 boundaries encompass these lands. Because these natural hazards pose some potential risk of personal injury and property damage, special consideration needs to be given to applications for development on such sites. This is done through a requirement for submission of a geotechnical report, certified by a qualified professional, being a professional engineer or a professional geoscientist with experience or training in geotechnical study and geohazard assessments stating that the subject land may be used safely for the use intended. The geotechnical report will analyze risks specific to the site, including any anticipated adverse effects on the area’s surface water, groundwater, slope stability, erosion or other geotechnical issues affecting development safety and may address the means by which these can be minimized. As part of the geotechnical investigation, pre- and post-development/construction measurements and monitoring shall be undertaken to determine any ground subsidence or lateral movement that may occur.

As part of such applications, the City may also require:

- the owner of the land covenant with the City to use the land only in the manner certified by the qualified professional as enabling the safe use of the land for the use intended;
- that the covenant contain conditions respecting reimbursement by the owner for any expenses that may be incurred by the municipality as a result of a breach of a covenant under paragraph (a); and
- the covenant be registered under section 219 of the Land Title Act.

A development permit must be approved by Council prior to any development proceeding to verify site suitability and identify any necessary safeguards. Responsibility for the safety of any development and liability arising from that development continues to rest exclusively with the property owner and not the City.

Development Permit Area 5 constitutes an “overlay” dealing with protection of development from hazardous conditions, to parts of Development Permit Areas 1, 2 and 3, which deal with the form and character of commercial, industrial or multi-residential development. As noted in the Development Permit Area 5 guidelines, within that Development Permit Area, only applications requiring a development permit by virtue of their status within Development Permit Areas 1, 2 and 3 are required to apply for such a permit. However, for certain classes of application not requiring a development permit, a geotechnical report may nevertheless be required (see DPA 5 guidelines in Appendix 2 for further details).

Development Permit Area 6: Small-Scale, Multi-Unit Housing

Purpose of Designation Category: Pursuant to Section 488(1)(e) of the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of Small-Scale, Multi-Unit Housing (SSMUH) as a form of intensive residential development.

Justification: SSMUH is a significant change to the permitted density, number of dwelling units and form of development in Port Moody's existing single-family and duplex neighbourhoods. As a type of intensive residential development, SSMUH projects require careful application and design to ensure that this in-fill form of housing respects the character of these existing neighbourhoods and adjacent properties while also creating attractive, livable, and functional ground-oriented dwellings for a range of households.

The objectives for the SSMUH Development Permit Area 6 (DPA 6) are:

- increase housing stock and housing unit diversity;
- create more ground-oriented dwelling units for young people, seniors and families;
- respect the scale and form of neighbouring properties;
- ensure that the established neighbourhood character serves as inspiration for new development;
- enhance and animate fronting and adjacent streets and lanes to encourage pedestrian orientation and “eyes on the street”;
- respect prominent trees and landscape features to support neighbourhood character, canopy coverage and screening;
- seek opportunities for both on-site tree retention and replanting;
- provide site and building design guidance for accessibility, privacy between dwellings and security considerations; and
- incorporate sustainable design that is site-sensitive, long-lasting and efficient.

The above objectives provide the basis for a set of design guidelines (refer to Appendix 2) for SSMUH development permit applications within DPA 6. Map 15 identifies the DPA 6 areas where SSMUH entitlements exist in the City.

Development Approval Information

Purpose of Designation Category: The *Local Government Act* authorizes municipalities to designate Development Approval Information Areas (DAIA) within their Official Community Plans to gather or obtain information on the anticipated impact of a proposal in the community. Development Approval Information may be collected for Zoning bylaw amendments, Temporary Use Permits and/or Development Permits Applications.

Pursuant to Section 485(1) (as amended) of the *Local Government Act*, the entirety of the City of Port Moody is identified as a Development Approval Information Area, for the purpose of obtaining information about the anticipated impact of development on the City, including but not limited to, anticipated impacts to infrastructure and utility networks, transportation systems, parks and recreational spaces, community facilities and services, environmentally sensitive areas, ecosystems and habitats, etc.

Objectives: Development Approval Information can be requested by the City to ensure that:

- appropriate studies, reports, and technical information are provided by the applicant, to properly identify and document the potential impacts of proposed development, and to support the effective evaluation of the proposal by the City with relevant and reliable information; and
- proposed developments meets the intent of the Official Community Plan's objectives and policies and complies with other relevant City bylaw, plan or policy.

Implementation

The Official Community Plan (OCP) is a visionary document that establishes how the City of Port Moody will grow and change in the future. Implementation of the OCP happens through Council and its direction of internal City departments, actions from other levels of government, the work of boards and agencies, and the engagement of property owners, developers, community groups and individuals. Progress will be made by working collectively on achieving common plan goals and objectives.

As it is a broad statement of goals, directions, and policies to guide change in the City, Council will also use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures and its support for proposed land use changes and new developments.

Public Awareness and Involvement

Building public awareness and understanding of the goals of the OCP and its policies are integral to achieving support of the Plan and its effective implementation. Ensuring that residents are familiar with the OCP and creating opportunities to be involved in the decision-making process for land use changes or other policy directions, is a priority. In addition to Public Hearings or other legislatively required engagements, the City will endeavor to create touchpoints and opportunities for continuing dialogue with the community. This will help to keep the OCP a vital and significant document, ensuring that it guides Port Moody to build and maintain a city which promotes and protects the quality of life for all people living, working and visiting the community, now and in the future.



Future Studies

Implementation of the vision and goals outlined in the OCP requires significant efforts beyond its adoption by Council. As indicated, the OCP has a guiding relationship to other City plans, bylaws, policies and programs, some of which will need to be updated to reflect the direction of *Port Moody 2050*. It is anticipated that with the introduction of Transit-Oriented Areas and Small-Scale, Multi-Unit Housing, additional work will be needed to ensure policies are updated to best guide development to meet community needs and priorities including the provision of amenities, quality design and preservation of key environmental values.

PORT MOODY 2050



Future Studies

To implement and support *Port Moody 2050* goals, a range of plans and studies will be undertaken, addressing issues which, for reasons of complexity or time, cannot be explored in depth in the OCP.

- City of the Arts Strategy
- Coastal Flood Strategy
- Green Infrastructure Strategy
- Trail Network Plan
- Natural Asset Management Strategy
- Recreation Facilities Study
- Secure Market Rental Policy
- South of St. Johns Street Neighbourhood Plan



Climate Action Plan

Numerous City plans, policies, and strategies are integral to the Climate Action Plan, including *Port Moody 2050*. These plans influenced the development of the Climate Action Plan, and similarly, the Climate Action Plan will influence these and other plans in how they carry out their goals going forward. A climate lens impacts all policy areas in *Port Moody 2050*, and it is an influence that is felt through the Plan.



5-year Financial Plan

As per provincial legislation, Municipalities must annually prepare a five-year financial plan. City Council will use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures and its support for proposed land developments.



Waste Management Plans

With the changes proposed to land use designations in *Port Moody 2050*, an update may be required for City waste management plans.



Existing Master Plan and Strategy Updates

The City of Port Moody has numerous active plans and strategies in place to support the visions outlined in the 2014 OCP. Some updates may be required to capture the intent and vision of *Port Moody 2050*. This includes:

- Amenity Cost Contribution and Development Cost Charges Update
- Density Bonus Bylaw Update
- Heritage Strategic Plan Update
- Inclusionary Zoning – Affordable Housing Units Bylaw
- Subdivision and Development Servicing Bylaw Update



Plan Amendments

The City's OCP will be reviewed and updated every five years to comply with Provincial regulation. At this time, the City may explore a more fulsome update beyond the areas mandated for review, depending on the needs of the community. However, as a 'living plan' it is also expected that given its 20+ year horizon, periodic OCP updates may occur to proactively address or respond to changes in the community, impacts of climate change, or to local, regional and global trends or requirements, thereby keeping the Plan alive and relevant.

Both minor and major plan amendments are subject to a formal Council review and approvals process which includes public consultation, required notifications, and a Public Hearing. Additional application processes or opportunities for consultation may be required based on the scale of the proposed amendment. Consideration of any future amendments to the OCP should be justified based on its achievement of:

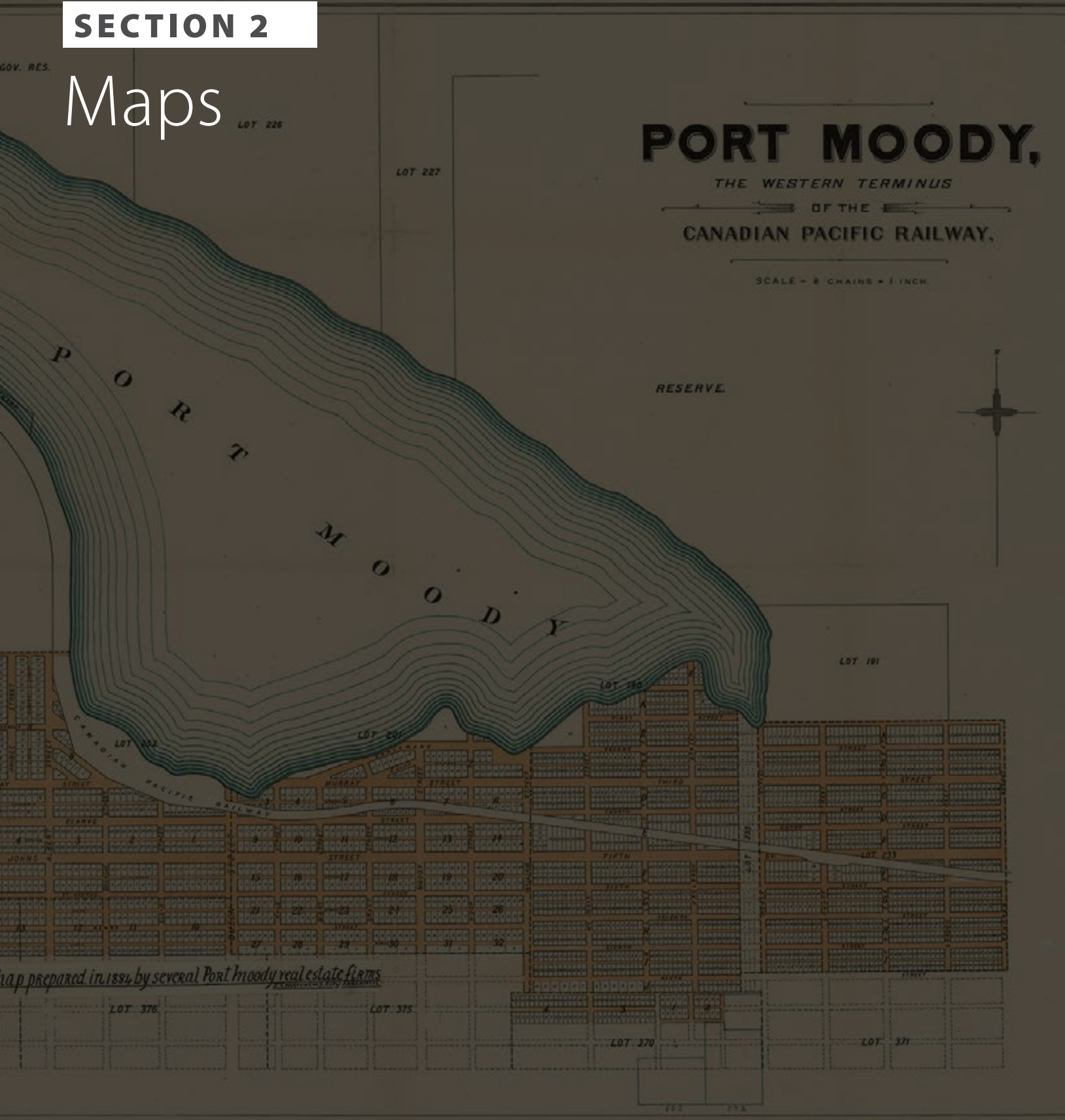
- Need and effect for the proposed change;
- Effect of the proposed change on City services, and relevant impacts on the City's 5-year financial plan;
- Implications, if any, that the amendment may have for other parts of the OCP;
- Impacts of the proposed change on the ability of the City to achieve the goals, objectives, and policies expressed in the OCP;
- New corporate directions that could result from Council's Strategic Plan;
- Need for regular housekeeping amendments to ensure the Plan is relevant and consistent with the current provincial regulatory framework.

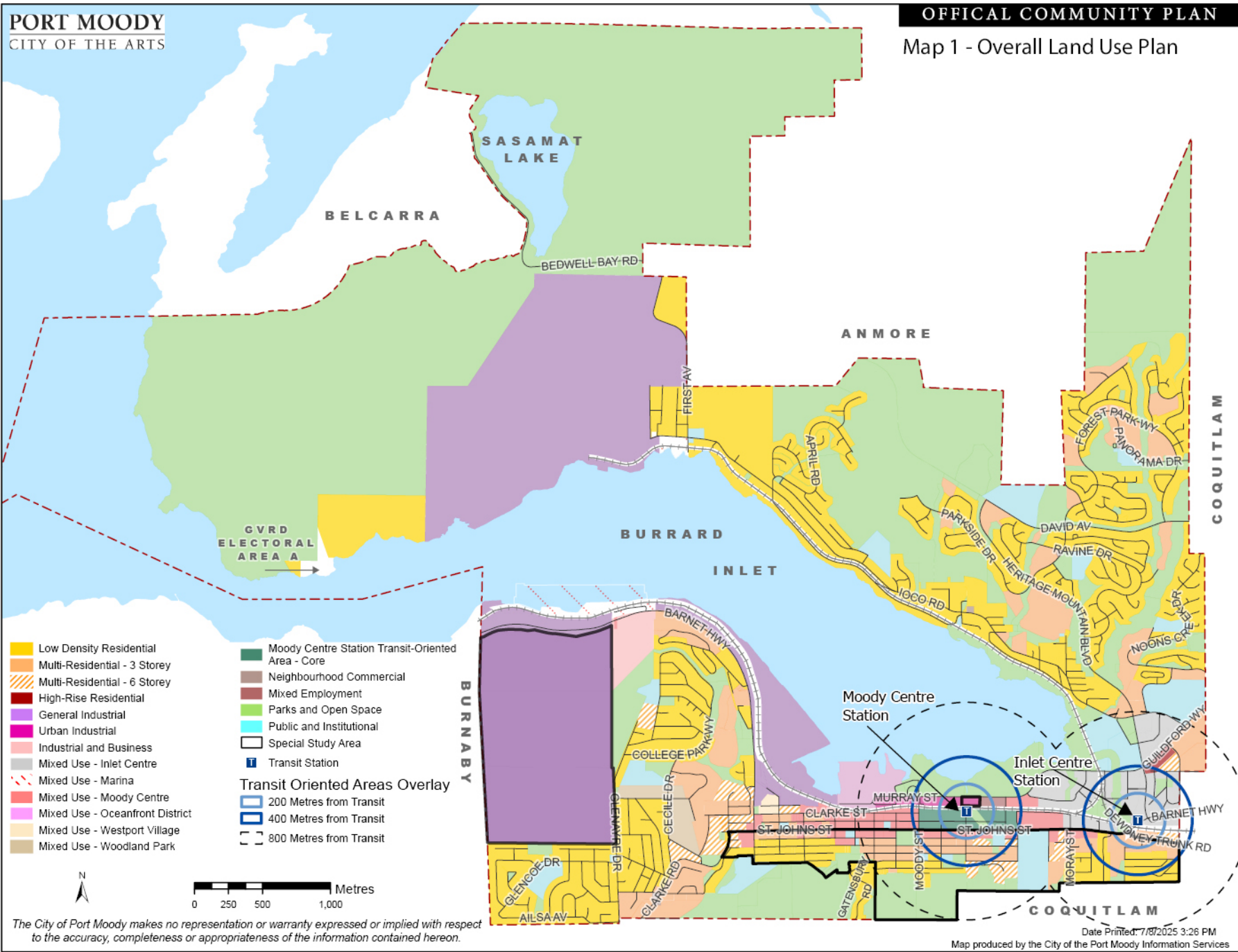
► Implementation Policies

1. Consider establishing a monitoring process to track progress on the goals and policies outlined in this OCP.
2. Continue to provide opportunities to enhance public awareness and understanding of this OCP.
3. Continue to provide residents with information on changes proposed for their neighbourhoods and ensure processes are in place for residents to provide input into the proposed changes.
4. Review policies and bylaws with a decolonization lens and include provisions to indigenize them as identified in collaboration with Indigenous Nations.
5. Continue to engage in meaningful engagement with residents, organizations, businesses, agencies, and Indigenous communities during specific policy planning exercises, as well as conducting engagement for special study areas and neighborhood plans where identified.
6. Consider the development and maintenance of a range of studies and plans, as generally directed by the OCP, to provide focused policy for various aspects of community development.

