

CITY OF PORT MOODY

Official Community Plan



PORT MOODY
2050

Draft • December 2023

PORT MOODY
CITY OF THE ARTS

Acknowledgement

We respectfully acknowledge that the city boundary lies within the ancestral and unceded homelands of the kʷikwə́łəm (Kwkwetlem), səlilwətaʔ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), qíćəy̓ (Katzie), qʷa:n̓ ʔən̓ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extend appreciation for the opportunity to guide growth and development over the next 30 years on this Territory.

We are grateful to these Coast Salish Nations for their stewardship and protection, past and present, and ongoing, of the land, water, and air that we all rely on. And we acknowledge and appreciate their generosity of spirit in sharing their knowledge and teachings with Port Moody residents and visitors.

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 prepared and adopted as a bylaw in compliance with the *Local Government Act*. In practice, an OCP informs decisions relating to planning and land use management and the provision of services in a community. While an OCP indicates a desired direction, various instruments (e.g., Zoning Bylaws, Building Bylaws, etc.) are required to implement the contents and vision of an OCP.

An OCP must include land use statements and designations for the amount and location of residential, commercial, industrial, institutional, agricultural, parks and recreation, and public utility uses, as well as policies for the provision of affordable, rental, and special needs housing. An OCP is also enabled to include policy statements relating to a range of other considerations, including social well-being, preservation of the natural environment, and development permit areas.

Why is it important?

Port Moody 2050 is the City's Official Community Plan that guides long-range planning and the continued evolution of Port Moody. It is the community's long-term vision for the future: a living document that is shaped by the people who live and work here. *Port Moody 2050* communicates community values and guides decision-making about how land is used for housing, transportation, 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.

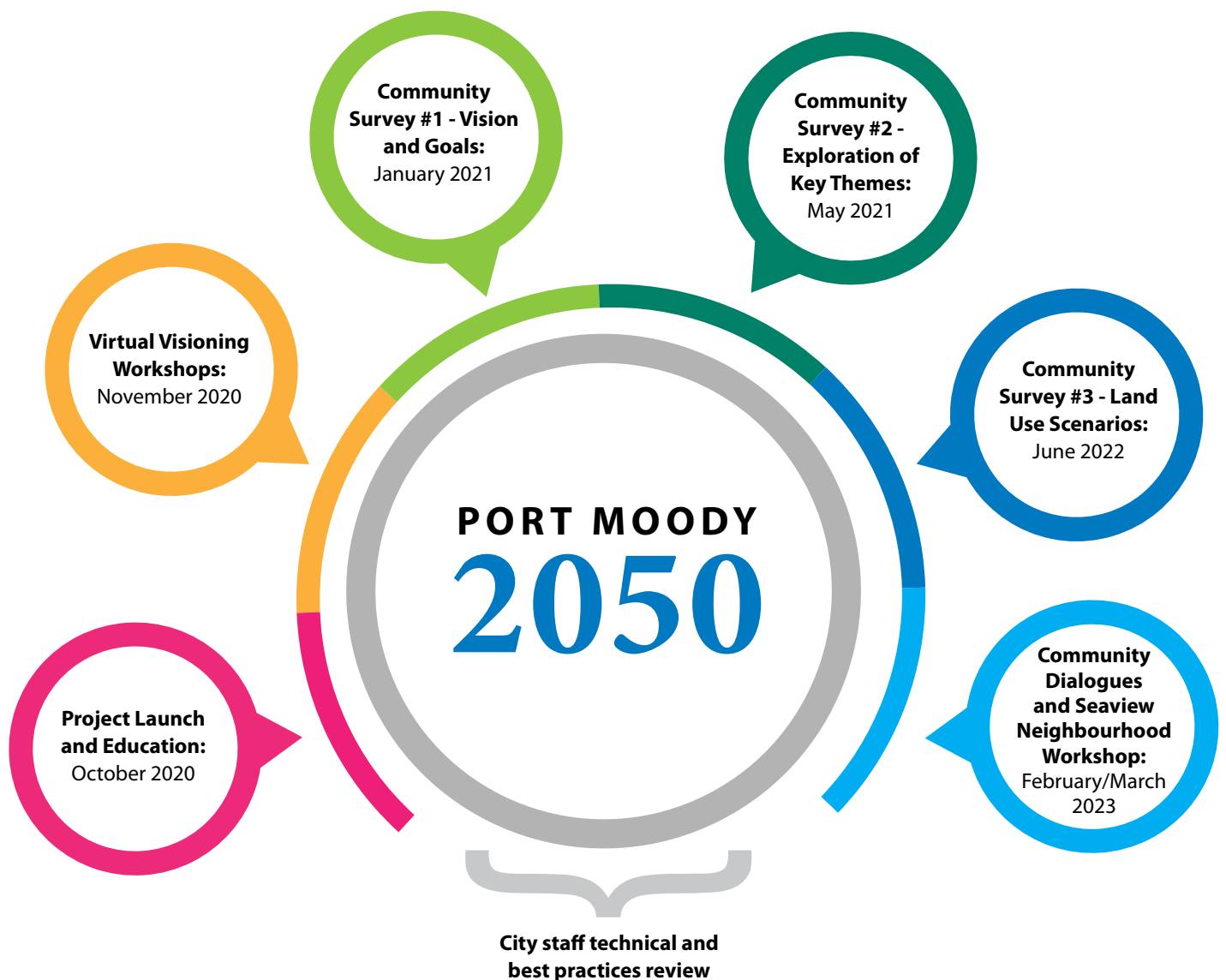
Who uses it and how?

The OCP is applied by Council and staff to a wide range of municipal considerations and decisions such as servicing, capital projects, and budgeting when reviewing land use and development proposals. 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 developed with broad and far-reaching community engagement that sought to provide equity in access to participate and was inclusive of all residents, landowners and others invested in the future of Port Moody. Throughout the update process, input and feedback from residents and stakeholders was sought, summarized, and incorporated into policy helping to shape the plan through all phases.

Proposed key directions for this OCP have been informed by public input received during the following engagement opportunities:



For the OCP to reflect the needs and aspirations of Port Moody residents, it must evolve as conditions and values change in the community and region. It endeavours to address the needs of residents not only in Port Moody today, but those that will be living in Port Moody in the future. The OCP must also be reflective of the diversity of the community. Although it is not expected to be revised on a frequent basis, an OCP can be amended to respond to changing conditions and values thereby keeping the plan alive and relevant.

Relationship to Other Plans and Instruments

Encompassing the entirety of the City, *Port Moody 2050* is the City's principal policy document, and it is the guiding plan for all City departments. It is informed by higher level strategies like Council's Strategic Plan, and shaped in part by legislative requirements such as the incorporation of a Regional Context Statement indicating how the City will comply with the goals of Metro Vancouver's regional growth strategy, *Metro 2050*. In turn, 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.



Overview



Port Moody is situated on the eastern shore of Burrard Inlet, located on the ancestral and unceded homelands of the *kʷikwəłəm* (Kwkwetlem), *səlilwətał* (Tsleil-Waututh), *xʷməθkʷəyəm* (Musqueam), *Skwxwú7mesh* (Squamish), *q̓íçəy̓* (Katzie), *q̓ʷa:n̓ ʔən̓* (Kwantlen), *q̓íqéyt* (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 PoMo Arts 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.

Through honouring and growing our understanding of how these lands have been stewarded since time immemorial, this Official Community Plan (OCP) looks out to 2050, learning from those that were here before us, engaging with those here today, and building a sustainable community for the future.

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 30-years, adapting and mitigating the impacts of climate change will be central to how growth and change occurs.



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 30-years, the community and infrastructure will be prepared for and able to recover quickly from climate events which helps 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 is important to Port Moody as a means of expression, City beautification, business, tourism, and sense of place. As Port Moody looks out 30-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 30-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 30-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. 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 30-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 30-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 30-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 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 warming 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 transit-oriented areas 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 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 for climate change impacts.
5. Ensure the City is ready to respond to climate-related hazards, such as flooding, wildfires, and extreme heat.



Community Infrastructure

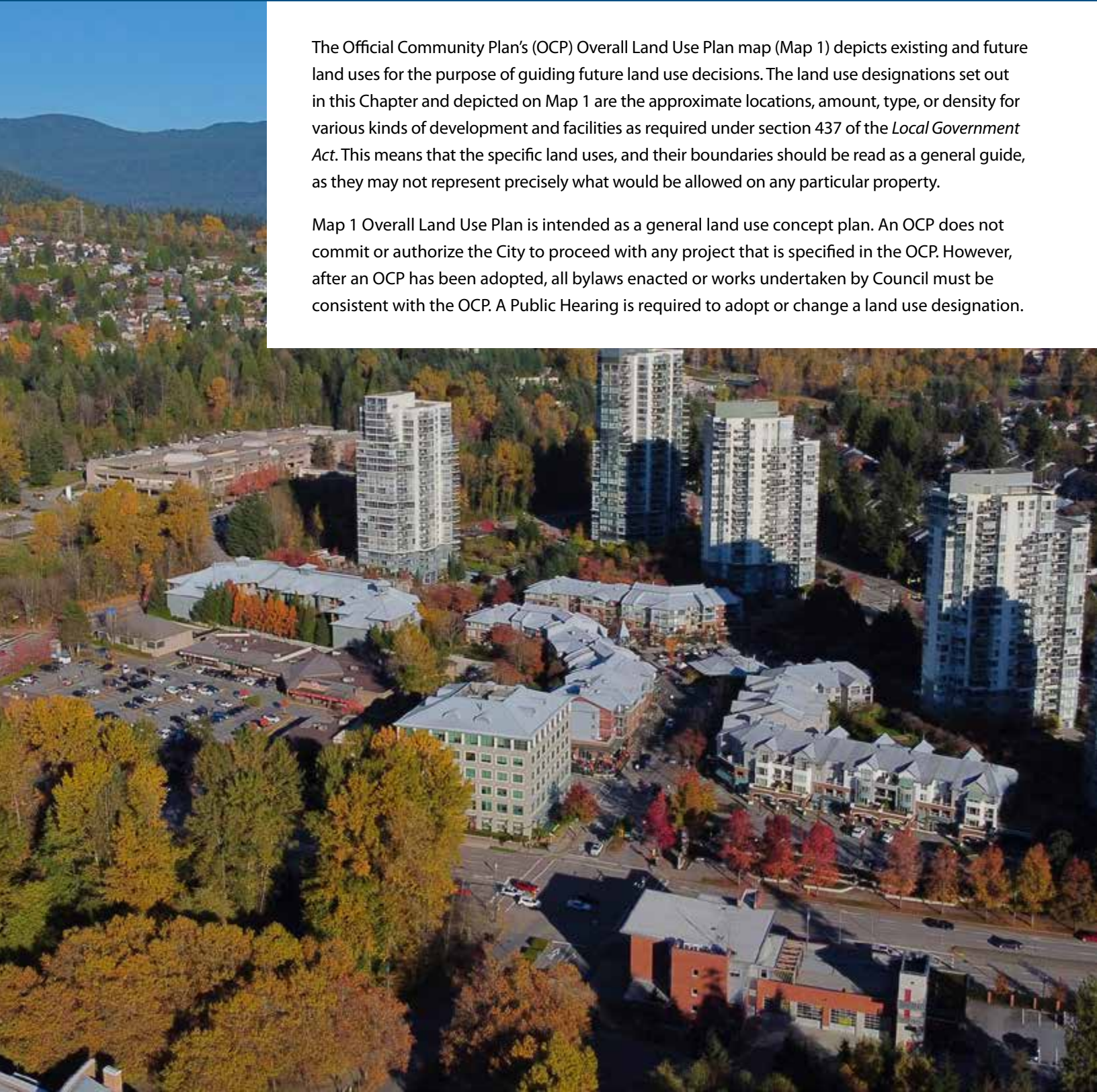
1. Effectively manage and enhance civic infrastructure and natural assets so they continue to function at an optimal and sustainable level and are more resilient to the anticipated effects of climate change.
2. Encourage water conservation measures in the community and city operations and collaborate 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. A Public Hearing is required to adopt or change a land use designation.



Land use designations are the broad categories of permitted land uses. The following provides a brief description of each land use designation:

Single Detached Residential

The Single Detached Residential form designation is intended to accommodate the development of single-unit homes with the option for a secondary suite. This form of housing generally consists of one house, or one house with a secondary suite, on a single lot. Laneway housing will also be considered on lots with access to a lane. Density will not exceed that permitted in the zoning regulations for single detached forms. Laneway housing refers to a detached dwelling unit that is secondary to the primary residence of the property owner and includes a detached rear garage apartment or cottage style structures. It is anticipated that this designation will be amended in the future to reflect provincial legislation enabling single detached zoned lots to be redeveloped for up to 4 units.

Multi-Residential – Duplex

This designation is intended to support ground-oriented semi-detached/duplex building forms up to 3 storeys and a maximum floor area ratio (FAR) of 0.5. Secondary suites are permitted, as is laneway housing for lots with lane access.

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 on a case-by-case basis, 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 this designation. However, in cases where the required parking is underground, a maximum FAR of 1.25 is permitted.

Multi-Residential – 6 Storeys

This designation is intended to support apartments ranging up to 6 storeys in height depending on area specific policies, and a maximum permitted floor area ratio (FAR) of 2.4. Additional FAR may be considered on a case-by-case basis for this building form.

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. Additional FAR may be considered on a case-by-case basis for this building form based on area specific policies.

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 Development

The Moody Centre Station Transit-Oriented Development designation applies to the development of mixed use, pedestrian friendly development around Moody Centre Station. Building forms will be diverse (ranging from low- to high-rise); uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights 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.

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. Additional building height may be considered on a case-by-case basis determined by area specific policies and proximity to rapid transit.

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, 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 four storeys.

Neighbourhood Commercial

The Neighbourhood Commercial designation applies to isolated properties within the Seaview, Heritage Mountain and Pleasant side 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.

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, 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 reduce the severity of climate change impacts by providing services and co-benefits such as shade during hot summers, infiltration of rainfall, protection against erosion and flooding, carbon 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 emissions 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 regional 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. Restore and enhance habitat on public land based on community priorities and available resources, particularly in areas of the city where natural areas have been modified or ecological functions have been impaired.
2. 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.
3. 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.
4. Continue to protect and preserve environmentally significant land using all available tools such as acquiring ownership of sensitive areas, dedicating areas as park land, establishing covenant agreements, exploring tax incentives, and considering density bonusing or other development incentives where feasible.
5. Continue to update ecological information on ESAs and implement a data collection system.
6. Continue to integrate the ESA Management Strategy with other City strategies including the Parks and Recreation Master Plan (2015) 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 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, and 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 and key species 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 red and blue listed 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. In support of achieving a canopy cover target of 59% city-wide by 2050, enhance areas where contiguous canopy coverage is absent and encourage canopy coverage targets that meet or exceed existing canopy cover during redevelopment.
3. 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. consider the location of existing healthy trees when establishing the location and building envelope of a proposed development;
 - 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.
4. Retain and protect trees along boulevards, municipal properties, in parks, and on private lands wherever feasible.
5. Use 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.
6. Require the integration of trees and stormwater interception into surface parking lots and other large impervious areas.
7. 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.

► Urban Forest Policies (continued)

8. Integrate urban forest management with broader planning and management objectives related to infrastructure, climate change, parks, recreation facilities, placemaking, transportation, and community well-being.
9. Maintain the forested character of the city by preserving ravines and escarpments and wildlife habitat and corridors, retaining established trees, and replanting and pre-planting in newly developed areas.
10. 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.
11. Ensure the provision of adequate space above and below grade for planting new trees and retain large trees and large stands of mature trees.
12. Retain a network of protected lands that will ensure the urban forest connects to adjacent forested lands.
13. Continue to protect private lands that possess significant environmental, urban forest or recreational value.
14. Regulate retention and replacement of trees through applicable City bylaws and policies on both public and private lands.
15. 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.
16. Consider wildland interface threat in developments and in the management of all forested City land in accordance with the City's Community Wildfire Protection Plan.
17. Consider ESA and habitat protection when mitigating wildfire risk.



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 the 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.