SECTION 2

Maps

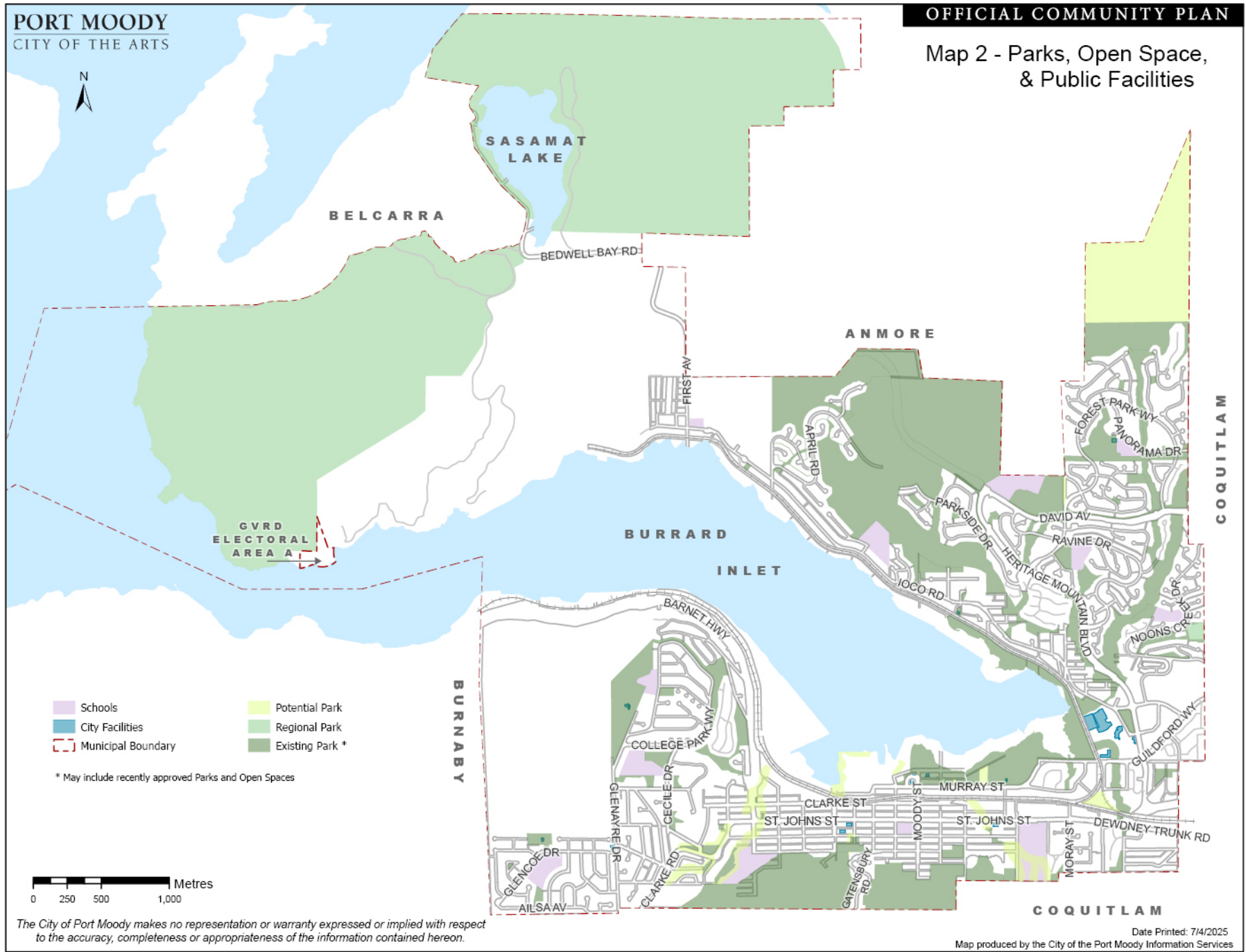




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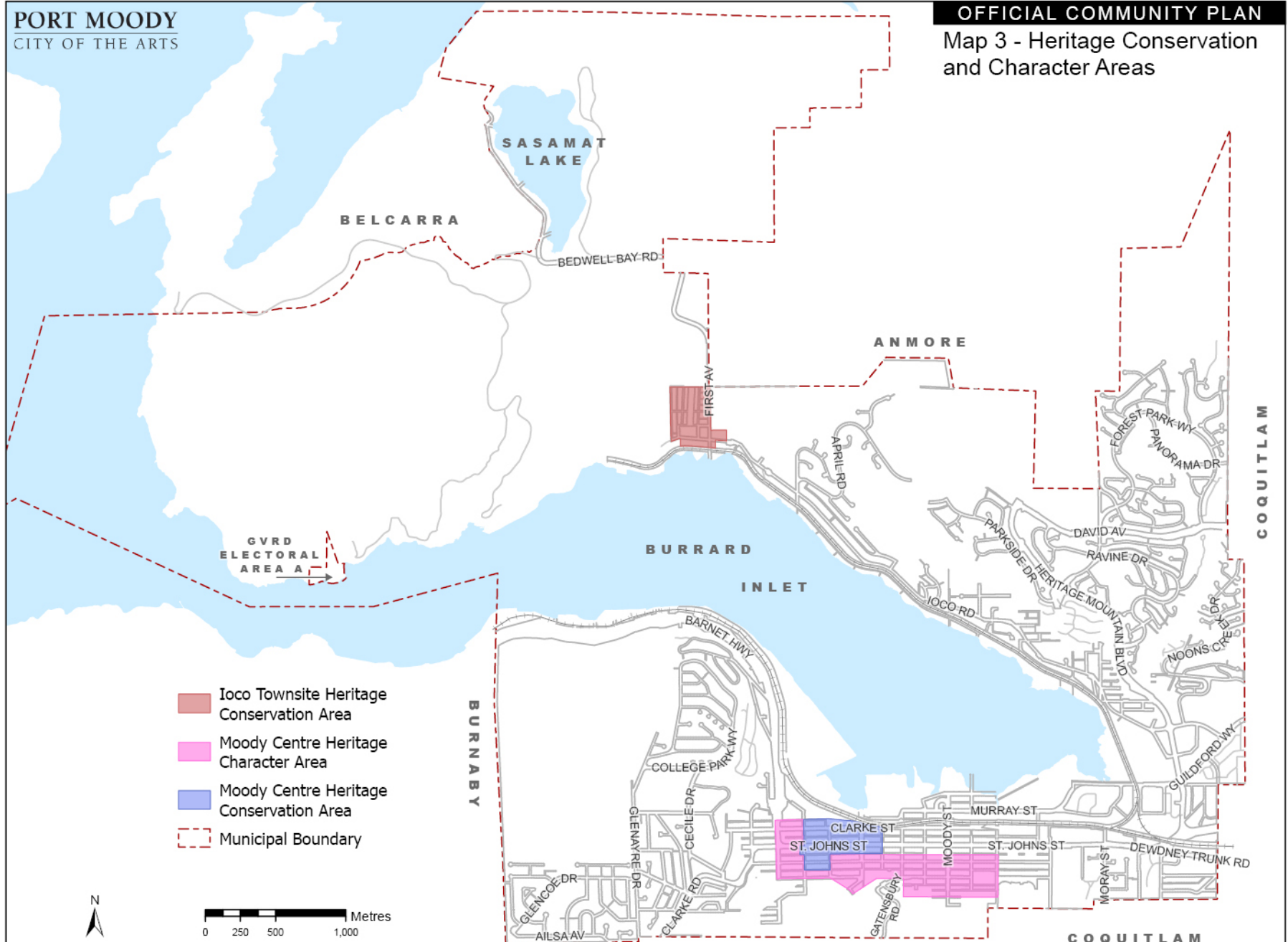
Map 2 - Parks, Open Space, & Public Facilities



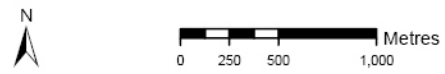
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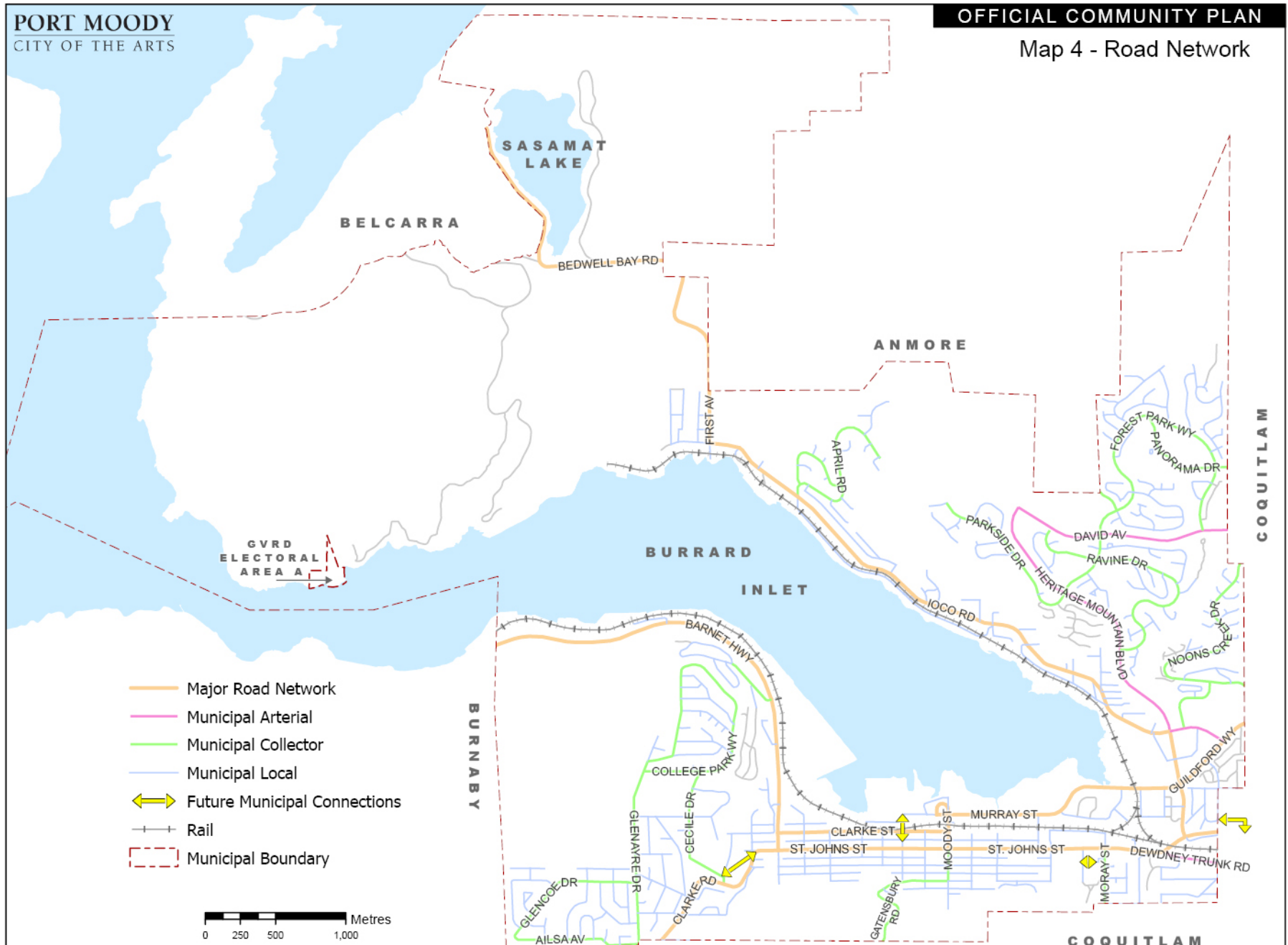


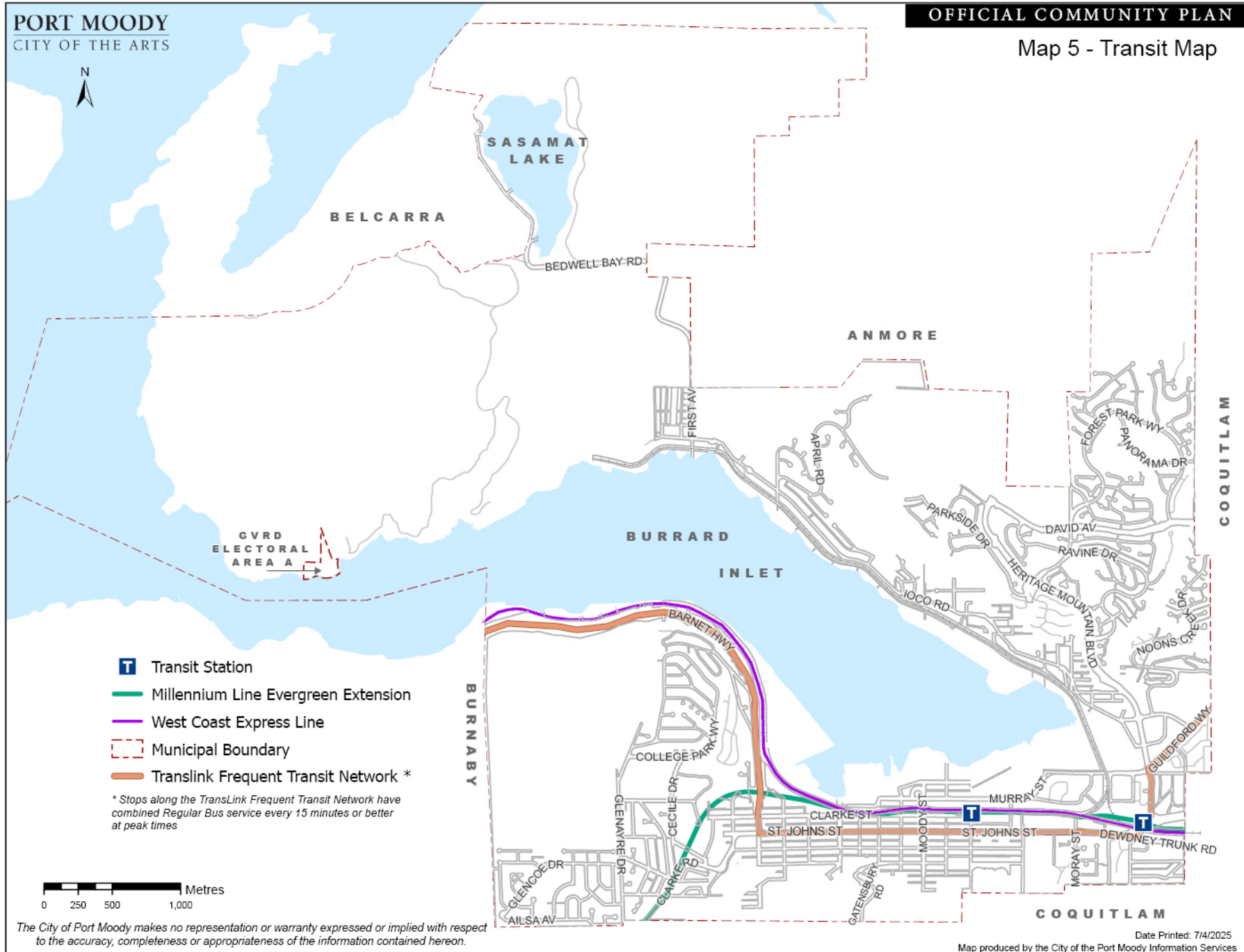
- Ioco Townsite Heritage Conservation Area
- Moody Centre Heritage Character Area
- Moody Centre Heritage Conservation Area
- Municipal Boundary

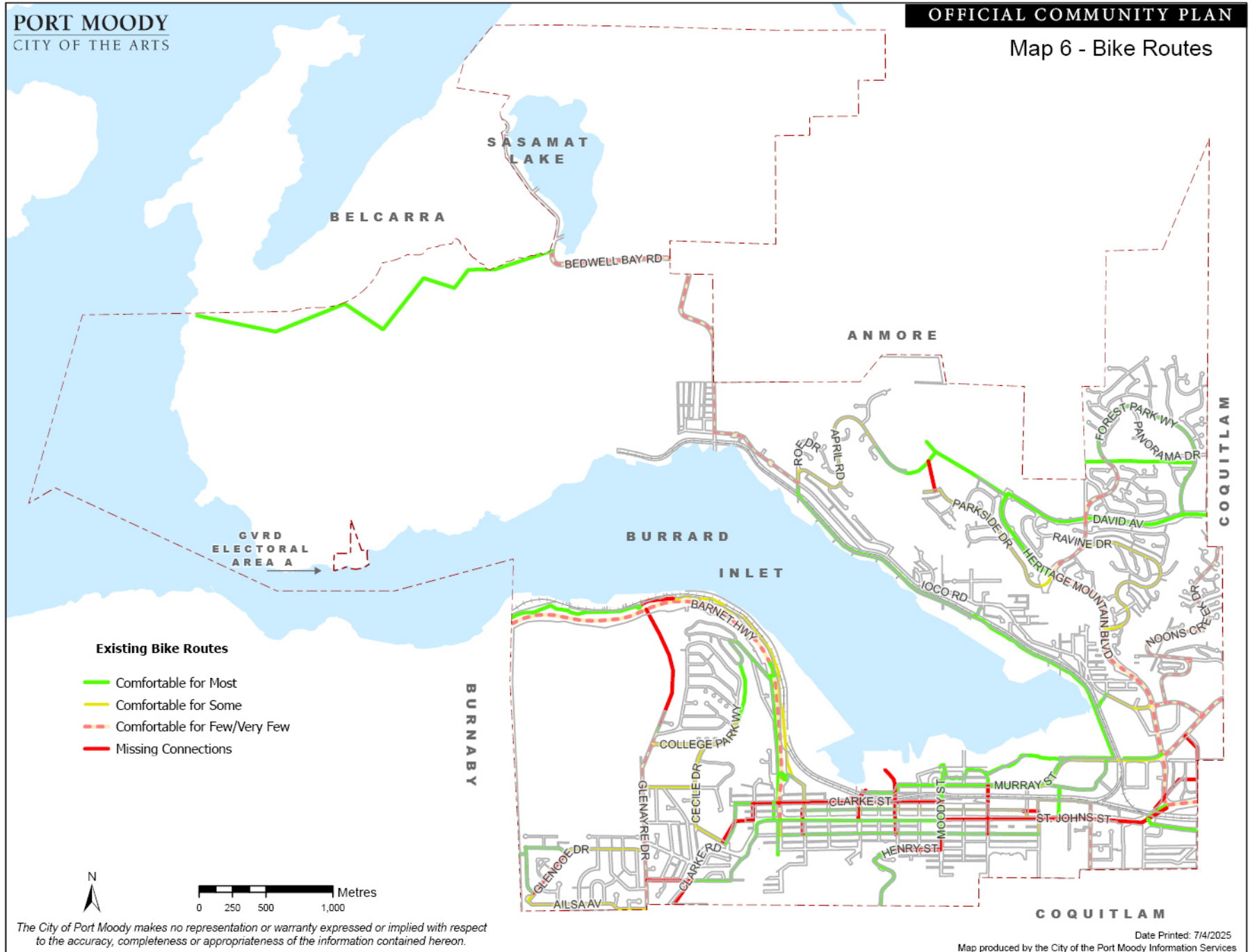


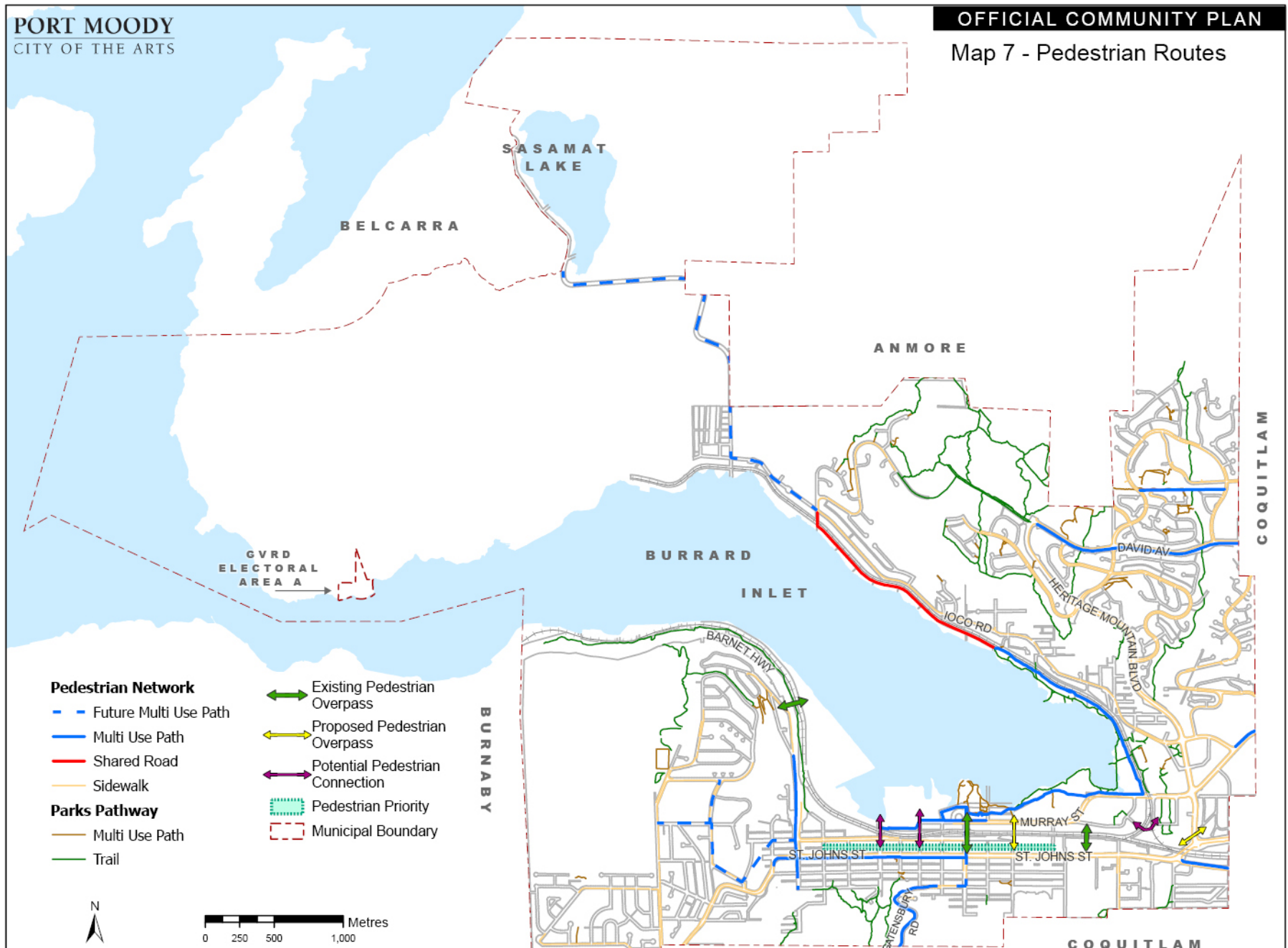
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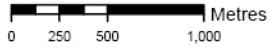
Pedestrian Network