► 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. Encourage light pollution reduction techniques from buildings and sites and include light pollution reduction techniques as part of development applications.
8. Support nesting birds by restricting tree cutting and vegetation removal during nesting season.



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.



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 and base flows to nearby watercourses.
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 natural 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. 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.
10. 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.
11. 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.
12. 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.
13. 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.



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 (CSR) 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 health 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 15 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 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 spaces, and recreational facilities support physical, mental, and community health and well-being. Natural areas are strongly tied to Port Moody's identity where parks and recreational facilities serve as focal points for cultural events and gathering places, providing inclusive opportunities for people to socialize, interact, play, and connect with nature.

Parks and recreational facilities also support climate change resiliency. Providing parks and recreational opportunities within walking distance to residents reduces vehicle reliance and resulting greenhouse gas (GHG) emissions to support a complete community while providing opportunities for inclusion and community-building. Parks also provide services during extreme weather events such as cooling and shade through climate resilient landscaping and enhanced urban forest management. Several other co-benefits result from parks services and maintenance including carbon sequestration, ecosystem and biodiversity preservation, as well as mitigating the effects of pandemics and wildfires.

Port Moody has over 1,420 hectares (ha) of public green space (including public schools and təmtəmixʷtən/Belcarra Regional Park). There are opportunities to enhance and build upon these assets to create a healthier and more resilient community. Anticipated future population growth combined with limited available land for new parks and facilities, requires the City to find unique solutions to use its land effectively and efficiently. Pressures on parkland include demand on active and passive parks space as housing transitions to multi-unit forms, changes in leisure time patterns, increased demand for dog amenities, and the cost of acquiring and maintaining additional parklands.

The Official Community Plan (OCP) builds off the Parks and Recreation Master Plan (2015) as the guiding policy framework for parks in Port Moody, in addition to following recently adopted and upcoming strategies: Climate Action Plan (2020); the Urban Forest Management Strategy (2023); the Trail Network Plan; Parkland Strategy, Rocky Point and Old Orchard Park Master Plans.



OUTDOOR RECREATION

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. Port Moody has multiple types of parkland to serve different needs and functions within the community:

- **City Parks** (> 8 ha) include Old Orchard and Rocky Point Park which draw visitors from the entire City and beyond due to their natural features and facilities.
- **Community Parks** (4-8 ha) serve several neighbourhoods, including Aspenwood Park, North Shore Community Park, Westhill/Easthill Parks and often host sports-oriented facilities.
- **Urban Community Parks** (size varies) provide high quality amenities such as sports-oriented facilities, active play areas and other features that draw visitors from surrounding neighbourhoods. This is an interim definition. The definition will be updated following completion of the Parkland Strategy.
- **Neighbourhood Parks** (1-2 ha) form the visual, physical and social focus of the neighbourhood and include Seaview Park, Foxwood Park, Chestnut Way Park.
- **Natural Parks Areas** including the Chines Park and Bert Flinn Park are undeveloped by virtue of natural features including watercourses, ravines, steep slopes, unstable soil conditions, or unique characteristics such as ecosystems and protection of biodiversity. They can support passive recreation opportunities such as trails and access to nature.
- **School sites** include the green space portion of public school sites. These are managed under a joint use agreement between the City and School District 43 and complement the park system. These typically include sports amenities such as fields, tennis courts, playgrounds.

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 enhance the natural environment and biodiversity in parks to increase the capacity of natural areas to be adaptive and resilient to climate change.

Protecting and enhancing the quality, integrity, and sustainability of the natural environment and biodiversity in parks has several benefits. This includes maximizing carbon sequestration and increasing the capacity of natural areas to be adaptive and resilient to climate change. 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 shade, access to nature, and opportunities for social connectedness.

► Natural Environment and Biodiversity Policies:

1. Continue to support invasive species management on public lands and on private lands through the development process.
2. Protect and restore the waterfront of Burrard Inlet from Old Orchard Park to Rocky Point Park with guidance from related plans, regulatory requirements and best practices for climate change adaption and sea level rise.
3. Explore opportunities to improve transportation choices to access parks and recreation facilities such as improved transit connections, and enhanced pedestrian and cycling routes to reduce emissions.
4. Continue to protect and restore the North Shore escarpment (including Bert Flinn Park) and Chines Park and explore opportunities for environmental enhancement to improve the biodiversity of these areas and natural hazard mitigation.
5. Implement carbon sequestration and storm water management into parks and natural areas where feasible. Implement climate resilient landscaping strategies for public lands.
6. Continue to support the importance of parks, natural areas, water play and the urban forest in providing respite in extreme heat events and their contribution to mental health and community well-being.
7. Implement the Parkland Strategy to expand the City's parks, trails and greenways.



Objective 2: Create a beautiful community that has functional, inclusive, accessible and visually pleasing parks and public spaces.

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.

► Functional, Accessible and Inclusive Parks Policies:

1. Continue to protect, restore, and connect the current amount of natural green space in the City.
2. Continue to modify and add parkland and amenities as the community's needs change.
3. Implement Crime Prevention through Environmental Design (CPTED) principles in parks planning, maintenance, and design considering people of all ages, genders and orientations.
4. Continue to collaborate with School District 43 to maximize community use of school space in available public buildings and locate school sites and neighbourhood parks adjacent to each other where feasible.
5. Continue to strengthen accessibility and connectivity to the waterfront within parks using access management planning.
6. Protect environmental features.
7. Provide public access to the waterfront and explore opportunities for additional waterfront park space as industrial properties redevelop and in other areas as appropriate.
8. Pursue opportunities to add park space and make improvements to existing parks in the Moody Centre area.
9. Implement International Dark Sky Association criteria to reduce light pollution in parks and from recreation facilities while meeting public safety standards where possible.
10. Improve dog management and related facilities by providing more education and infrastructure to reduce dog waste and increase dog off-leash areas and trails.
11. Develop policies and programs to improve resilience, adaptive capacity, and flexibility in the design of new parks and facilities, and updates to existing parks and facilities where feasible.
12. Explore the potential of creating a South Shore Community Park.



Objective 3: Expand parkland supply.

Port Moody's parkland inventory includes over 40 parks, covering 340 ha of parkland (80 ha being active parks), 52 km of trails and 56 park amenities. Natural areas consisting of stream ravines, riparian areas and escarpments, make up 76% of all parkland in Port Moody. Although not available for park development purposes, natural areas provide important benefits to biodiversity, ecosystem services, access to nature and trails, and climate resilience.

təmtəmíxw̓tən/Belcarra Regional Park adds over 880 ha of natural area, and while not managed by the City, it serves as a valuable park asset to Port Moody residents. School sites, not including buildings and parking lots, add another 16 ha of public open space with some recreational amenities like playgrounds, courts and fields.

Based on the City's 2021 Census population, the current population parkland supply for active parkland (city-wide) is 2.5 ha per 1,000 residents and 10.7 ha per 1,000 residents with all active parks and natural areas combined. The upcoming Parkland Strategy will provide additional guidance on appropriate parkland standards to address both current gaps as well as future needs associated with anticipated population growth.

► Parkland Supply Policies:

1. Pursue opportunities for strategic park expansions and parkland acquisition to increase the provision and equitable distribution of parks and open space city wide including the expansion of Rocky Point Park eastward through the acquisition of the remaining private parcels on the north side of Murray Street, as well as westward as redevelopment occurs.
2. Acquire land for parks purposes according to recommendations in the Parkland Strategy where feasible.
3. Consider the use of City owned land, streets and lanes, for use as public open space and greenway corridors where feasible.
4. Establish standards for parks and open space in new residential developments based on the scale and location of development for use by residents and the public including seating areas, trees, urban agriculture/community gardens, green roofs, informal and formal play areas, and dog amenity areas. Park designs should consider climate resiliency and low carbon green space.
5. Encourage the creation of open spaces (such as urban plazas and other places of interest) in commercial areas as part of new development and their integration to form open space corridors. Open space designs should consider climate resiliency and low carbon green spaces.



Objective 4: Provide a connected and accessible trail system that links parks, recreation and community centres, schools, and key destinations.

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 NETWORK

Port Moody's extensive network of trails consists of over 52 km through parks, riparian corridors, and other public land. Significant trails include:

- **Trans Canada Trail** (multi-use) runs west through Port Moody between Barnet Highway and the CP Rail tracks, following streets until Rocky Point Park before winding eastwards through Inlet Centre to Guildford Way;
- **Shoreline Trail** runs from Rocky Point Park to Old Orchard Park with a separated pedestrian trail and a multi-use path for pedestrians and bikes;
- **Bert Flinn Loop Trail** is a 2.6 km loop that starts at Heritage Woods Secondary School with many other hiking and biking trails leading off from the main trail through Bert Flinn Park;
- **An extensive network** of natural trails and pedestrian routes; and
- **Multi-use paths** which run mostly along existing roads (Map 7).

► Trail System Policies

1. Develop a comprehensive trail and walkway network plan which connects trails, multi-use paths, urban forest natural areas and other destinations such as parks and schools throughout the City and links to neighbouring communities.
2. Encourage pedestrian and cyclist facilities as well as pathway connectors and urban nature trails in new developments to link neighbourhoods with parkland, school areas and transit nodes.
3. Actively plan for the integration of passive recreational opportunities throughout the urban forest and develop a mix of trail types within or along the edges of tree retention and natural areas following city trail standards.

► Trail System Policies (continued)

4. 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 underway and potential geotechnical impacts.
5. 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 network of north-south greenways through new development in Moody Centre.
6. Where feasible create passive recreation opportunities and multi-use trails adjacent to daylit watercourses.
7. Protect road ends which provide suitable public access points and view corridors to the waterfront and the City's natural park areas including the Chines and the North Shore escarpment.
8. Continue to prioritize improvements to the Trans Canada Trail and integrate into the City's pedestrian and bicycle route systems.
9. Continue to pursue additional pedestrian and bicycle links over the railway in Moody Centre to connect the Trans-Canada Trail and Shoreline Trail with the wider area.
10. Support the use of abandoned rail corridors for pedestrian and multi-use paths where available and feasible.
11. Encourage the integration of green infrastructure and climate resilient landscaping on St. Johns Street, Murray Street, Clarke Road, two sections of loco Road, and other identified streets.
12. Support the creation of accessible off-street pathways and overpasses and integrate landscape treatment wherever feasible to contribute to the creation of greenways.
13. Work with Metro Vancouver to identify opportunities to connect municipal walkways, bikeways and greenways to the Regional Greenways network.



Objective 5: Support marine recreation 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 water craft launching access for other marine recreational and commercial users, in particular non-motorized recreational users (i.e., kayaks, sailing boats, rowboats).

► Marine Recreation Policies

1. Continue to support and expand access to marine recreation opportunities for non-motorized activities, including the consideration of new facilities to support connectivity.
2. Continue to support Tidal Park and explore opportunities to ensure its long-term protection through conservation designations.
3. Explore partnerships and opportunities to expand water access for all marine recreational user groups and the creation of a Blueways recreational vision.





Objective 6: Support healthy active living and accommodate evolving community needs.

Port Moody has a wide array of indoor and outdoor recreation facilities that serve the needs of its residents. The City owns and operates two recreation centres, four community centres/halls, and two outdoor pools. The City also offers children and youth programs in several school facilities. Some serve the entire community while others have a greater neighbourhood focus. The Recreation Complex provides opportunities for a range of individual and group activities and facilities to support injury prevention and rehabilitation. Port Moody has approximately 17 sports fields and ball diamonds in parks and on school properties that are used for community sports and are often at capacity. As the community evolves, facilities and services will need to adapt to changing needs and demand.

► Healthy Active Living Policies

1. Provide a diverse range of recreation facilities to meet community needs as efficiently as possible.
2. Undertake a needs analysis study related to potential new recreation facilities needed to meet population growth and consider the growth components outlined in the Parks and Recreation Master Plan (2015).
3. Ensure that all new facilities are zero emissions and climate resilient.
4. Consider co-locating affordable housing within or adjacent to new facilities.
5. 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.
6. Evaluate the need for additional playing fields in relation to anticipated population growth and user needs and develop a strategy to accommodate any future fields without encroaching onto natural areas and green spaces.



Objective 7: Provide inclusive community services that meet the health and wellness needs of a diverse range of residents.

The City of Port Moody seeks to provide inclusive community services to support health and wellness that reflect the needs of all residents regardless of age, ethnicity, ability or orientation. 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.

► Inclusive Community Services Policies

1. Incorporate universal accessibility principles into the construction of new and existing park and recreation facilities.
2. Design parks and recreation spaces with the goal of increasing creativity and interest including more interactive play environments for all demographics.
3. Consider all aspects of health (physical, mental, and social) when designing new parks and recreation facilities and retrofitting existing parks and recreation facilities.





Objective 8: 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 all residents regardless of age, ethnicity, ability or orientation. 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. Support and expand community stewardship and volunteers in the park programs.
2. Continue to work with Tri-Cities Off Road Cycling Association (TORCA) and other community groups to:
 - plan and develop mountain bike trails that benefit the local economy and the Port Moody community;
 - improve trail quality and maintenance to reflect the increasing volume and use of the trails;
 - improve safety and sustainability of the trails for mountain biking;
 - address illegal trail building; and
 - locate new trails outside of riparian and sensitive ecosystems including regulated setback areas and mitigate adverse environmental impacts.
3. Continue to collaborate with various stakeholders to promote responsible boating and respectful use of the marine environment.
4. Continue to collaborate with School District 43 on the shared use of sports fields, courts and other park amenities.
5. Expand partnerships with other service providers and the community to maximize community services opportunities.

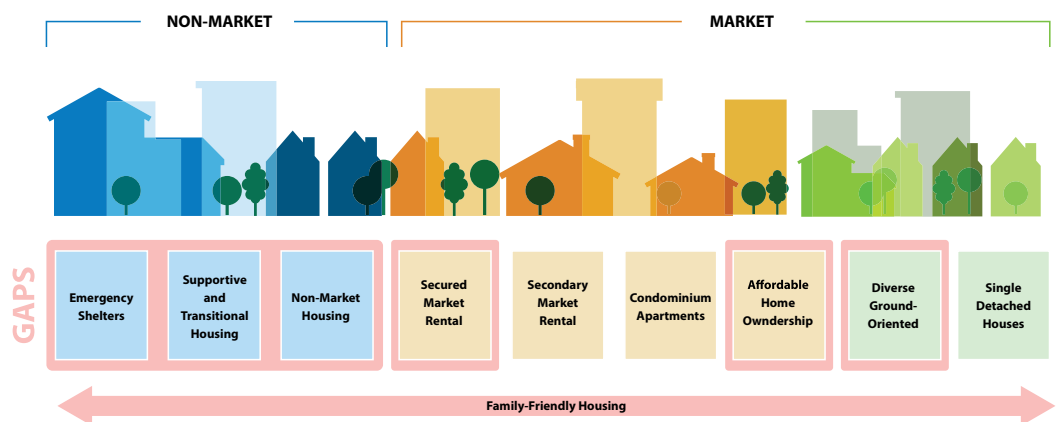
Built Environment



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

PORT MOODY'S HOUSING SPECTRUM

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.

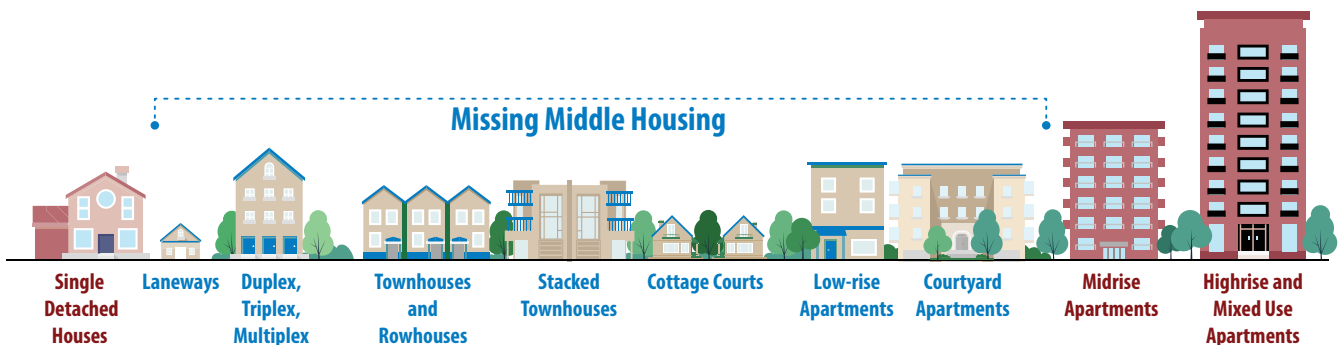
Despite new growth, most of Port Moody's current built environment will still exist in 2050. Retrofitting these buildings is essential to reduce emissions and adapt to climate change. Homes and buildings in Port Moody are currently responsible for almost half of the City's greenhouse gas (GHG) emissions. These emissions 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; and
- facilitating community and social well-being.