- - - Future Multi Use Path
- Multi Use Path
- Shared Road
- Sidewalk

Parks Pathway

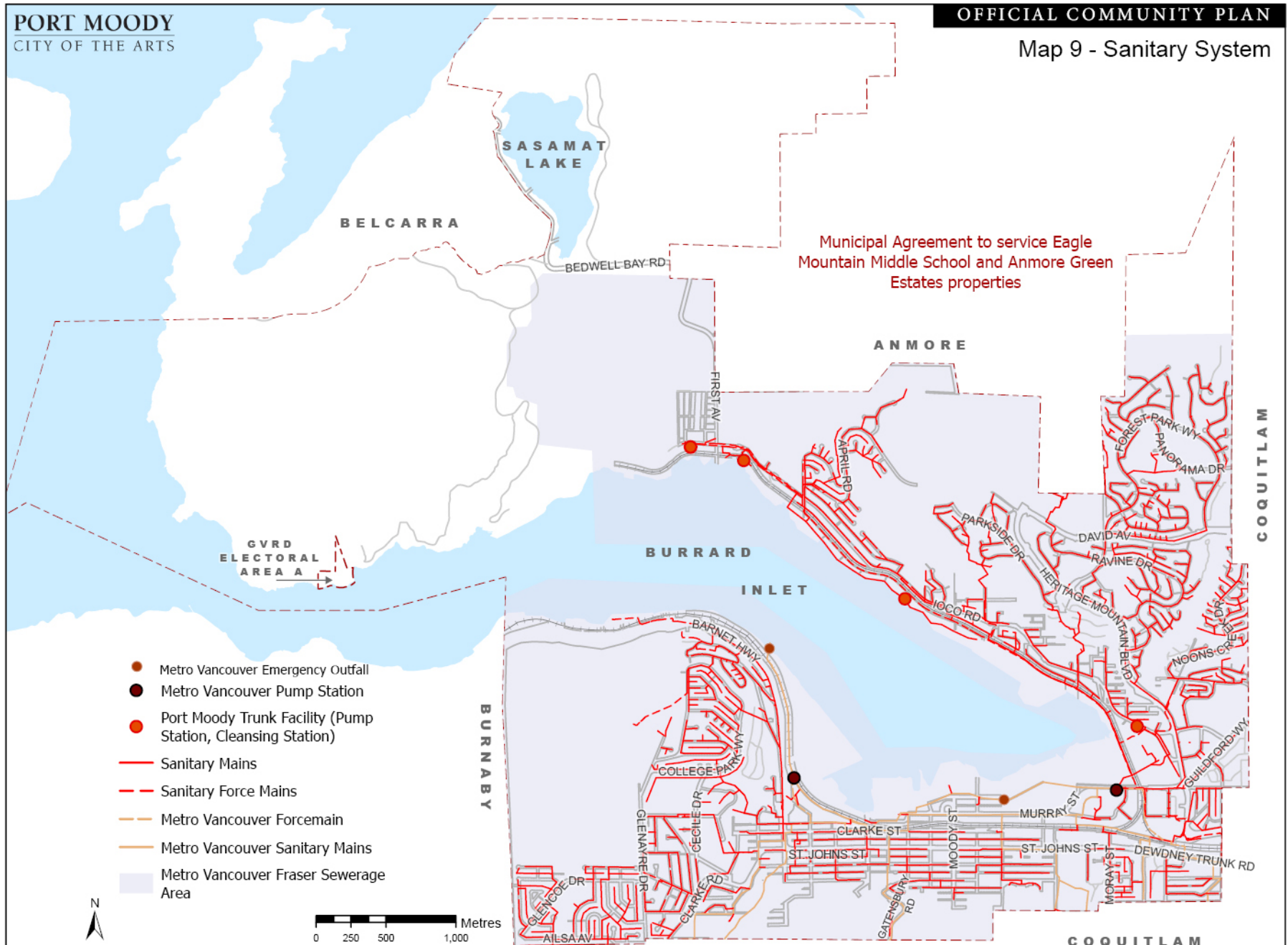
- Multi Use Path
- Trail

- ↔ Existing Pedestrian Overpass
- ↔ Proposed Pedestrian Overpass
- ↔ Potential Pedestrian Connection
- ⋯ Pedestrian Priority
- - - Municipal Boundary



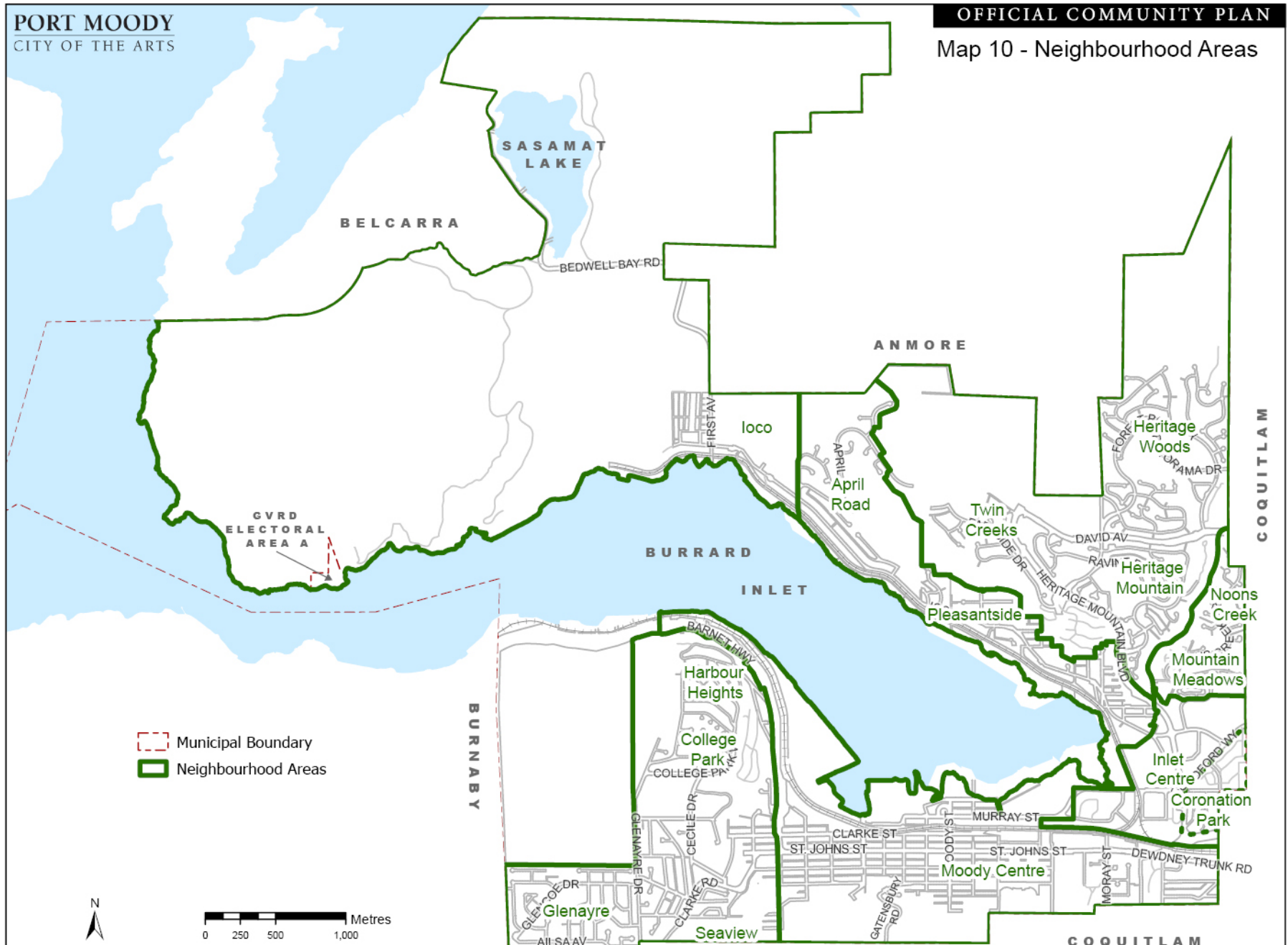
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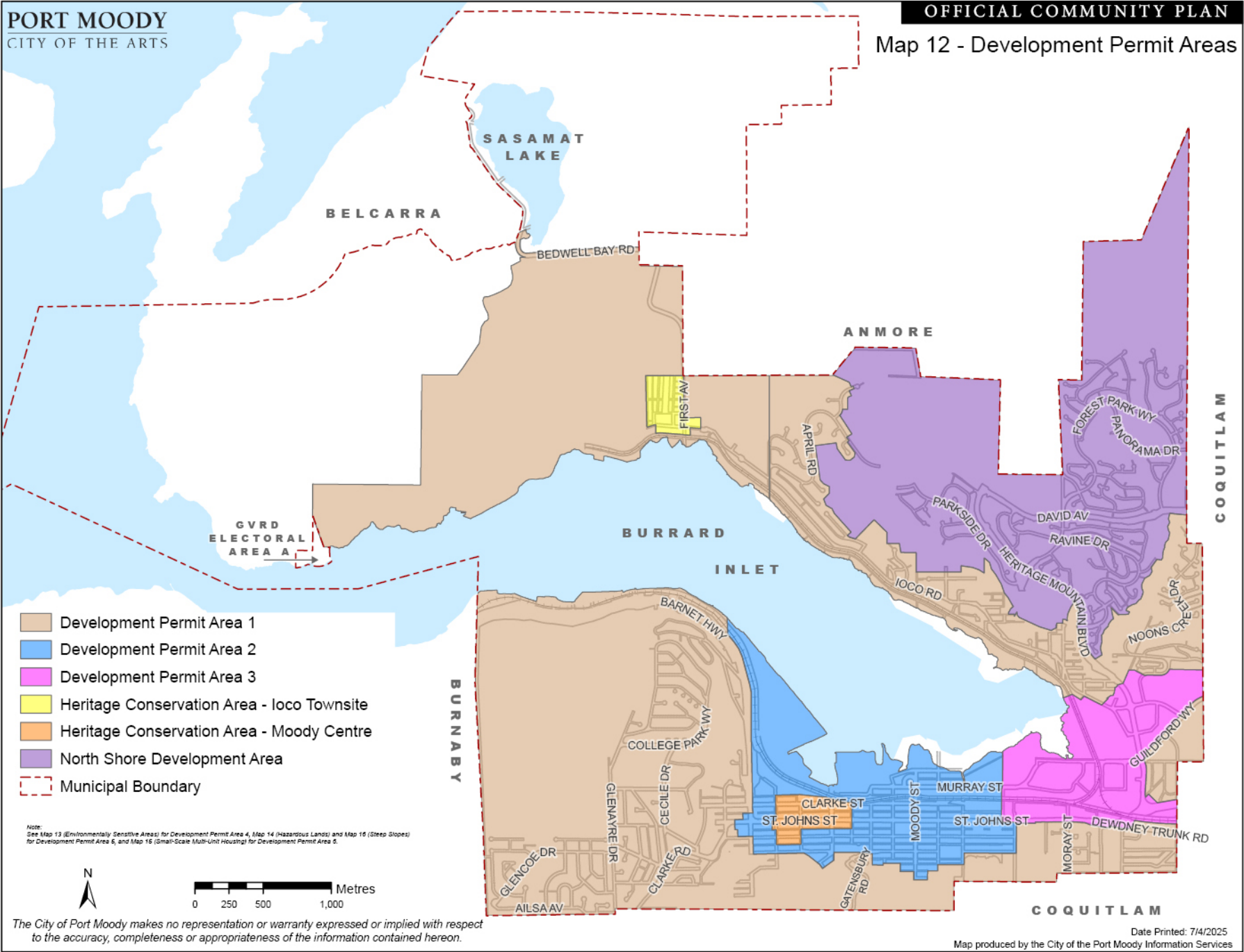
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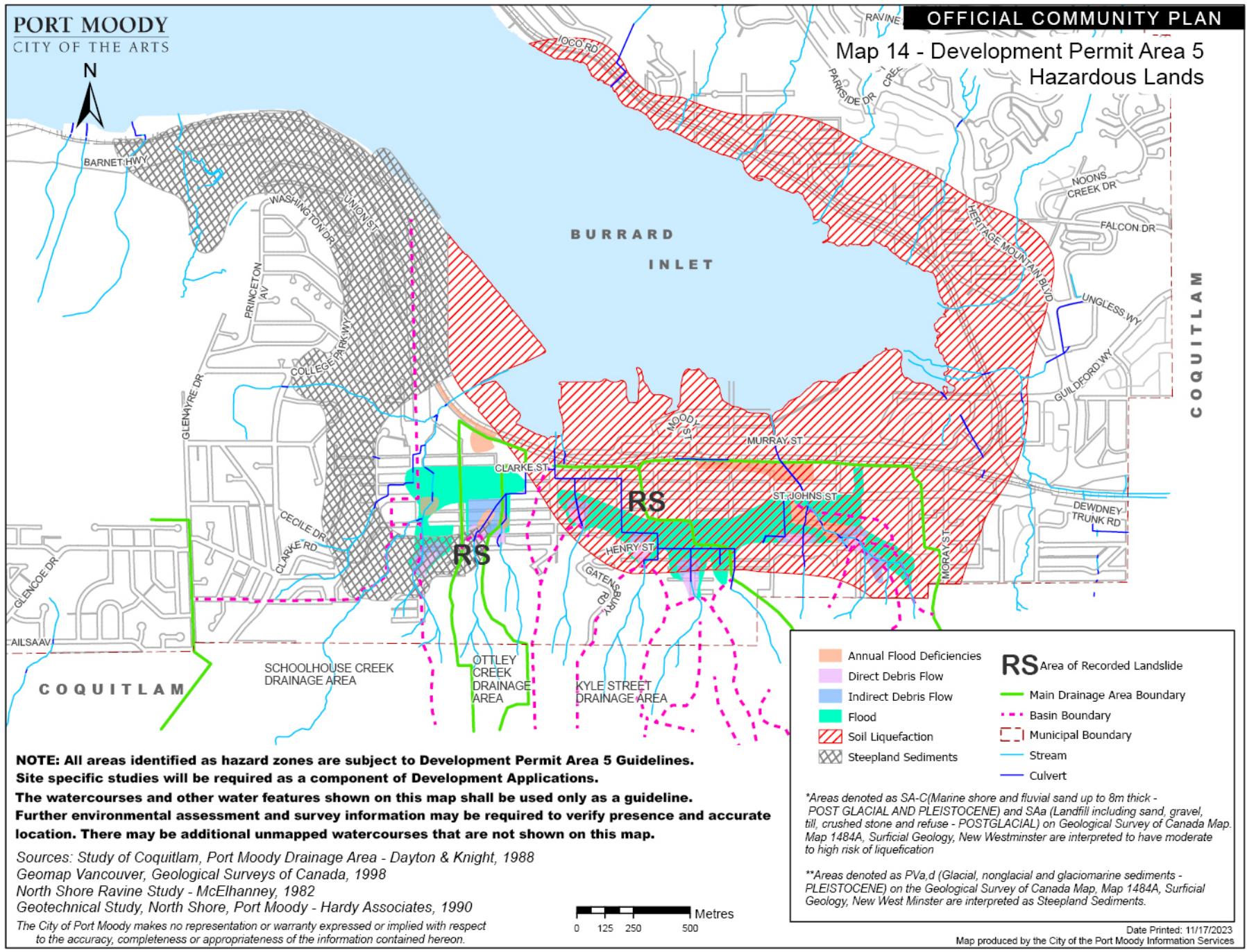


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**Map 14 - Development Permit Area 5
Hazardous Lands**



NOTE: All areas identified as hazard zones are subject to Development Permit Area 5 Guidelines. Site specific studies will be required as a component of Development Applications. The watercourses and other water features shown on this map shall be used only as a guideline. Further environmental assessment and survey information may be required to verify presence and accurate location. There may be additional unmapped watercourses that are not shown on this map.

Sources: Study of Coquitlam, Port Moody Drainage Area - Dayton & Knight, 1988
Geomap Vancouver, Geological Surveys of Canada, 1998
North Shore Ravine Study - McElhanney, 1982
Geotechnical Study, North Shore, Port Moody - Hardy Associates, 1990