MISSING MIDDLE HOUSING

"Missing Middle Housing" refers to diverse ground-oriented housing (i.e., duplex, triplex, fourplex, 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 City's housing targets for moderate-, average-, and high-income earners.



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

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), 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 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 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 non-market rental, lower-end-of-market rental, and affordable homeownership opportunities.
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.

► 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.

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.

Single Detached Form

This designation includes single detached homes with secondary suites and/or laneway housing. Single detached low density housing forms will not exceed the density permitted in applicable zones. Building heights are limited to three storeys. It is anticipated that this designation will be amended in the future to reflect provincial legislation enabling single detached zoned lots to be redeveloped for up to 4 units.

Multi-Residential Forms

a. Low Density Multi-Residential Forms (3 storey)

This designation provides for two-unit homes, tri-plexes, four-plexes, townhouses, row housing and cluster housing on individual or common lots. Buildings will typically be up to three storeys in height.

b. Medium Density Multi-Residential Forms: Low Rise (up to 6 storeys)

This designation provides for densities that may include townhouses (side by side or stacked), apartments or a combination, including apartments over townhouses in low-rise building forms. Buildings will typically be four to six storeys in height dependent on area specific policies.

c. Medium Density Mixed Use: Mid Rise (6 to 12 storeys)

This designation provides for medium density residential development predominantly in the form of mid-rise apartments that range from 6-12 storeys in height.

d. Medium to High Density Mixed Use: High Rise (6-19 storeys)

This designation is limited to Woodland Park and provides for medium to high density residential and mixed-use development. Building heights range from 6 to 19 storeys.

e. High Density Multi-Residential Form: High Rise (up to 26 storeys)

This designation applies to the Moody Centre and Inlet Centre Transit-Oriented Development Areas and provides for high density residential and mixed-use development predominantly in the form of apartment buildings. Building heights are generally limited to 26 storeys.

f. High Density Multi-Residential Form: High Rise (up to 31 storeys)

This designation is limited to Westport Village and Coronation Park (Area A) and provides for high density residential and mixed-use development. Building heights are limited to 31 storeys.

g. High Density Multi-Residential Form: High Rise (up to 38 storeys)

This designation is limited to the Oceanfront District and provides for high density residential and mixed-use development predominantly in the form of apartment buildings. Building heights are limited to 38 storeys.

► Diversify Housing Policies

1. Develop a Missing Middle Housing Policy, including accompanying OCP and zoning amendments and design guidelines.
2. Explore density bonusing 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 3 or more bedrooms in all multi-residential developments.
5. Continue to improve housing accessibility for all ages and abilities by encouraging universal and accessible design features in new development.



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 greenhouse gas (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 large 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 while discouraging exposed surface parking, particularly along the frontage of a development.



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. 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 Development (TOD).

► Transit-oriented Communities Policies

1. Continue to encourage Transit-Oriented Development (TOD) within 400 metres of SkyTrain stations.
2. Support high quality, low GHG emission connections to the SkyTrain, including improved transit, walking and cycling access.
3. Support the provision of a third SkyTrain station in the Queens Street area.
4. 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.
5. 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.
6. Support the development of water-based transit connecting Port Moody to areas such as Belcarra, Deep Cove, and downtown Vancouver including the 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 reallocate the HOV lane on St. Johns Street and Clarke Street and re-purposing the street space.
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. Reduce the number of driveways and properties with direct access to arterial and collector corridors such as loco Road and St. Johns Street to improve road safety, accessibility, pedestrian and cyclist safety and comfort, and mobility.
5. 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. Develop a community zero emission resilience mobility strategy with an equity lens.
3. Support the use of sustainable transportation options, including walking, cycling, transit, and low/zero emission vehicles.
4. Require zero emission vehicle fueling infrastructure in all new developments.
5. Support low-emission ride-hailing services, micro-mobility, and autonomous vehicles.
6. 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 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 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.

A strong local economy supports the City's climate change goals. 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 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.



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. Refer to these plans for specific actions.



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, PoMo Arts 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. 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 Development (TOD) Area 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 TOD area, 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.

► 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.

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 outdoor recreation, nature, parks, music, film, festivals, concerts, special events, 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** - PoMo Arts is housed in the historic Old City Hall and Centennial Appleyard House and is managed by the PoMo Arts 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: Public Art Policy (2014); Private Developer Public Art Guidelines (2017); Arts and Culture Master Plan (2017); and Art in Public Spaces Master Plan (2021).

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 2024.



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 placemaking design that provides climate change adaptation benefits (e.g., cooling features such as waterfalls, shade, etc.).
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).
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 within the transit station and exterior
 - c. Integrate into major developments such as:
 - i. Coronation Park
 - ii. Moody Centre Transit-Oriented Development Area
 - iii. Portwood (formerly 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, PoMo Arts 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 Transit Oriented Development (TOD) area, 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 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 unceded homelands of the *kʷikwə́ləm* (Kwkwetlem), *səlilwətał* (Tsleil-Waututh), *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish), *q̓íçəy̓* (Katzie), *q̓ʷa:n̓ ʔən̓* (Kwantlen), *q̓íqéy̓t* (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.



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: 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 (PoMo Arts) 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 2: 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 3: 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 strike partnerships with 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 Port Moody 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. Explore and celebrate the diverse heritage backgrounds of residents through various mechanisms including storytelling, cultural events and activities, public art and placemaking.



Objective 4: 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, PoMo Arts and Queens Street area.



Objective 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.

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.

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.

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 regardless of their age, gender, ethnic, or socio-economic background 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 mental and physical impacts of climate change are already being experienced in many communities with increasing frequency and intensity of climate events. 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 Climate Action Plan (2020), the Age-Friendly Assessment and Action Plan (2020), the Child Care Action Plan (2022), the Tri-Cities Region Food Security Action Plan (2021), the Extreme Weather Resilience Plan (2022) and the Disaster Response Plan (2014).



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

A healthy, equitable, inclusive, and diverse community is one where every resident, regardless of their ability and background, shares 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 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. Ensure a safe community through effective and equitable emergency planning and response including responses to future impacts from climate change.
6. Continue to liaise with the provincial government and other agencies to encourage the development of enhanced local health services.



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 residents, regardless of their age, race, ethnicity, gender, orientation, religious beliefs or socioeconomic status.

► Equity and Inclusion Policies

1. Ensure equitable, accessible, and inclusive access to civic facilities, programs and community services and amenities for all residents.
2. Actively work toward preventing and eliminating discrimination based on age, race, gender, national or ethnic origin, colour, language, sexual orientation, culture and religious beliefs.
3. Undertake social planning studies and seek funding from senior governments as available and liaise with relevant community organizations and committees as appropriate.
4. Support community-based service groups and organizations that aim to facilitate social connectedness and cross-cultural understanding (e.g., arts, culture, festivals, and events).
5. Advocate for and contribute to poverty reduction to drive action at all levels of government.
6. 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.
7. Design programs to be inclusive of diverse ethnic and social groups, and participant orientations, and cater to a wide range of abilities and interests.



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, PoMo Arts 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 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 themes which ensure a municipality's age-friendliness: 1) outdoor spaces and public buildings; 2) transportation; 3) housing; 4) social participation; 5) respect and social inclusion; 6) civic participation and employment; 7) communication and information; 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, and Capital Planning.
5. Prioritize low carbon, climate resilient child care spaces in civic facilities, parks, new developments (especially residential and commercial), 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.
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 through the Child Care Working Group.

► Child Care Affordability and Partnership Policies

1. Lobby senior governments for increased funding.
2. Provide tax exemptions to not-for-profit child care providers where applicable.
3. Facilitate partnerships with the School District to:
 - a. ensure child care is part of all new or renovated school spaces;
 - b. facilitate use of school spaces and grounds for school age care operators; and
 - c. support the move to an enhanced role for the School District in school age 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 Metro Vancouver on new initiatives to minimize food waste in residential, commercial, and institutional areas.
3. Advocate for a low carbon, food-secure Port Moody and work collectively to decolonize and decarbonize the local food system.
4. Integrate, develop and enhance new and existing policies, bylaws, and other planning and strategy documents to reflect additional household and community food security elements.
5. 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.
6. Require community gardens and other food assets in new urban development (including rooftop gardens, vertical farming, urban agri-tech, and other food-friendly infrastructure).
7. 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.
8. 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; an increase in frequency and intensity of precipitation; and sea level rise, which is conservatively expected to rise 0.5 metres by 2050 and 1 metre by 2080. 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.

Community members are not all 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, and those with pre-existing medical conditions. Long term preparedness can help minimize the consequences of climate-related events including being resourced and skilled to both respond to and recover quickly from events.

► 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. Retrofit City-owned facilities, infrastructure, parks and public lands for extreme weather events.
5. Increase education and outreach of extreme weather events and resources available to assist.
6. 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).
7. 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).



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 will be completed in early 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.

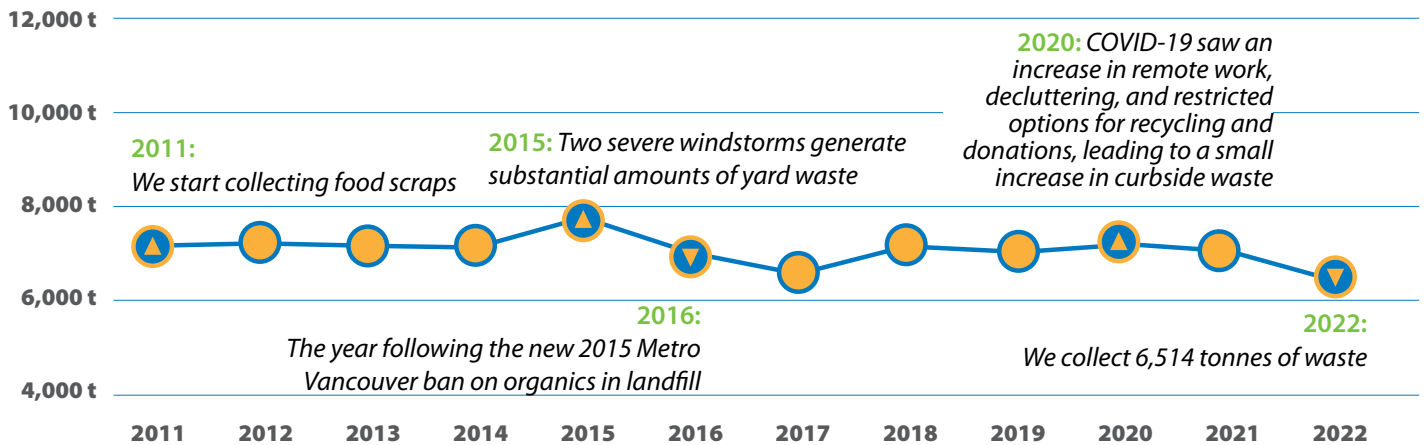
► Road and Bridge Infrastructure Policies

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 2011–2022.

► 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. Recognize the services provided by natural areas by incorporating natural assets in asset management plans.
7. Integrate carbon considerations into natural asset management processes.



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 neighbourhoods which are unique in size, age, land use, densities, and phase of development. Specific policies guide development in each neighbourhood area.

14.1 College Park, Harbour Heights, Glenayre, and Seaview

The College Park, Harbour Heights, Glenayre, and Seaview neighbourhoods are predominantly residential and 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 housing in Glenayre, Seaview and College Park has been built within the last 40-50 years and while widespread redevelopment is not likely to occur, some areas are experiencing limited change.

► Policies

1. The existing land use and character of these neighbourhoods shall generally be retained with the exception of the Woodland Park site and potential redevelopment areas noted Section 14.1.2.
2. Laneway housing will be considered on all single detached properties with lane access.
3. 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.



Map 1. Woodland Park



Map 2. Woodland Park Master Plan

Woodland Park is envisioned as a complete, sustainable neighbourhood composed of a mix of housing tenures complemented by small-scale commercial and childcare uses and neighbourhood park spaces, as illustrated on the accompanying Master Plan (Map 2). For reference, the buildings identified on the Master Plan are shown schematically for illustration only. Actual building siting will

be determined in conjunction with the review of individual development permits. Aside from the provision of a range of housing tenures, the key cornerstone of the Master Plan is the protection and enhancement of the existing Environmentally Sensitive Areas on the site for the long-term benefit of Woodland Park and the surrounding community.

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

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

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



Map 3. Environmentally Sensitive Areas and Open Space Concept Plan

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

Development Phasing

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



Map 4. Woodland Park Phasing Plan

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

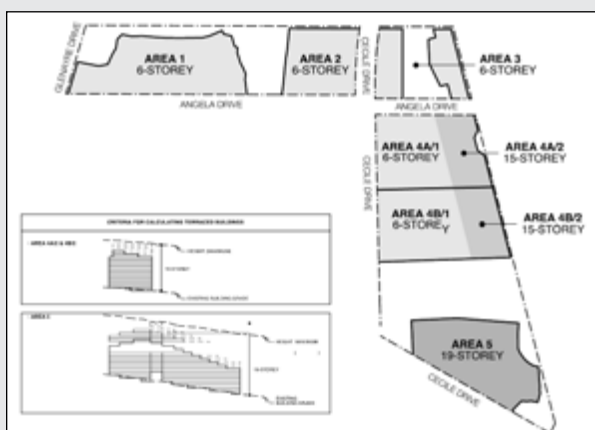
► Woodland Park Policies

1. Within Woodland Park a variety of housing types and tenures will be provided including, below-market rental units, market rental units and strata units. Neighbourhood serving uses, including commercial and childcare uses will also be provided for.
2. Opportunities for other flexible housing options to respond to changes in household needs (e.g., lock-off units) will be considered.
3. Building heights may range from six storeys up to a maximum of 12 storeys, except where sloping grades result in a greater number of storeys as illustrated on the following Map 5 - Building Heights.



Map 5. Woodland Park Building Heights

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



Map 5b. Woodland Park Building Heights Including Density Transfer

► Woodland Park Policies (continued)

5. A public path around the perimeter of the property, as shown on the Master Plan, is required, which will generally define the extent of the Environmentally Sensitive Areas to be protected and enhanced.
6. The phased development of Woodland Park shall include the provision of road improvements to enable a safer and operationally effective means of access to, and egress from, the neighbourhood.
7. In accordance with the Master Plan, two 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.
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

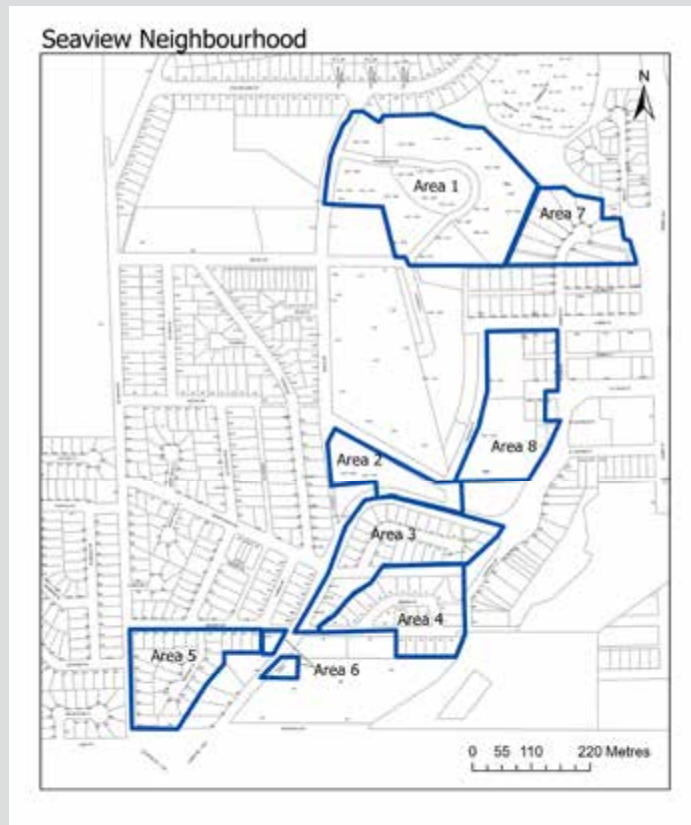
The Seaview neighbourhood is valued for its natural environment, including its mature trees, and creeks and spaces to enjoy nature such as trails and open space. There is a strong sense of community and appreciation for a neighbourhood that feels safe, quiet, and walkable. While the area includes a mix of single detached homes, townhouses, apartments, and some commercial development along Clarke Road, there is a desire for some higher density, more affordable and diverse housing options and more small scale, locally serving commercial uses.