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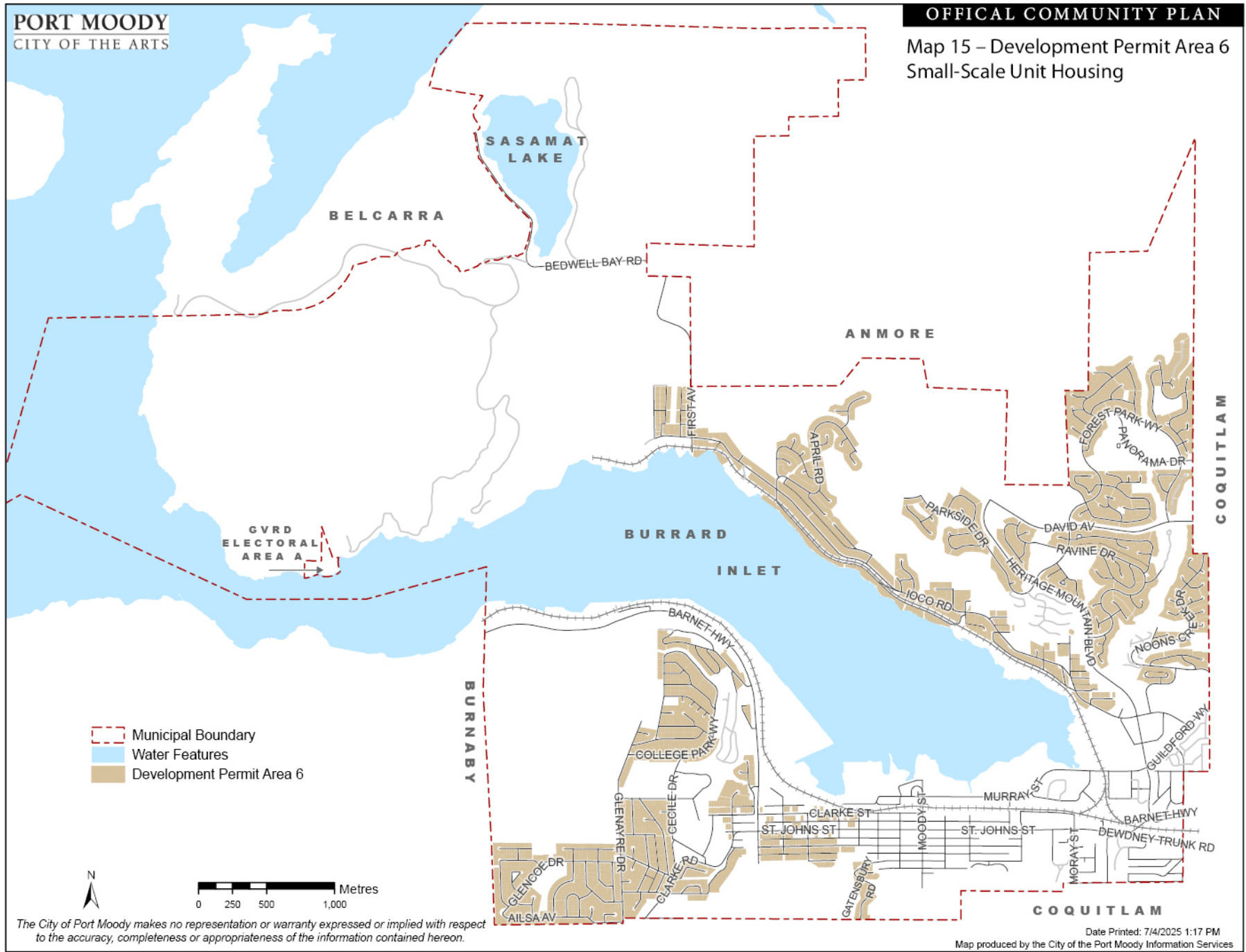
Annual Flood Deficiencies
 Direct Debris Flow
 Indirect Debris Flow
 Flood
 Soil Liquefaction
 Steepland Sediments
 RS Area of Recorded Landslide
 Main Drainage Area Boundary
 Basin Boundary
 Municipal Boundary
 Stream
 Culvert

**Areas denoted as SA-C (Marine shore and fluvial sand up to 8m thick - POST GLACIAL AND PLEISTOCENE) and SAa (Landfill including sand, gravel, till, crushed stone and refuse - POSTGLACIAL) on Geological Survey of Canada Map, Map 1484A, Surficial Geology, New Westminster are interpreted to have moderate to high risk of liquefaction*

***Areas denoted as Pva,d (Glacial, nonglacial and glaciomarine sediments - PLEISTOCENE) on the Geological Survey of Canada Map, Map 1484A, Surficial Geology, New Westminster are interpreted as Steepland Sediments.*

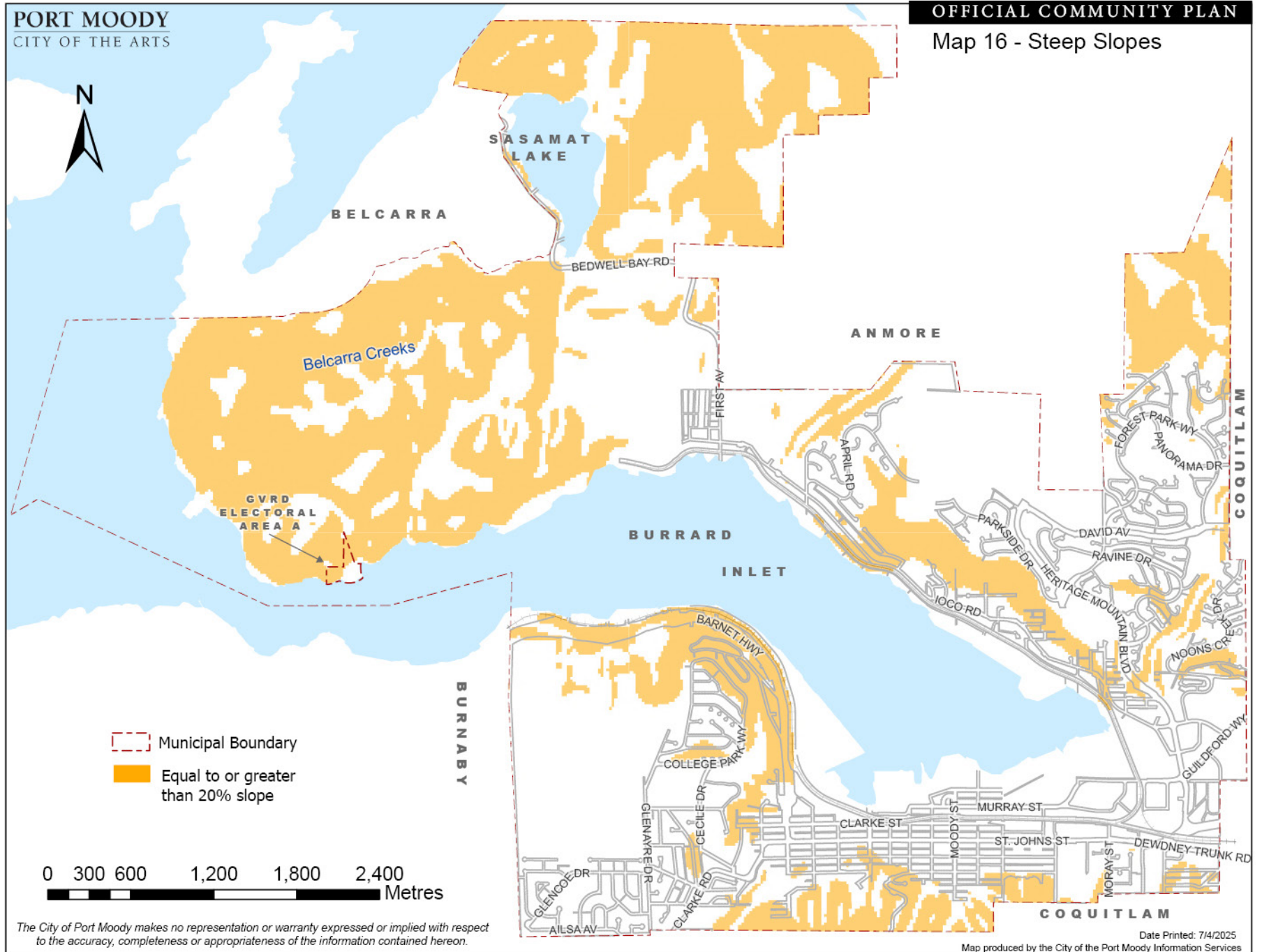
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Map 15 – Development Permit Area 6
Small-Scale Unit Housing



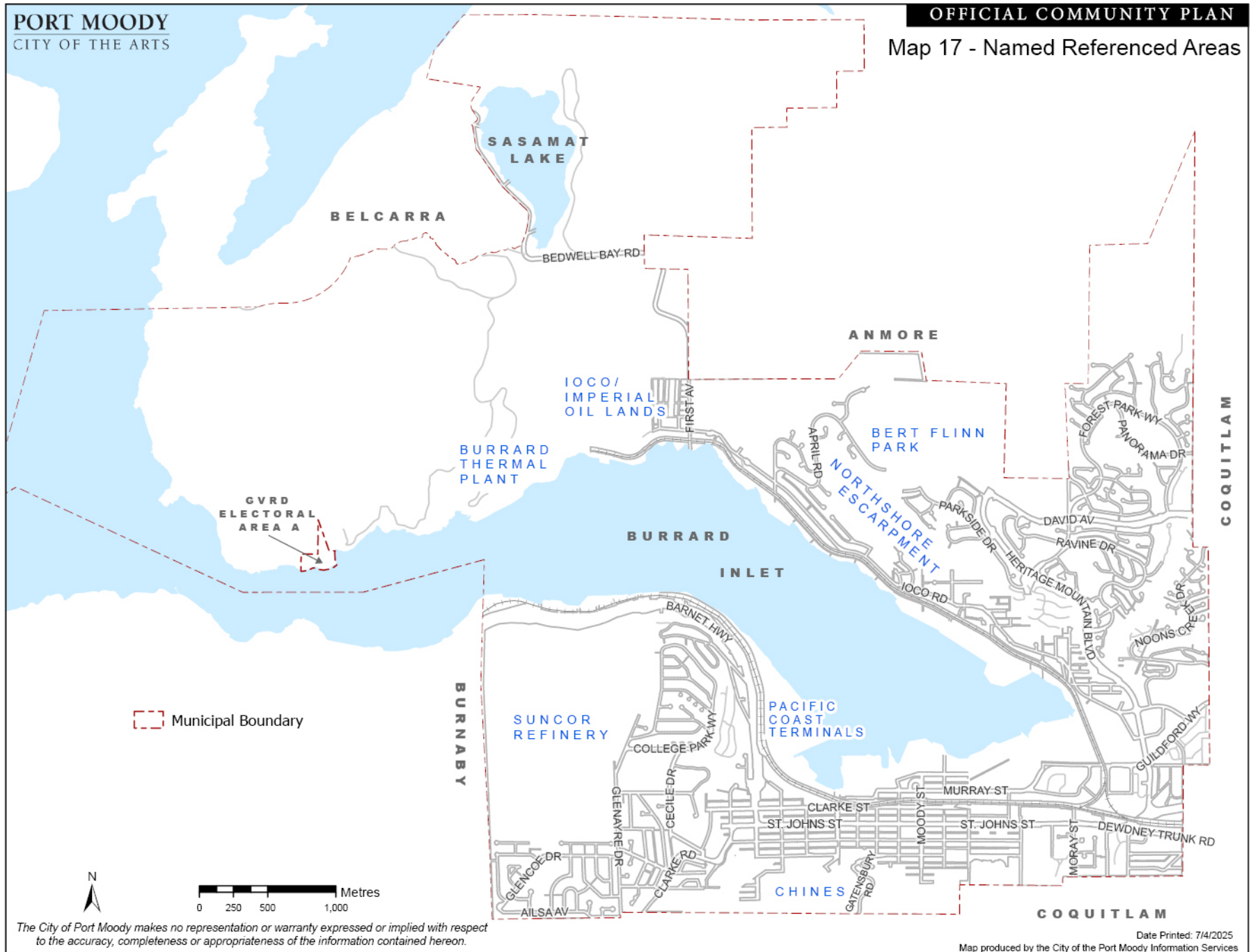
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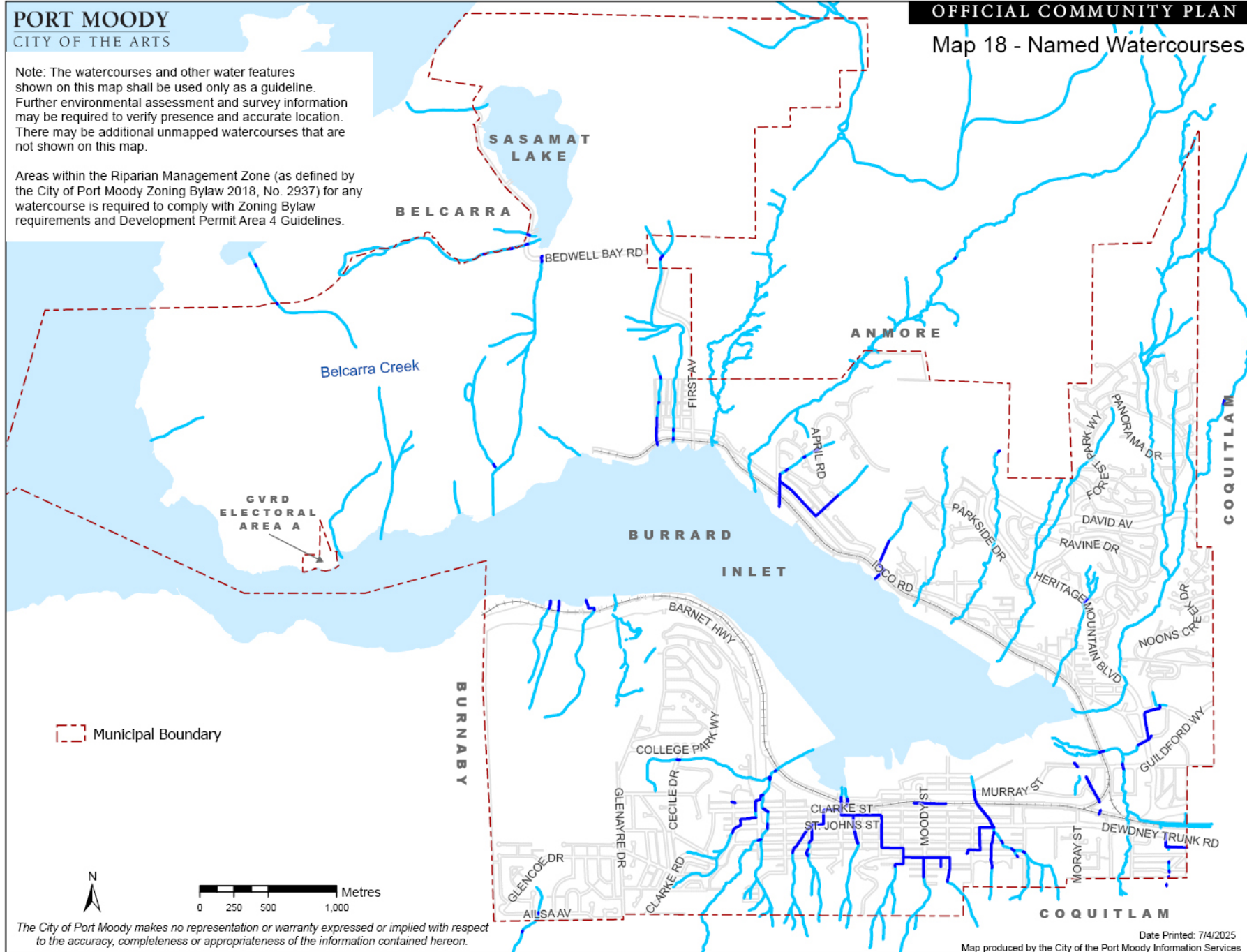
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PORT MOODY

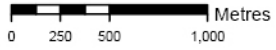
CITY OF THE ARTS

Note: The watercourses and other water features shown on this map shall be used only as a guideline. Further environmental assessment and survey information may be required to verify presence and accurate location. There may be additional unmapped watercourses that are not shown on this map.

Areas within the Riparian Management Zone (as defined by the City of Port Moody Zoning Bylaw 2018, No. 2937) for any watercourse is required to comply with Zoning Bylaw requirements and Development Permit Area 4 Guidelines.

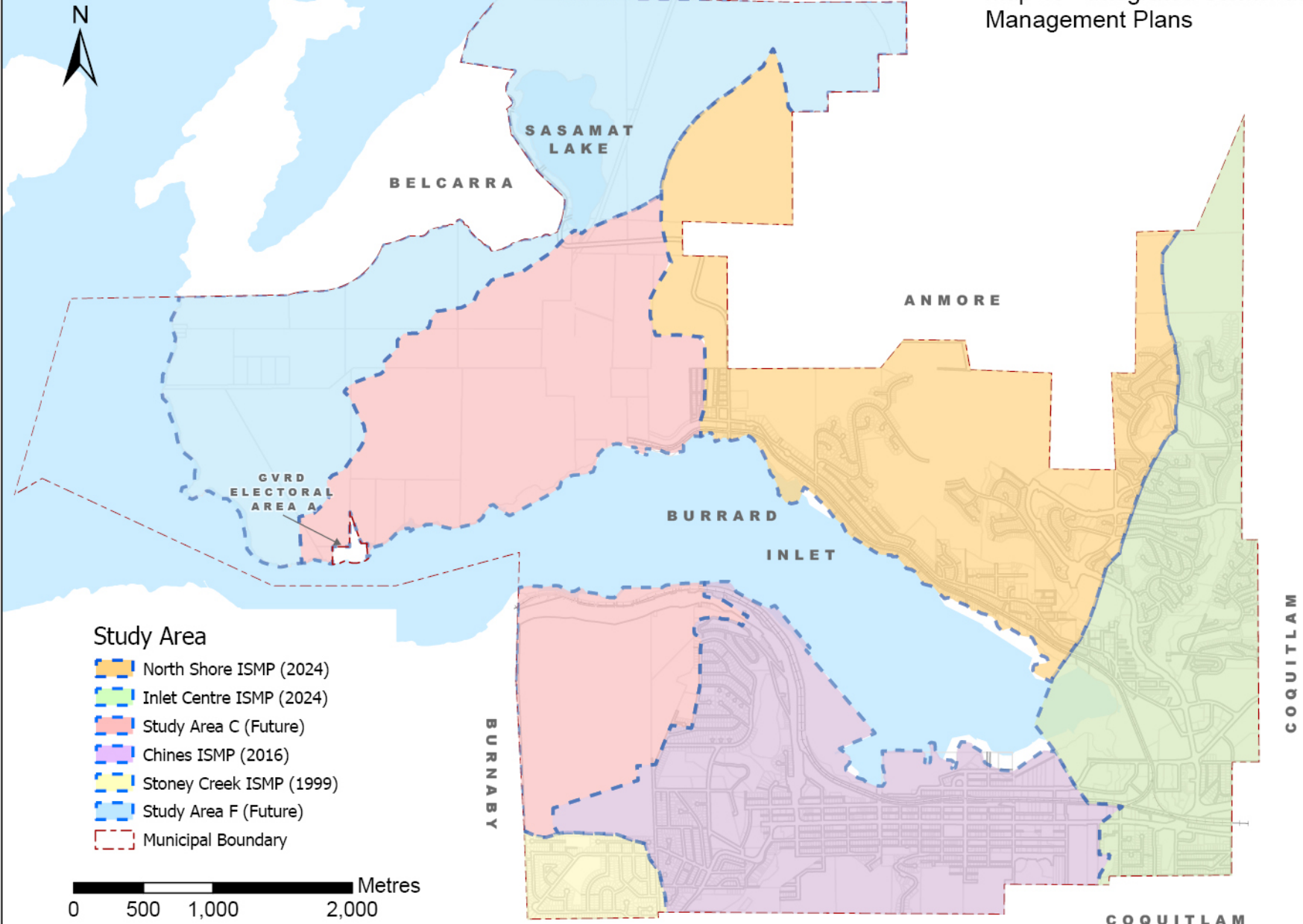


Municipal Boundary



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