► Seaview General Policies

1. Preserve mature trees, green spaces and watercourses and enhance and expand these elements through redevelopment and future parkland acquisition.
2. Leverage opportunities to create new neighbourhood parks through redevelopment.
3. Encourage a mix of housing forms of varying levels of density and affordability to support households of diverse sizes and composition.
4. Expand local amenities to include additional recreation and gathering spaces and park amenities including playgrounds, off leash dog areas, sports courts and community gardens.
5. Promote walking and cycling 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 the map and described below are expected to redevelop gradually:

- **Area 1 - Evergreen Drive:** consists of existing multi-residential 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 side of the area.
- **Area 2 - 1031-1089 Cecile Drive:** 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.
- **Area 3** - contains existing single detached and multi-residential uses on the south side of Clarke Road and Mount Royal Drive abutting South Schoolhouse Creek.
- **Area 4** - 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.
- **Area 5** - 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.
- **Area 6 - Neighbourhood Commercial Node:** the node area is surrounded by multi-residential and single detached residential uses and comprises properties, 201-203 Seaview Drive and 910-916 Clarke Road.
- **Area 7 - Charles Street Cul-de-sac:** includes all the single detached lots in the cul-de-sac (1845-1895 Charles Street).
- **Area 8** - 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.



Map 6. Redevelopment areas identified in the Seaview Area.

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

Area 1 – Evergreen Drive

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. Inclusion of an 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. Provision of locally serving commercial;
 - d. Appropriate massing of built form that is sympathetic to the adjacent context; and
 - e. Protection of existing mature trees.

Area 2 – 1031-1089 Cecile Drive

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; and
 - b. Building setbacks that are sympathetic to the surrounding single detached properties.

Area 3

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. New local street connection from Mount Royal Drive to Seaview Drive that addresses environmental and engineering considerations;
 - c. Creation of a neighbourhood park to support the community's recreational needs. The public 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. Enhanced pedestrian connections to Clarke Road and surrounding areas.

Area 4

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;
 - 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. An appropriately sized publicly accessible green space/amenity area;
 - d. Protection and enhancement of the South Schoolhouse Creek Tributary riparian area; and
 - e. Compliance with City housing related policies.

Area 5

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 and incorporates;
 - b. Realignment of Seaview Drive and Seaforth Way that addresses environmental and engineering considerations, prior to redevelopment;
 - c. Provides a central outdoor amenity area to meet the community's recreational and well-being needs; and
 - d. Compliance with City housing related policies.

Area 6 - Neighbourhood Commercial Node

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 City housing related policies, including market and below-market options; and
 - d. Overall massing of built form that is sympathetic to the neighbourhood scale. Buildings should address the street frontage with back of the house uses located to the rear of the buildings to minimize impacts on public realm.

Area 7 - Charles Street Cul-de-sac

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.

Area 8

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 Moody Centre.
3. Potential to provide density transfers for properties impacted by the alignment of the proposed Highview Connector.
4. Compliance with City housing related policies.

14.2 North Shore Neighbourhoods

14.2.1 Pleasantside and April Road

The Pleasantside and April Road areas are composed primarily of single-unit detached homes, with a small number of townhouse developments along loco Road, which serves as the primary traffic corridor in the neighbourhood. Traffic on loco Road continues to be a 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 development in the neighbourhood that would significantly add to existing traffic levels. 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. Laneway housing will be considered on all single detached properties with lane access.
4. Consider siting new single detached homes on lower elevation sections of lots to preserve the views of existing homeowners.

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

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

► Policies

1. Retain the existing residential character of the Heritage Mountain, Noons Creek, Twin Creeks, Mountain Meadows and Heritage Woods neighbourhoods.
2. Encourage a variety of multi-residential housing forms including duplexes, tri-plexes, four-plexes, townhouses, stacked townhouses and low rise apartments in keeping with existing development forms.
3. Restrict vehicular access to residential units from local roads and prohibit access from arterial roads.
4. Encourage commercial development in each neighbourhood for the provision of local convenience shopping and other basic needs.
5. Continue to actively lobby provincial and regional agencies to provide additional transit service to the north shore.

14.2.3 loco Lands

It is envisioned that a large portion of this site will eventually be used for an innovative combination of uses including single detached 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:
 - Opportunities to preserve the historical character of the loco Townsite;
 - Protection and enhancement of environmentally sensitive areas;
 - Potential consolidation of environmentally sensitive areas into Bert Flinn Park;
 - Incorporation of an integrated stormwater management plan for Mossom and North Schoolhouse Creeks;
 - Integration of climate resilient building technologies (e.g., low-carbon energy systems, and waste and water recycling);
 - Integration and transition with surrounding neighbourhoods, including Anmore;
 - Potential traffic impacts on loco Road;
 - Creation and/or maintenance of employment-generating uses;
 - Maintaining public access to the waterfront; and
 - 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.

14.3 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.

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, 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 automobile usage and encouraging a pedestrian-oriented environment; and
- The neighbourhood encompasses a key transit-oriented area 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 to a maximum height of 6 storeys.
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.

14.3.1 Coronation Park

Coronation Park is envisioned as a transit-oriented mixed-use neighbourhood. It is made up of a variety of multi-residential 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.

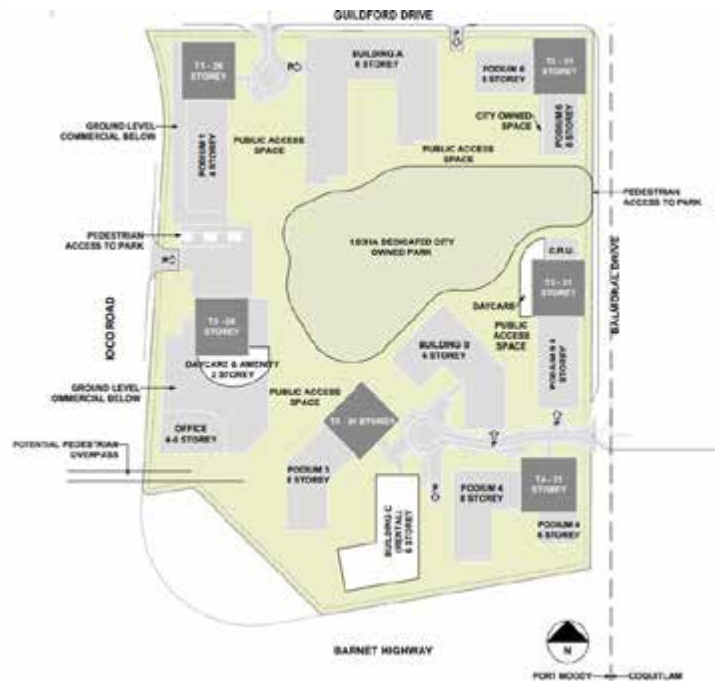
The neighbourhood is divided into three areas:

- **Area A** will be assembled and redeveloped for medium-to high-density mixed-use. The only exception to the land assembly in Area A is the lot at 103 loco Road, which is currently zoned Service Station Commercial (C4). This lot is designated in the OCP as Mixed Use - Inlet Centre but is anticipated to remain in service station use for the foreseeable future.
- **Area B** will be assembled and redeveloped for medium- to high-density residential use.
- **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.

Coronation Park Areas A, B, and C



Map 7. Redevelopment areas in the Coronation Park area.



Map 8. 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 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:
 - pedestrian and cycling infrastructure both within the neighbourhood and connecting to other areas; and
 - an overpass between the neighbourhood and Inlet Centre Station.
5. At least one additional road connection shall be required to serve the neighbourhood and the location must be resolved prior to the City approving any rezoning applications within the neighbourhood.
6. Given the proximity to Inlet Centre Station, Transit-Oriented Development (TOD) parking standards are encouraged, subject to the implementation of transportation demand management strategies to reduce personal car ownership and use.
7. All long-term off-street parking shall be underground.
8. Incorporate appropriately sized 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.
9. Building rooftops are encouraged to include uses such as outdoor amenity space, community gardens, and green roofs are encouraged.
10. All rezoning applications shall include a phasing plan and may be required to support up-fronting / oversizing of infrastructure.
11. 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 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 Area C:

Area C is designated as multi-residential and will be considered for redevelopment to a maximum height of 3 storeys. Additional height may be considered 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 an appropriately sized park 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.
3. 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.
4. Provide market and non-market purpose built rental housing options.
5. Provide spaces for child care and seniors-oriented uses.
6. Ensure that buildings are addressing the street and park frontages with back of the house uses located to minimize impacts on public realm.
7. Provide all long-term off-street parking underground. Given the site's proximity to Inlet Centre Station, TOD parking standards are encouraged.
8. To reduce the urban heat island effect, design building rooftops for uses such as outdoor amenity space, community gardens, and green roofs.

14.4 Moody Centre

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

- The waterfront industrial area, which includes the Oceanfront District (former Mill and Timber sawmill site) to the north and Pacific Coast Terminals on the west. This area also contains other industries such as Polynt Group.
- 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.
- 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.
- Clarke Street has recently experienced new mixed use commercial and residential development which is expected to continue in the future.

► 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 lower density 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.

► 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. Consider additional storeys where multi-residential redevelopment includes the conservation and integration of heritage buildings. For the Multi-Residential designated properties at 2202-2214 Clarke Street, building heights up to a maximum of 6 storeys will be considered.
5. Consider the conversion of large heritage character homes to multi-residential use to encourage heritage conservation.
6. Consider laneway housing on all single detached properties with lane access.
7. Restrict heavy industry to those areas currently zoned for 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.
8. Consider institutional uses within areas designated for residential or mixed-use commercial/residential purposes.

► 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 CPR 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.

The Moody Centre area is intended to evolve and grow into a livable and complete community with improved community service facilities that establish a sense of place and character within the City of Port Moody.

The potential redevelopment sites within Moody Centre will provide a range of housing options to support the needs of a diverse population. The new built form will be compatible with the overall character and varied scale of Moody Centre, conserve heritage attributes, and establish a high-quality public realm.

The following policies are applicable for potential redevelopment 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. Existing single detached residential properties fronting Flinn Court, along the north side of Pinda Drive and the north end of Edward Crescent are designated as Multi-Residential up to a maximum height of 3 storeys. Redevelopment in this area is subject to the preparation of a development plan for the entire area that:
 - a. Incorporates a shared publicly accessible outdoor amenity space/green space to provide for recreational needs of the neighbourhood; and
 - b. Provides an appropriate massing of built form that is sympathetic to the adjacent neighbourhood context.

122 - 140 James Road

1. The subject properties are designated as Multi-Residential and will be considered for redevelopment to a maximum height of 3 storeys. Redevelopment to 6 storeys may be considered if the following are incorporated:
 - a. Road connection from Moray Place to James Road;
 - b. Consolidation of the 4 properties;
 - c. Provision of market and below market purpose built rental housing; and
 - d. Incorporation of outdoor and indoor amenity areas.

3002 - 3048 Henry Street

1. The subject properties are designated as Multi-Residential up to 3 storeys. Building forms up to 6 storeys may be considered subject to compliance with the City's Tenant Relocation Policy and Rental Replacement Policy.
2. Reduced parking requirements may be considered as the properties are within walking distance to Moody Centre Station.

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 up to 3 storeys. Building forms up to 6 storeys may be considered, if the following are addressed:
 - a. Consolidation of the properties into minimum parcel sizes of 2,415 m² (26,000 ft²);
 - b. Compliance with the City's Tenant Relocation Policy and Rental Replacement Policy;
 - c. Inclusion of appropriately sized indoor and outdoor amenity areas; and
 - d. Inclusion of market and below market purpose built rental options;
2. Reduced parking requirements may be considered as the properties are within walking distance to the Moody Centre Station.

Development Blocks: 2506 - 2628 St. George Street, 2513 - 2721 St. George 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; and
2. Consider Heritage Revitalization Agreements to promote the retention of heritage register properties and provide flexibility to support redevelopment within this area.

2400 - 2424 St. Johns Street

1. 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:
 - a. Consolidation of all lots;
 - b. 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;
 - c. A Heritage Revitalization Agreement could be used to promote the retention of the Hotel Burrard and provide flexibility to support redevelopment within this area;
 - d. Inclusion of market and below market purpose built rental options;
 - e. Inclusion of indoor and outdoor amenity areas to serve the needs of residents; and
 - f. Integration of commercial uses, open spaces and sensitive transitions at grade level facing Queens Street and Spring Street to bring vibrancy to Queens Street Plaza and the 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:
 - a. Integration of commercial uses, open spaces and sensitive transitions at grade level facing Queens Street and St. Johns Street; and
 - b. 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:
 - a. Enhancement and protection of South Schoolhouse Creek and the associated riparian area;
 - b. 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
 - c. A Heritage Revitalization Agreement could be used to promote the retention of the Martha Johnston Residence and provide flexibility to support redevelopment within this area.

2331-2335 St. Johns Street

1. The subject properties are designated as Mixed Use – Moody Centre up to 4 storeys in height. Building forms up to 6 storeys may be considered if the following elements are addressed:
 - a. Inclusion of market and below market purpose built rental options;
 - b. Provision of locally serving community commercial uses; and
 - c. Compliance with City housing related policies.

West Moody Centre Study Area



The area to the south of Canadian Pacific Railway lands, west of Queens Street, east of Barnet Highway and Albert Street, and to the City's limit in the south at the Chines is identified for growth and development that is sympathetic to existing heritage resources, neighbourhood character and the natural environment. Recently approved development adjacent to and within this area will provide a new context for how it may evolve in the future. As such, this area has been identified as a Study Area where more detailed planning is required prior to any future land use changes.

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

14.4.1 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.

14.5 Skytrain Sub-Areas

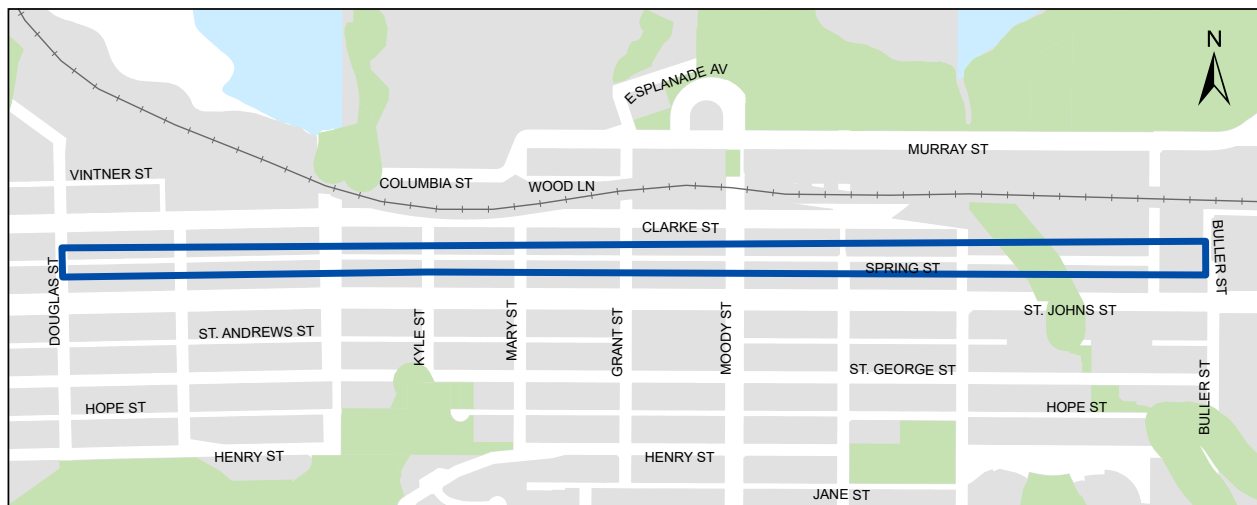
Map 11 shows the SkyTrain Sub-Areas and includes more detailed information related to the OCP land use designations and permitted building heights for these areas.

14.5.1 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 — laneway housing 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

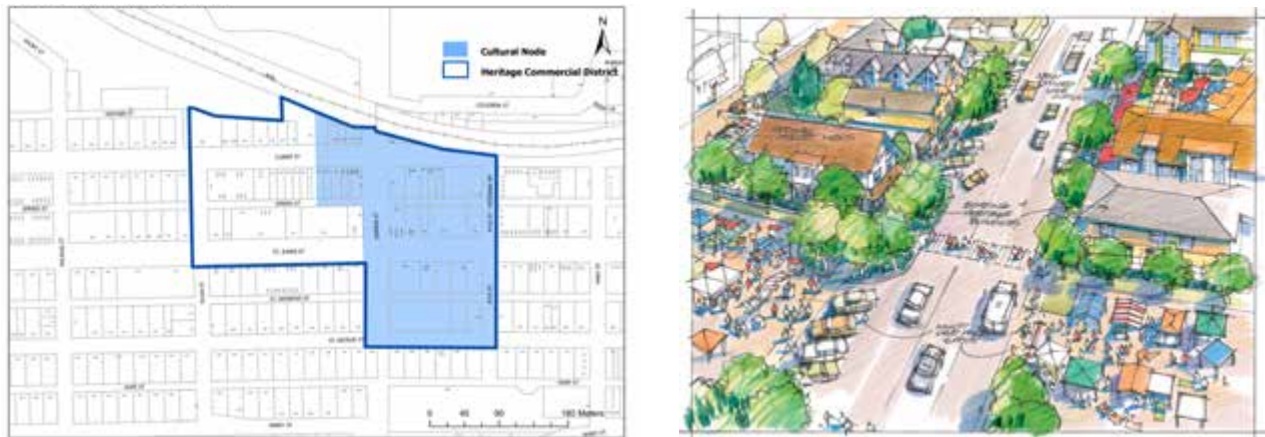
- Incorporate plantings, varied paving materials, meandering street pattern to slow traffic.
- Assess the number of driveways accessed off Spring Street with the objective of providing a more continuous pedestrian environment.
- Buildings will activate and enhance Spring Street by providing active uses fronting the street.
- Create active edges on Spring St 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 and St. Johns Street.
- This portion of Spring Street is restricted to local vehicular traffic only.
- Within this portion of Spring Street, new parkade access is discouraged.

3. Moody Centre Station Area between Moody and Buller Streets

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

14.5.2 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.



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

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.

► 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:
 - a. 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;
 - b. Maintaining and improving the appearance and heritage character of the area through the Moody Centre Heritage Conservation Area guidelines (Appendix 4);
 - c. Encouraging the retention and revitalization of heritage character buildings; and
 - d. 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.

► Heritage Commercial District Policies (continued)

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. 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.
4. 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.
5. Incorporate a pedestrian connection to Oceanfront District and a future potential Queens Street area SkyTrain station.

14.5.2.1 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 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.

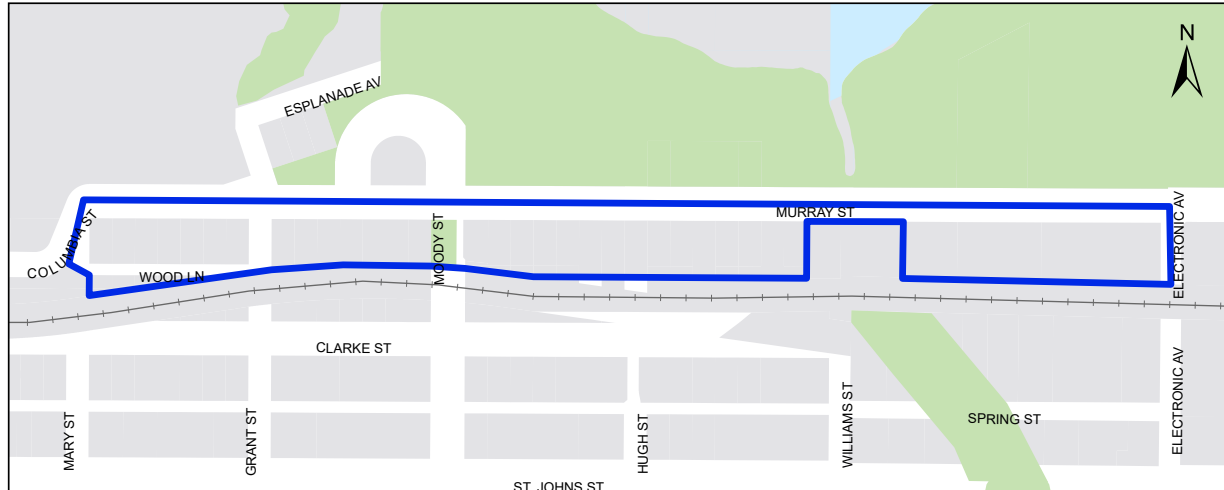
► The following policies will encourage further strengthening of the cultural node:

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).

14.5.3 Murray Street Boulevard

The Murray Street Boulevard includes properties on the south side of Murray Street between Mary Street and Electronic Avenue. This area includes three different land use designations (refer to Map 1) that support urban industrial only uses, mixed use building forms including residential, urban industrial and entertainment uses, as well as support for the objectives of the Moody Centre Transit-Oriented Development Area, as follows:

- **Urban Industrial:** between Mary and Moody Streets.
- **Mixed Employment:** between Moody Street and 2933 Murray Street, and west of 3005 Murray Street.
- **Moody Centre Transit-Oriented Development:** for 2933-3005 Murray Street.



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

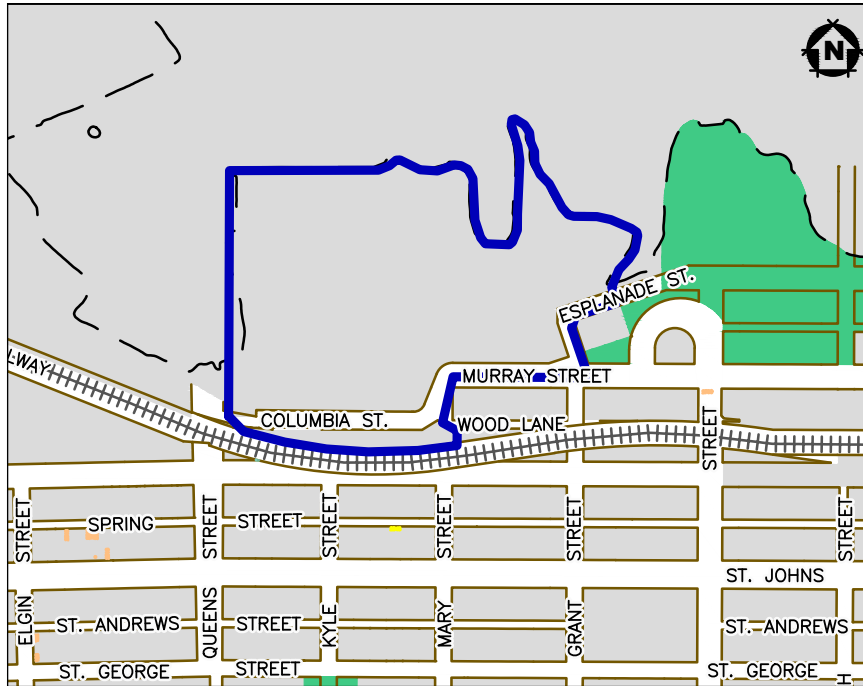


► Murray Street Boulevard Policies

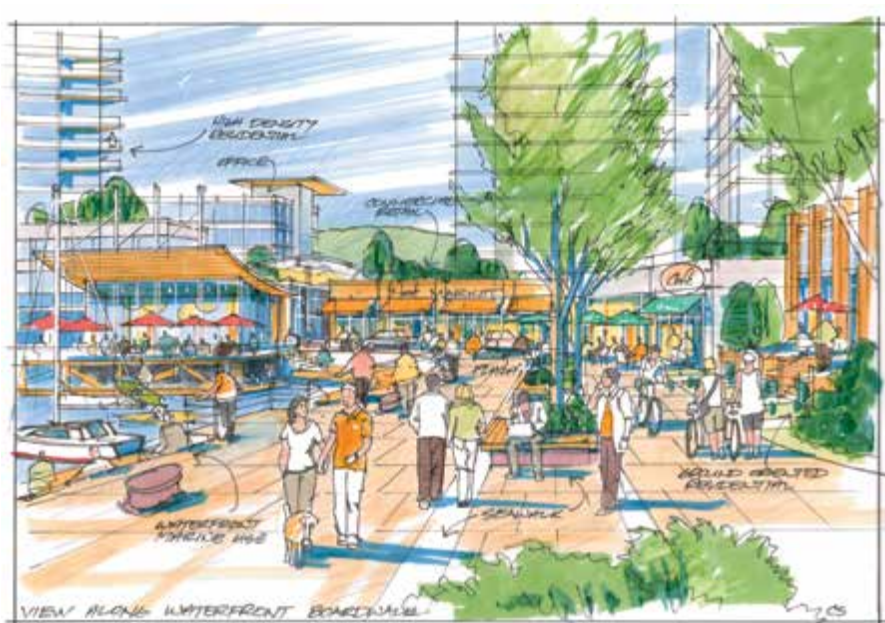
1. For the Urban Industrial designated areas west of Moody Street, building forms up to 3 storeys are permitted. Storey heights appropriate for urban industrial uses will be accommodated.
2. For Mixed Employment designated areas, building forms up to 6 storeys are permitted provided that the first storey consists of employment related non-residential uses (commercial, entertainment, and urban industrial). Storey heights appropriate for urban industrial uses will be accommodated. Second storey job space is strongly encouraged where feasible and where such uses are compatible with adjacent residential uses. Above 2 storeys upper floors will be set back from Murray Street to provide opportunities for outdoor spaces and allow a buffer from street level activities.
3. For the Moody Centre Transit-Oriented Development designated properties at 2933-3005 Murray Street, building forms up to 12 storeys are permitted provided that the following elements are addressed:
 - Potential consolidation with adjacent properties at 3009-3011 Murray Street to provide flexibility in the orientation of daylight portions of Dallas/Slaughterhouse Creek;
 - Daylighting of Dallas/Slaughterhouse Creek, protection of the associated riparian area and creation of additional adjacent green space;
 - Inclusion of a pedestrian overpass connecting Moody Centre Station to Murray Street;
 - Provision of urban industrial and entertainment uses on the ground floor and office related uses on the second floor;
 - Inclusion of market and below market purpose built rental housing;
 - Compliance with City housing related policies; and
 - Inclusion of locally serving uses, including childcare and professional services.
4. Encourage weather protection along the building face fronting Murray Street.
5. Encourage pedestrian scaled amenities to facilitate walking and provide an attractive pedestrian environment.
6. 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.
7. 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.
8. Require access to the properties on the south side of Murray Street through rear laneway access for new development, where possible.

14.5.4 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.



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



Potential view along the waterfront for illustrative purposes only.

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

► Oceanfront 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 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 community, one that holistically integrates open space/parks, trail/greenway connections and ecological protection, and includes the following:
 - Provision of public open space/facilities to serve the needs of future residents as well as the wider community.
 - 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.
 - New public community park that integrates with and expands the range of uses associated with Rocky Point Park.
 - 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.
 - 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.
 - 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:
 - A passive and active parks/open space needs analysis.
 - The programming and design of public parks and open space as well as marine recreational areas.
 - Protection and enhancement of the natural environment along the foreshore perimeter and Kyle Creek with a focus on ecological connectivity.
 - Providing floating platforms on the water for birds and seals, subject to required approvals being obtained.
 - Providing bird nesting boxes, subject to required approvals being obtained.
 - Setting site-specific stormwater runoff management targets and developing a stormwater runoff management strategy.
 - Public access opportunities.
 - Integration with the climate change risk assessment and adaptation strategy.
 - 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 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 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 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:
 - Peripheral site protection (e.g., seawalls and dykes) that incorporates Green Shore principles and nature-based solutions;
 - Appropriate flood construction level;
 - Finished floor elevations;
 - Sub-surface parking elevations;
 - Building setbacks and design;
 - Foreshore management strategies;
 - Landscape design standards; and
 - 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:
 - Minimizing greenhouse gas emissions;
 - Increasing the energy performance of buildings;
 - Deploying low-carbon energy technologies;
 - The feasibility of a district energy system for the site; and
 - Waste and water recycling.
6. Incorporate measures to address extreme weather resiliency including:
 - Early warning systems for extreme weather events, such as floods, storms, and heatwaves, to provide timely information to residents.
 - Construction of critical infrastructure, such as bridges, roads, and utilities, to withstand extreme weather conditions and prevent disruptions.
 - 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.
 - Green infrastructure solutions like permeable pavement, rain gardens, and urban forests to manage stormwater and reduce heat island effects.
 - 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 Policies - Density and Building Height

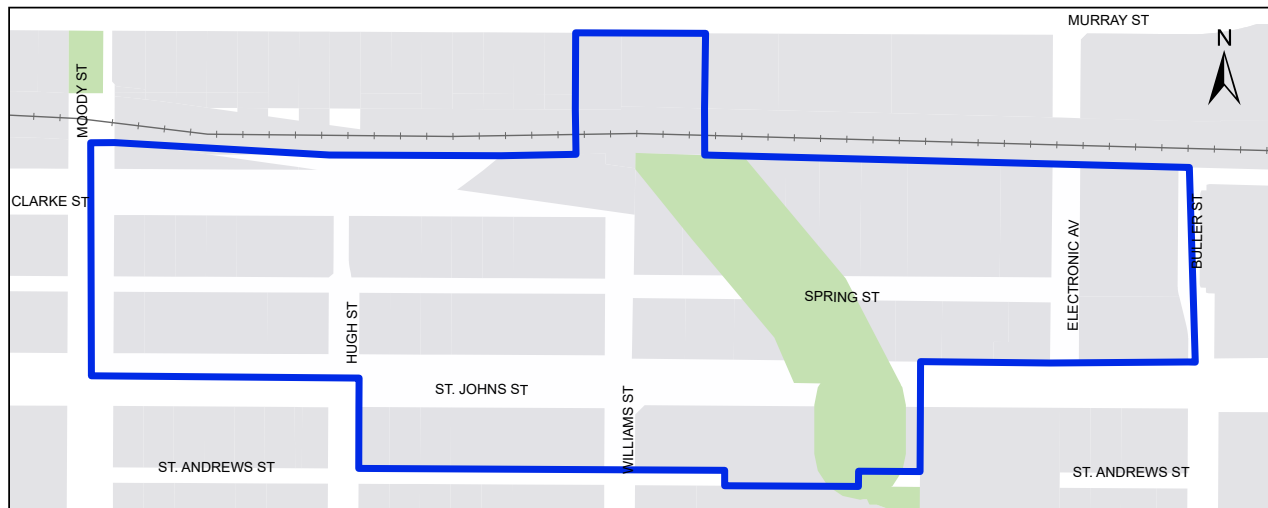
1. The maximum permitted density of development on the site for all uses combined is 357,064m² of gross floor area.
2. The maximum permitted density of all forms of residential development on the site, including live-work, is 314,794m² of gross floor area and 3,397 units. This maximum excludes any congregate 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 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.

14.5.5 Moody Centre Station Transit-Oriented Development

The focal point of this area is Moody Centre Station. An increased concentration of commercial and residential uses is located here and identified as those properties designated as Moody Centre Station Transit-Oriented Development (TOD). This designation calls for the development of higher density, mixed-use, pedestrian friendly development around the station. Building forms will range from low- to high-rise; uses will be a mix of residential, retail, office, employment, service, civic, institutional, recreational, and cultural uses; and building heights up to 26 storeys.



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



Potential view of the intersection of Williams and St. Johns Streets for illustrative purposes only.



Early concept plan showing potential redevelopment of Moody TOD Area for illustrative purposes only.

The vision for Moody Centre Station Transit-Oriented Development is expressed and facilitated by the following policy framework separated by topic area.

► **Moody TOD 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. Mixed uses shall include office, retail (including a grocery store), and employment (low-impact uses including, but not limited to, workshops; design/innovation and manufacturing/ production of clothing, furniture, and sporting goods; breweries; cultural, clean-tech, and green industry; digital entertainment and IT; life science; and Research and Development). At grade commercial/ employment uses shall be oriented to the street and designed at a pedestrian scale.
3. 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, and if necessary, how the development would contribute towards the provision of daycare spaces.
4. The City will continue to work with School District 43 and Fraser Health on servicing the expected population growth in the Moody Centre TOD Area.

► Moody TOD 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:
 - New appropriately sized parks and open spaces throughout the TOD 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;
 - 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;
 - 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;
 - A delineated dog park(s) that align with the neighbourhood density; and
 - Park designs should include noise mitigating features.
2. 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.
3. 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.
4. 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.
5. 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 TOD will require designs in public and private realms that provide adequate planting sites and conditions to support tree health and canopy cover targets.
6. Integration of green infrastructure should be a key consideration of the TOD, in line with the Moody Centre Drainage Plan.

► Moody TOD Policies - Mobility

1. Redevelopment shall support alternative transportation modes, prioritize pedestrian mobility to/from the station, maximize the ability to see and walk through the area, optimize transit operations, and limit conflicts between modes, and include:
 - a pedestrian/bicycle overpass in the vicinity of the station across the tracks and mid-block north-south pedestrian connections;
 - an extension of Golden Spike Lane west to the station to facilitate pedestrian and cycling movement, and loading and local vehicular traffic only;
 - bike lanes connecting within the neighbourhood and to adjacent areas; and
 - wide sidewalks in all new developments.
2. Given its proximity to the station, and the City's vision towards creating a complete and walkable community, TOD parking standards (i.e., parking relaxations in certain areas) are encouraged for the Moody Centre TOD Area, while still ensuring adequate parking to support retail vitality. All off street parking should be underground.
3. Redevelopment shall maintain the station park-and-ride facility as deemed necessary by the Province, TransLink, and the City.
4. In addition to including parking to support on-site residents and uses, new developments will consider the potential for shared parking opportunities to support commuters and visitors to Rocky Point Park.
5. 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 TOD Policies - Built Form and Height

1. 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, from a maximum height of 26 storeys around the station, to six (6) storeys at the edge. New buildings shall capitalize on opportunities for 'placemaking' around this transit destination, including an enhanced pedestrian realm and strong visual links between St. Johns Street and the station. Additional height may be considered on a case by case basis subject to achieving other policy objectives.
2. High-rise towers should be slender and include a three-storey podium. For new high-rise buildings (above the podium), a minimum distance separation of 60 metres between adjacent towers and floor plates in the range of 700m² are encouraged.
3. The public realm shall include:
 - Public space for residents and visitors (plazas, open space, civic use);
 - A plaza around the station entrance, connecting to the greenway;
 - Internal plazas within the blocks nearest the station;
 - Opportunities for public art;
 - Active green spaces and play spaces for residents and visitors; and
 - A realized Spring Street Promenade.
4. Encourage upper floors to be set back from St. Johns Street.
5. Provide at-grade shops and services creating active edges.
6. Provide weather protection and pedestrian scaled amenities to facilitate walking.

► Moody TOD 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 TOD, 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. Promote zero-waste practices and recycling programs and encourage the use of sustainable materials and building practices that reduce waste.
8. Implement water-saving measures, like rainwater harvesting and low-flow plumbing fixtures, to address potential water scarcity exacerbated by climate change.

► Moody TOD Policies - Urban Design

1. Incorporate a unique architectural identity.
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. Incorporate landscaping to create a softer, green edge to the built environment.
4. Incorporate landmark features as part of larger scale developments.
5. Integrate public art into public spaces.

► Moody TOD 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.

Area Specific Policies within the Moody TOD

2901-2929 St. Johns Street

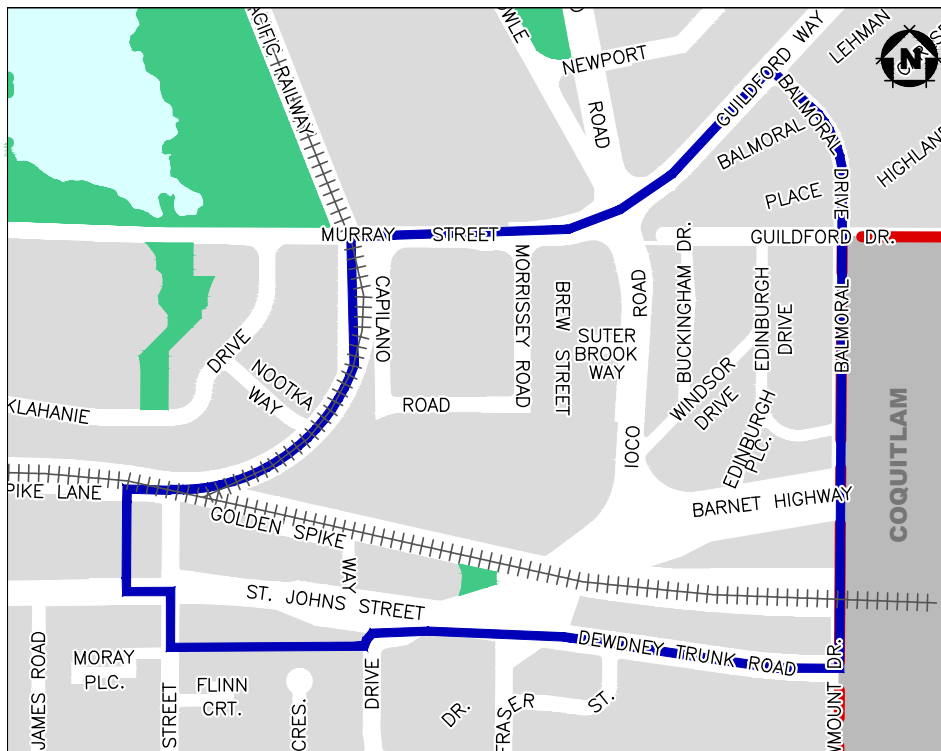
1. Given the proximity of these properties to the Moody Centre Station, a designation of Moody Centre Station Transit-Oriented Development up to 6 storeys has been applied, with the potential for redevelopment up to 26 storeys in height, if the following elements are addressed:
 - a. Consolidation of the properties into minimum parcel sizes of 2,415 m² (26,000 ft²);
 - b. Inclusion of appropriately sized indoor and publicly accessible outdoor amenity areas;
 - c. Provision of market and below market purpose built rental housing options;
 - d. Enhanced pedestrian environment and enhanced tree canopy along St. Johns Street;
 - e. Enhanced pedestrian environment/green street treatment along Williams Street;
 - f. Pedestrian friendly entrance feature at the corner of Williams and St. Johns Streets; and
 - g. Appropriate transition to adjacent lower density residential building forms.
2. Reduced parking requirements may be considered as the properties are within walking distance to the Moody Centre Station.

3001 - 3017 & 3033 St. Johns Street

1. Given the proximity of these properties to the Moody Centre Station, a designation of Moody Centre Station Transit-Oriented Development up to 6 storeys has been applied, with the potential for redevelopment up to 26 storeys in height, if the following elements are addressed:
 - a. Consolidation of the properties;
 - b. Daylighting of Dallas Creek, and protection and enhancement of the associated riparian area;
 - c. Continuation of the Dallas Creek greenway from St. Andrews Street to St. Johns Street;
 - d. Inclusion of an appropriately sized publicly accessible amenity area/park within the site;
 - e. Provision of market and below market purpose built rental housing options;
 - f. Inclusion of a new pedestrian-controlled intersection where the Dallas Creek greenway meets St. Johns Street;
 - g. Enhanced pedestrian environment and enhanced tree canopy along St. Johns Street;
 - h. Enhanced pedestrian environment/green street treatment along Williams Street;
 - i. Pedestrian friendly landscaped entrance feature at the corner of Williams and St. Johns Streets; and
 - j. Appropriate transition to adjacent lower density residential building forms.
2. Reduced parking requirements may be considered as the properties are within walking distance to the Moody Centre Station.

14.5.6 Inlet Centre Station Transit-Oriented Development

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



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



Potential view looking west on Barnet Highway towards Ioco Road for illustrative purposes only.

The objectives of this area are to create a range of uses and concentrate 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 connections, particularly to Inlet Centre Station;
- 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 activity and provide for a comfortable pedestrian scale.

A neighbourhood plan for the area known as Coronation Park has been developed to determine appropriate density and building forms prior to any redevelopment within this area. These policies are contained in Section 14.3.1 of this OCP.

► Inlet Centre TOD Policies

1. Building heights up to 26 storeys will be considered for the following Mixed Use - Inlet Centre designated areas:
 - 130 loco Rd; and
 - The 2400 block of Barnet Hwy (Honda dealership site).
2. Within the Coronation Park neighbourhood:
 - Building heights up to 26 storeys will be considered for the area designated high-rise Residential; and
 - Building Heights up to 31 storeys will be considered for the area designated Mixed Use - Inlet Centre.
3. The properties at 3316-3340 Dewdney Trunk are designated as Multi-Residential and will be considered for redevelopment to a maximum height of 4 storeys. Additional height may be considered with the development of a plan that addresses:
 - Consolidation of the lots;
 - Prioritizing the protection and enhancement of existing open watercourses, riparian area, mature tree canopy, with the potential for adjacent green/park space;
 - Provision of market and non-market purpose built rental housing;
 - Potential for locally serving community needs such as child care and small-scale commercial uses;
 - Enhanced pedestrian and cycling connections to Inlet Centre Station.
 - Reduced parking standards will be considered given the proximity of this site to the Inlet Centre SkyTrain Station (within 200 metres).

► Inlet Centre TOD Policies (continued)

4. The properties at 3200 – 3224 St. Johns Street are designated as Mixed Use - Inlet Centre up to 12 storeys and will be considered for additional height, if the following are being considered:
 - a. Enhancement and protection of Pigeon Creek and the associated riparian area;
 - b. Inclusion of an appropriately sized public park within the site to serve the needs of residents and the neighbourhood;
 - c. Provision of a range of multi-residential housing types, sizes and tenures with a focus on family friendly units (two, three, and three+ bedrooms);
 - d. Provision of market and non-market purpose built rental housing options;
 - e. Enhanced pedestrian connections to Inlet Centre station through streetscape improvements along the St. Johns Street frontage and contribution toward upgrades to the remaining pedestrian route accessing the station; and
 - f. Consideration of reduced parking requirements given its proximity to the Inlet Centre station.
5. The 3200 block of the south side of St. Johns Street is designated as Mixed Use – Inlet Centre which envisions a mix of commercial and residential uses in a building form not to exceed 6 storeys.
6. Above 4 storeys, upper floors will be set back from St. Johns Street, loco Road and Barnet Highway.
7. The construction of a pedestrian/cyclist overpass across loco Road to facilitate safe access to the Inlet Centre station will be required in conjunction with new development in this area.
8. Additional policies for the Coronation Park Neighbourhood portion of Inlet Centre can be found in Section 14.3.1 of this OCP.

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.

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. areas within DPA 1 and 2 (shown on Map 12) with lane access:

- **Development Permit Area 6:** Detached Accessory Dwelling Unit Intensive Residential Development

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 steep land 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: Detached Accessory Dwelling Unit Intensive Residential Development

Purpose of Designation Category: Pursuant to subsection 488 (1)(e) of the *Local Government Act*, the purpose of this designation is to establish objectives for the form and character of detached accessory dwelling units as a form of intensive residential development.

Justification: The City wishes to provide for gentle densification in established single residential neighbourhoods in DPA 1 and 2 with lane access, in keeping with the existing form and character of these areas. As a form of intensive residential development, the development of detached accessory dwelling units requires careful application and design to ensure that new development respects the character of the neighbourhood and adjacent properties while also creating an attractive, livable environment.

The objectives for DPA 6 are:

- respect the scale and form of neighbouring properties
- ensure that the established neighbourhood character serves as inspiration for new development
- enhance and animate the lane and adjacent streets to encourage pedestrian orientation
- respect prominent trees and landscape features
- incorporate security and privacy into neighbourly development
- incorporate sustainable design that is site-sensitive, long-lasting and efficient.

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 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. To ensure that residents are familiar with the OCP and are involved in the land use decision making process, the City will engage with the community, in addition to legislatively required Public Hearings. This continuing dialogue with the community will also 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*. In some areas, future studies, analysis, and dialogue will be required to provide a more detailed policy direction. 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 plan.

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.

- Parkland Strategy
- Rocky Point Park Master Plan
- Old Orchard Park Master Plan
- Coastal Flood Strategy
- Trail Network Plan
- Missing Middle Policy
- Secure Market Rental Policy
- Green Infrastructure Strategy
- Natural Asset Management Strategy
- Moody Centre West Neighbourhood Plan
- City of the Arts Strategy



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:

- Tree Protection Bylaw Update
- Subdivision and Development Servicing Bylaw Update
- Development Cost Charges Update
- Master Transportation Plan Update



Plan Amendments

As a 'living plan,' the OCP is reviewed and updated every five to ten years. 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 or 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. Consideration of any future amendments to the OCP should be justified based on its achievement of:

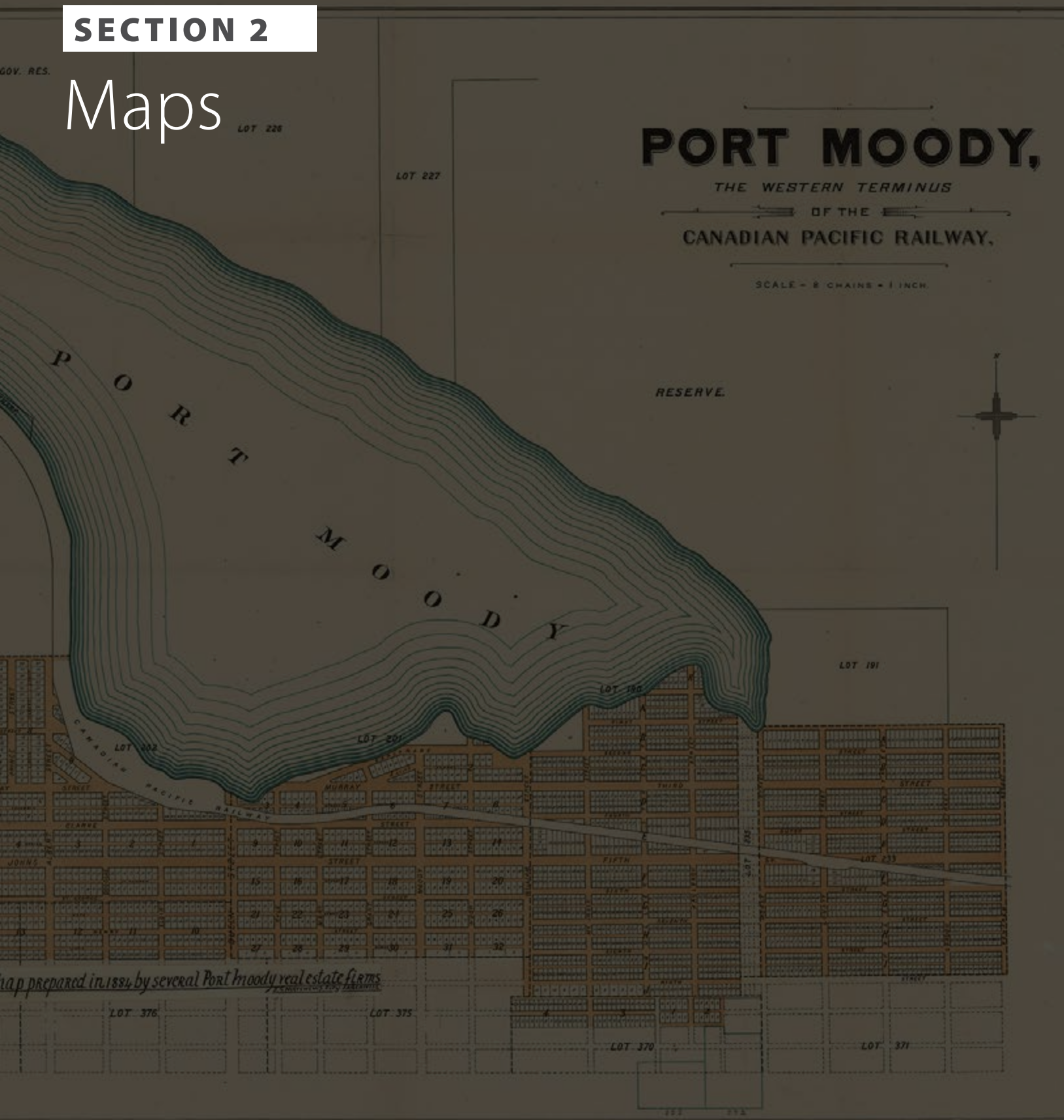
- Need and effect for the proposed change;
- Effect of the proposed change on City services, and relevant impacts on the City's 5-year financial plan;
- Implications, if any, that the amendment may have for other parts of the OCP;
- Impacts of the proposed change on the ability of the City to achieve 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.

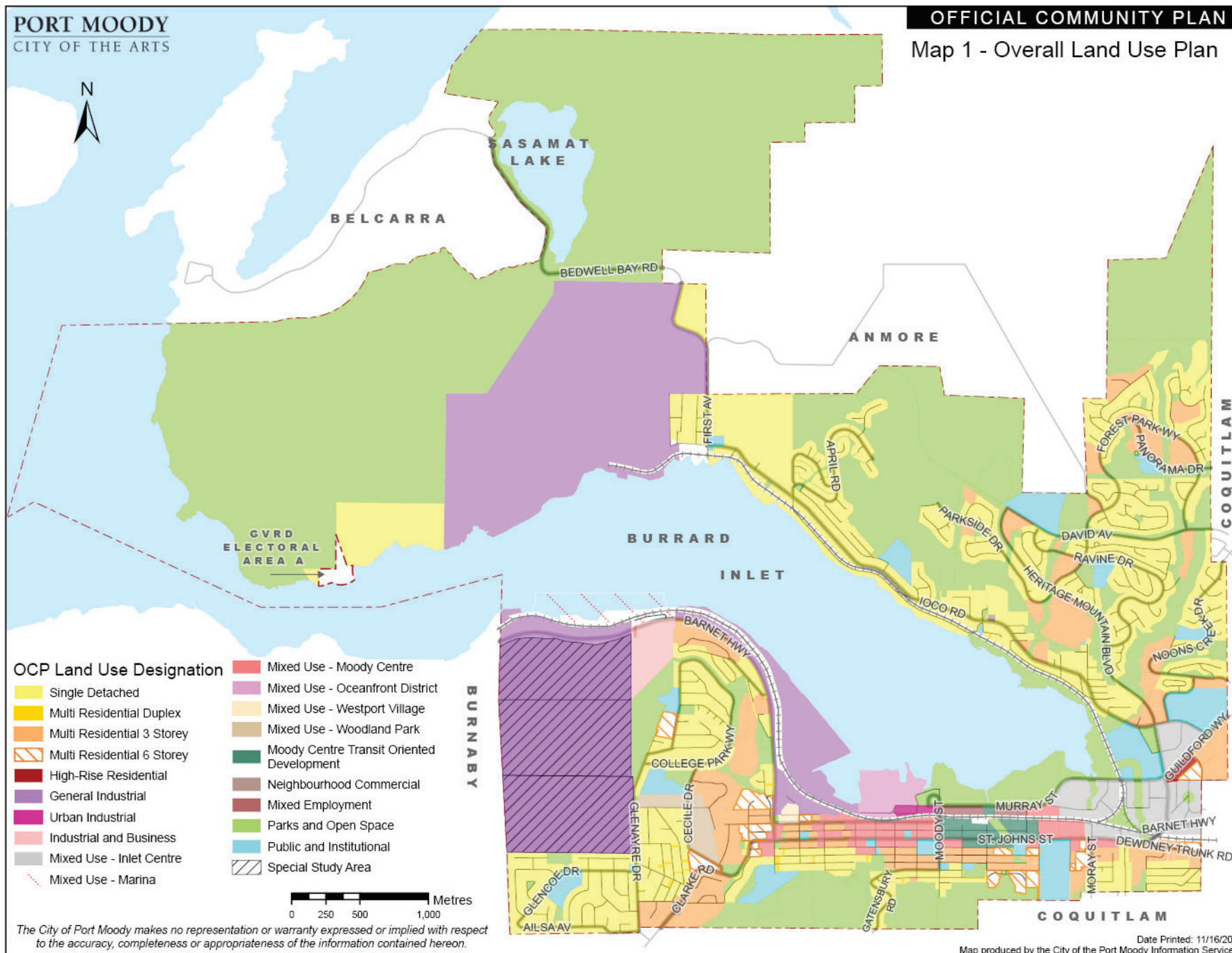
► Implementation Policies

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 consult with residents, organizations, businesses, and agencies during policy planning exercises.
6. Conduct consultation for special study areas and neighbourhood plans where identified.
7. 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.

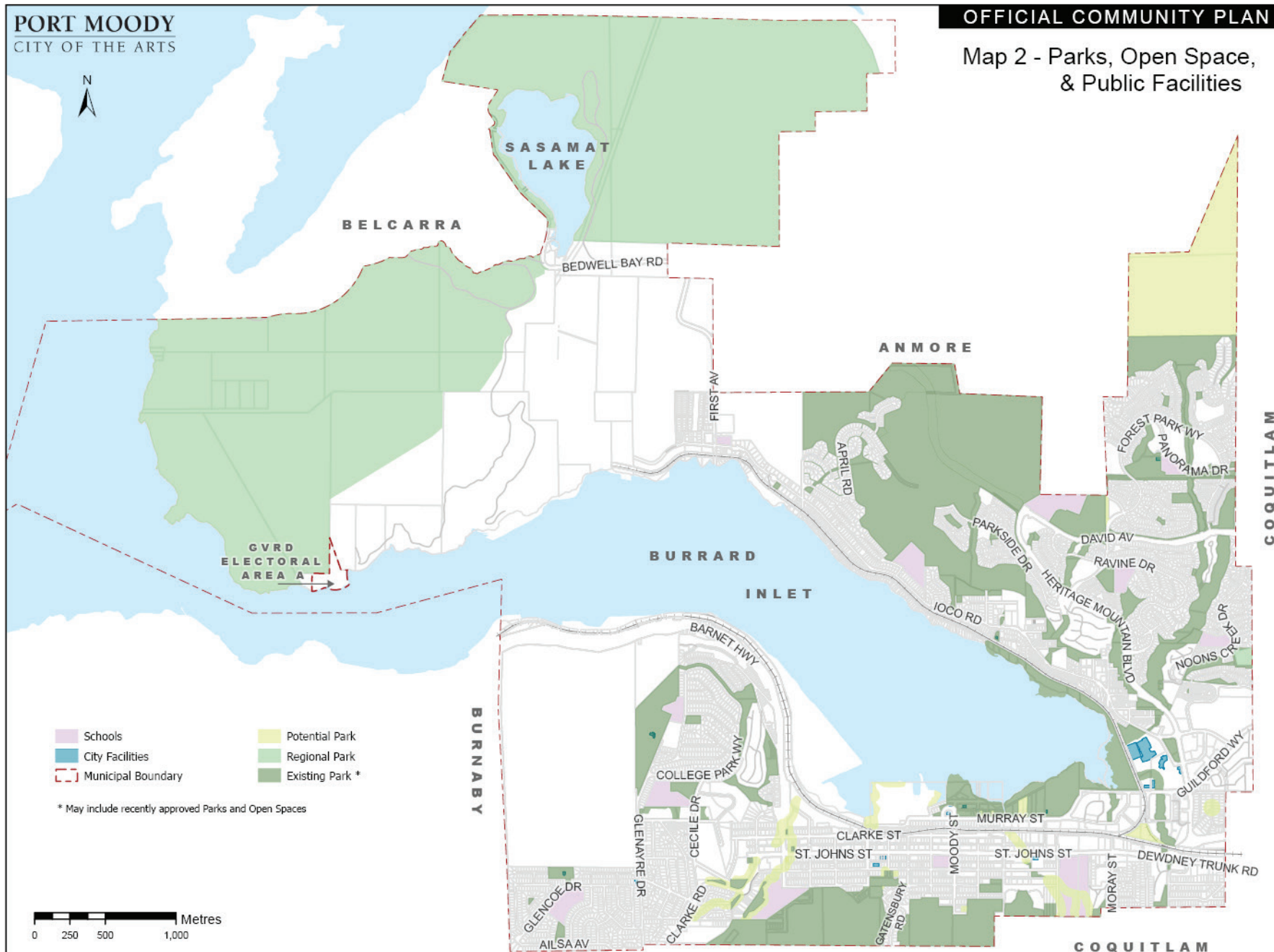
SECTION 2

Maps



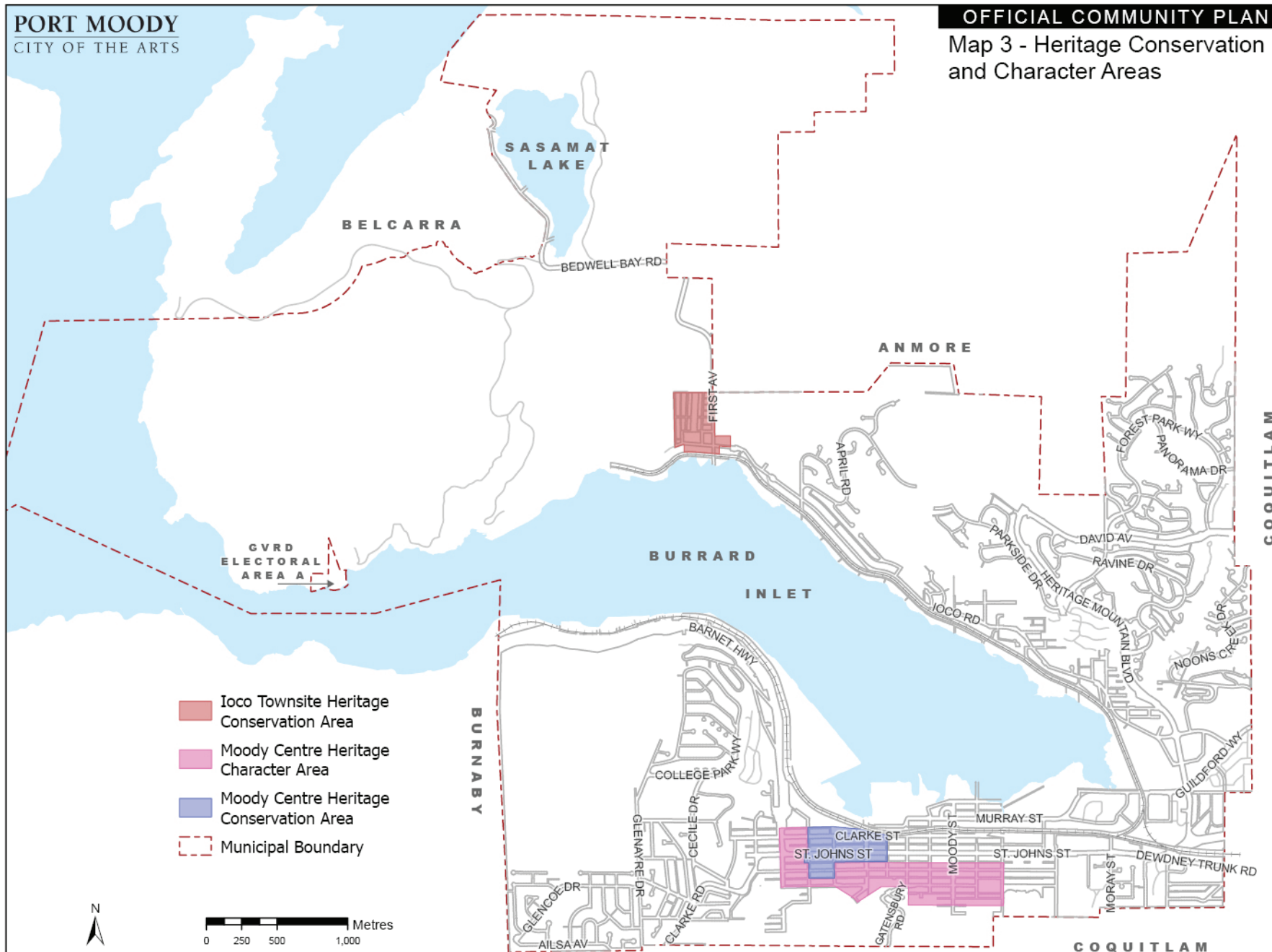


**Map 2 - Parks, Open Space,
& Public Facilities**



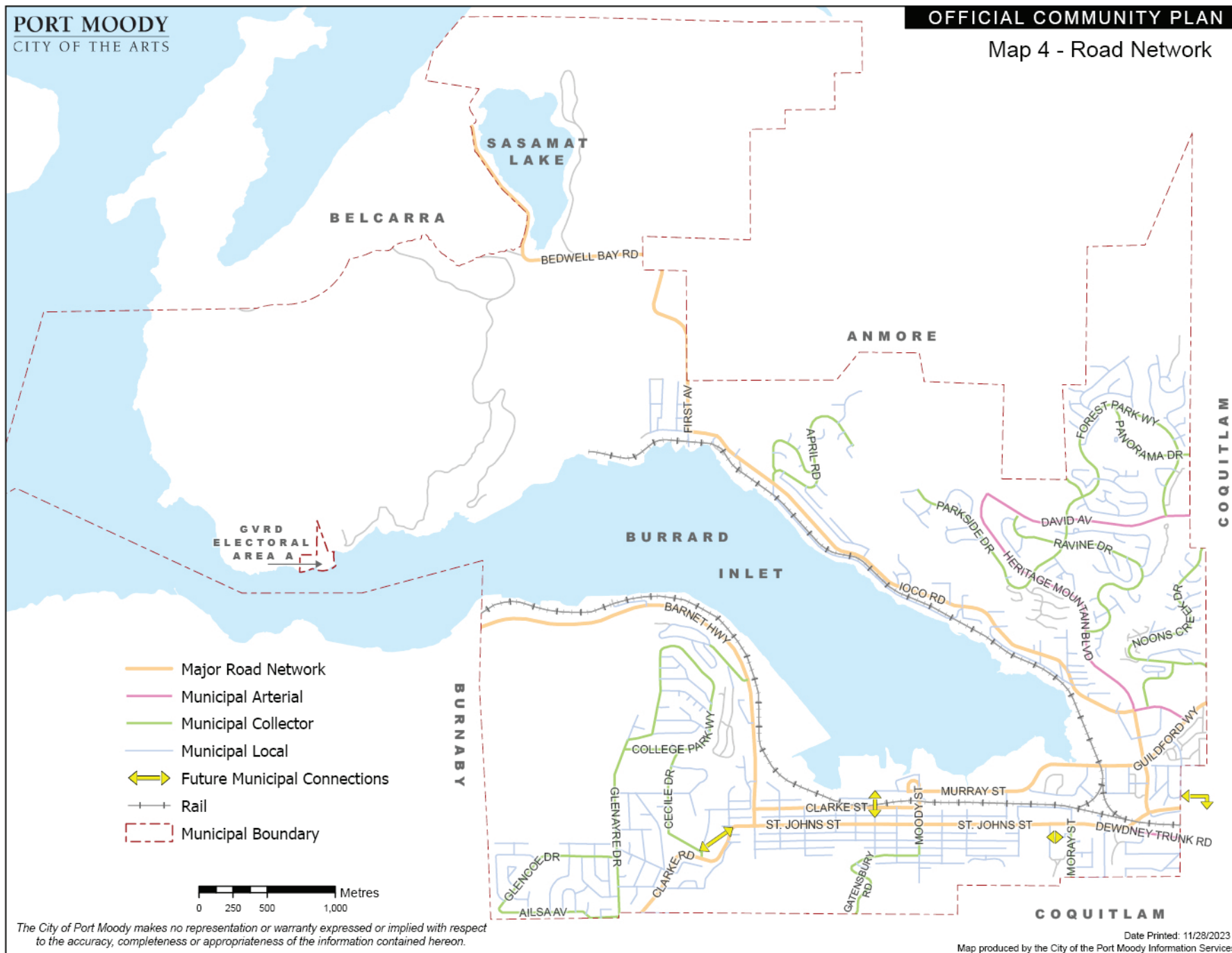
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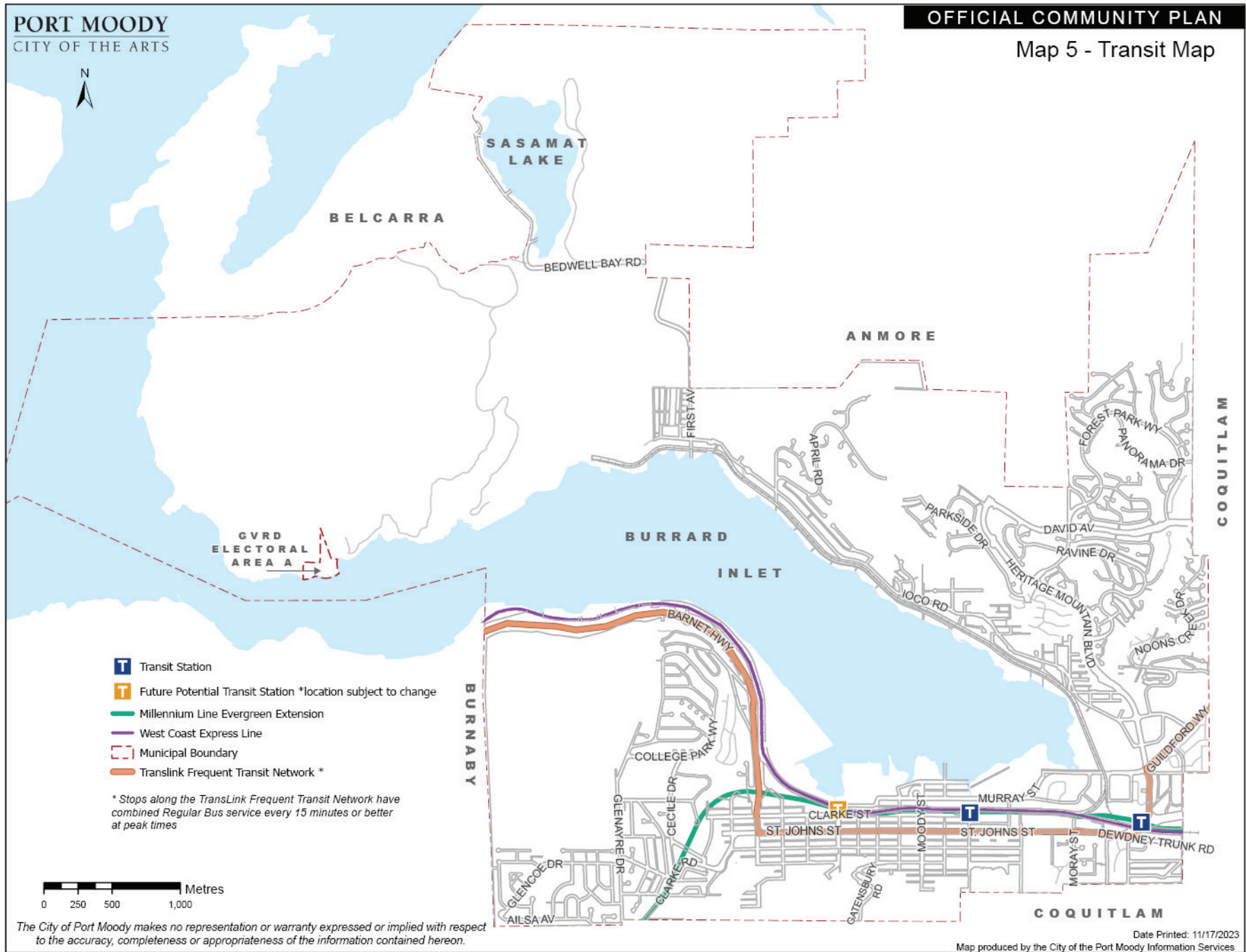
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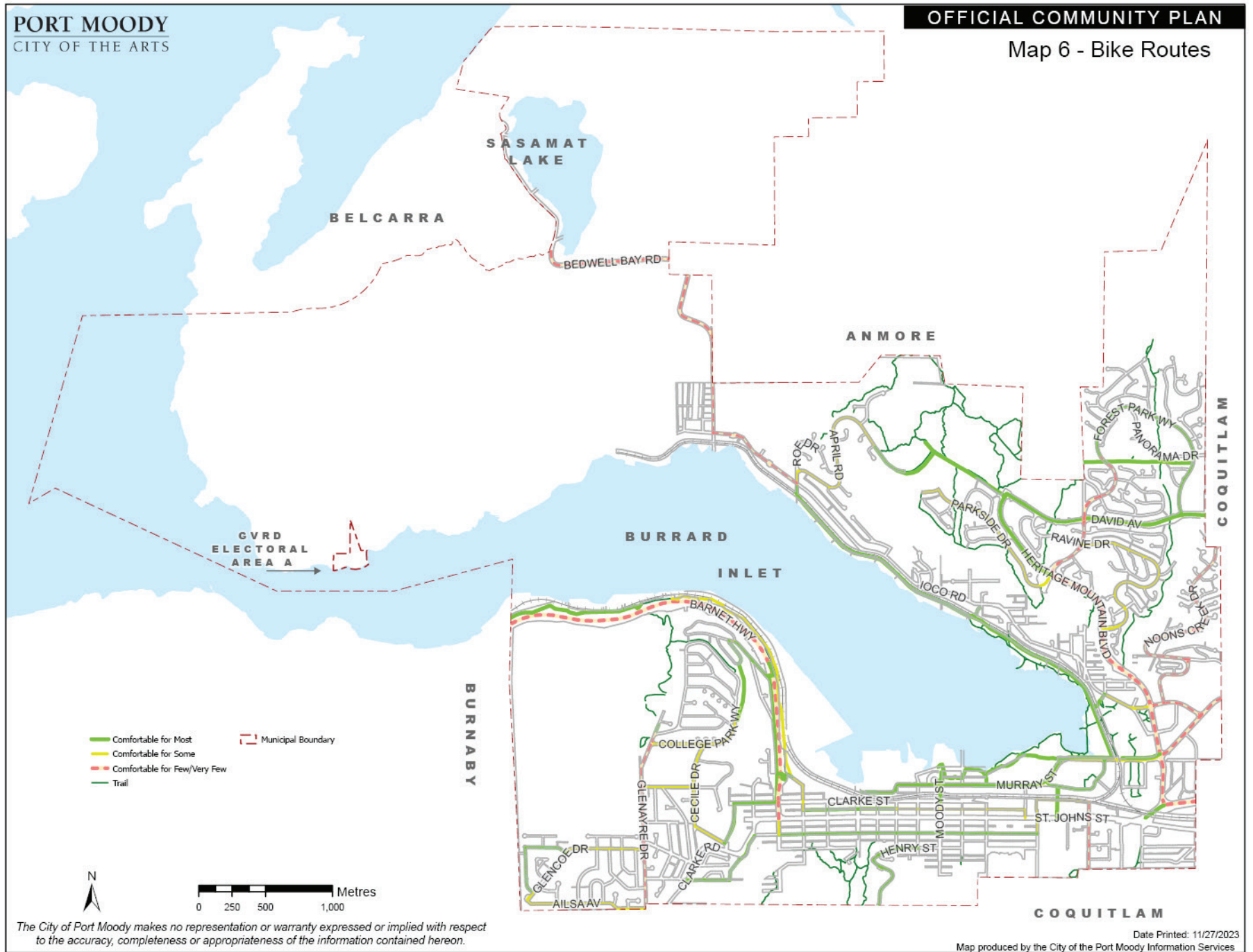


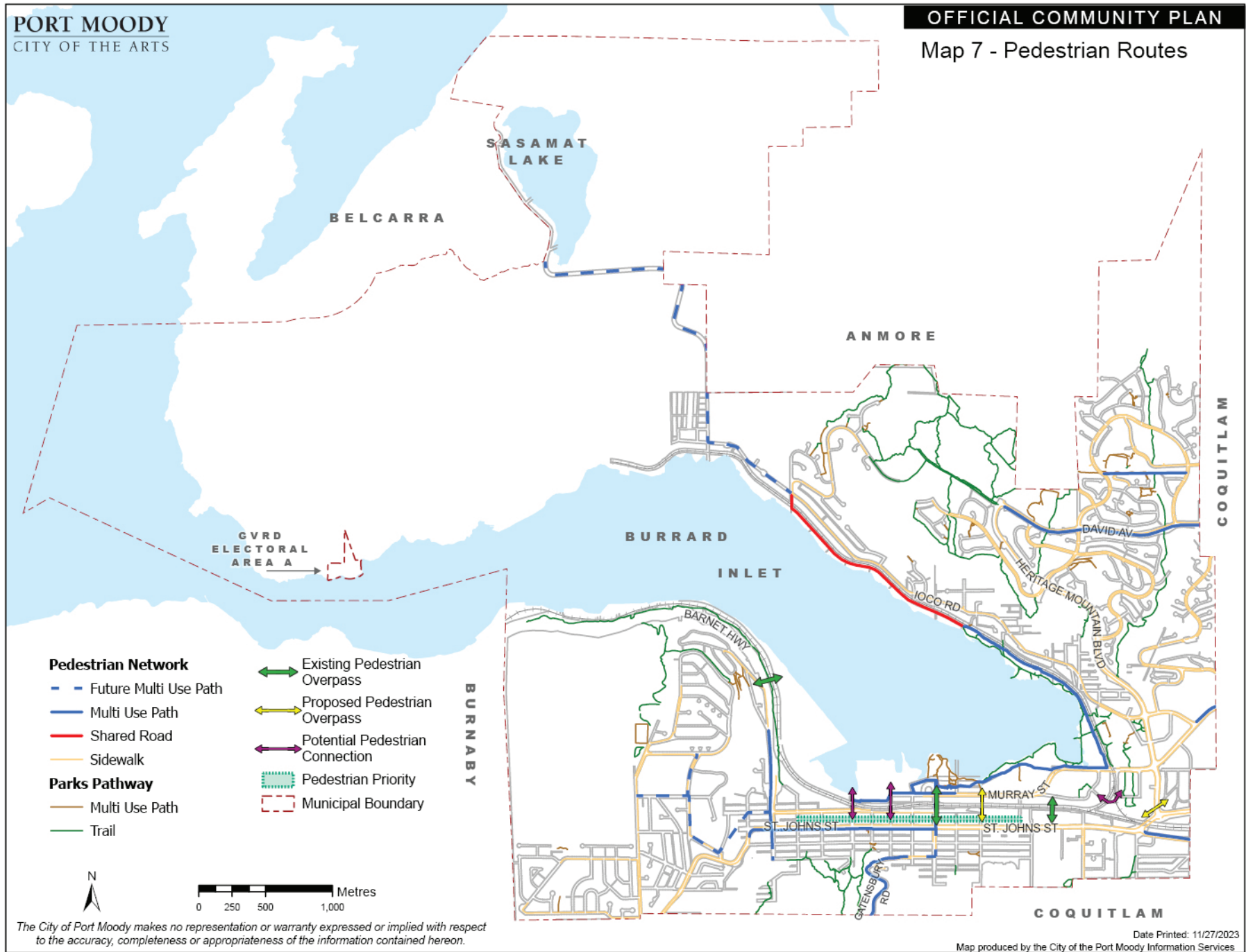
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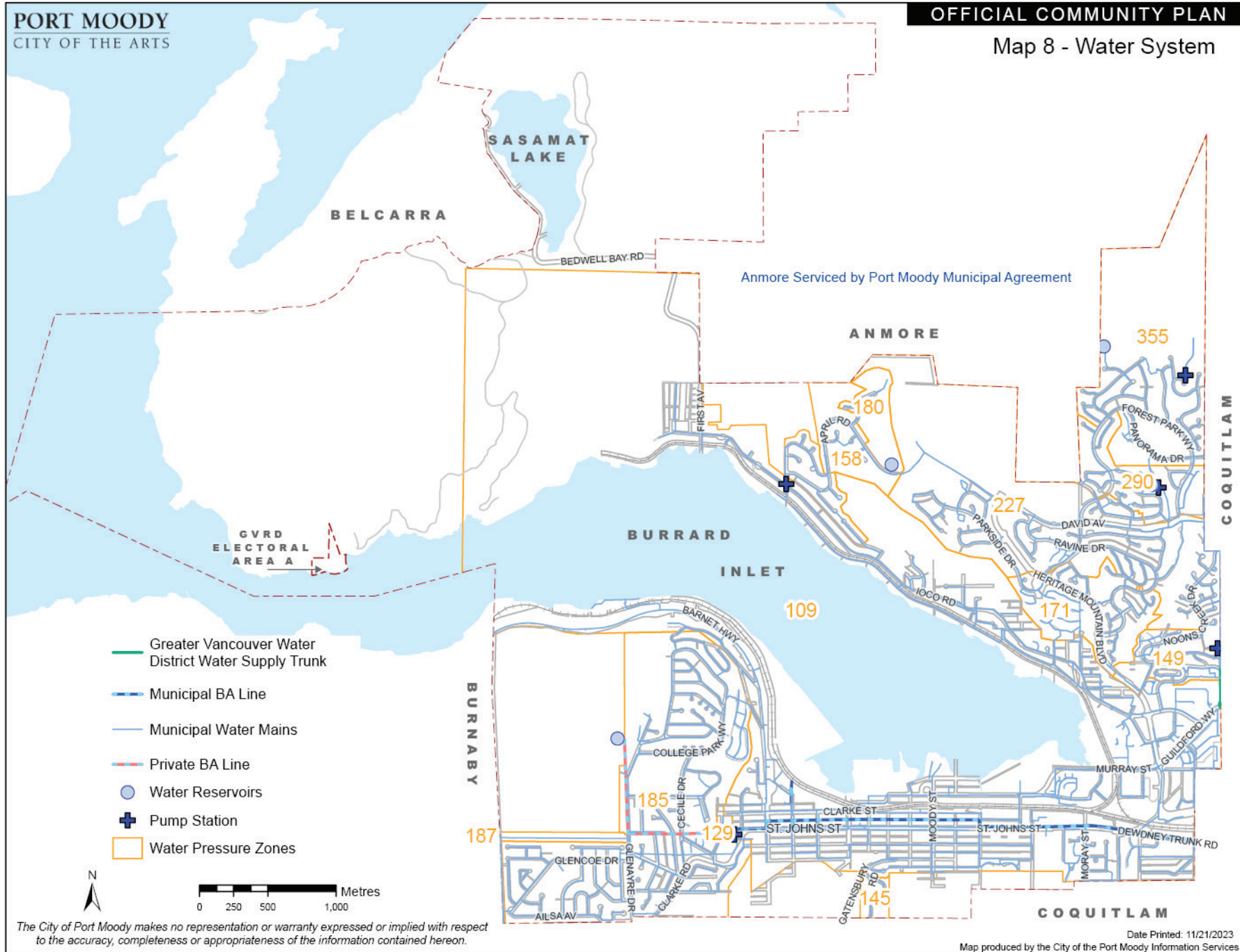
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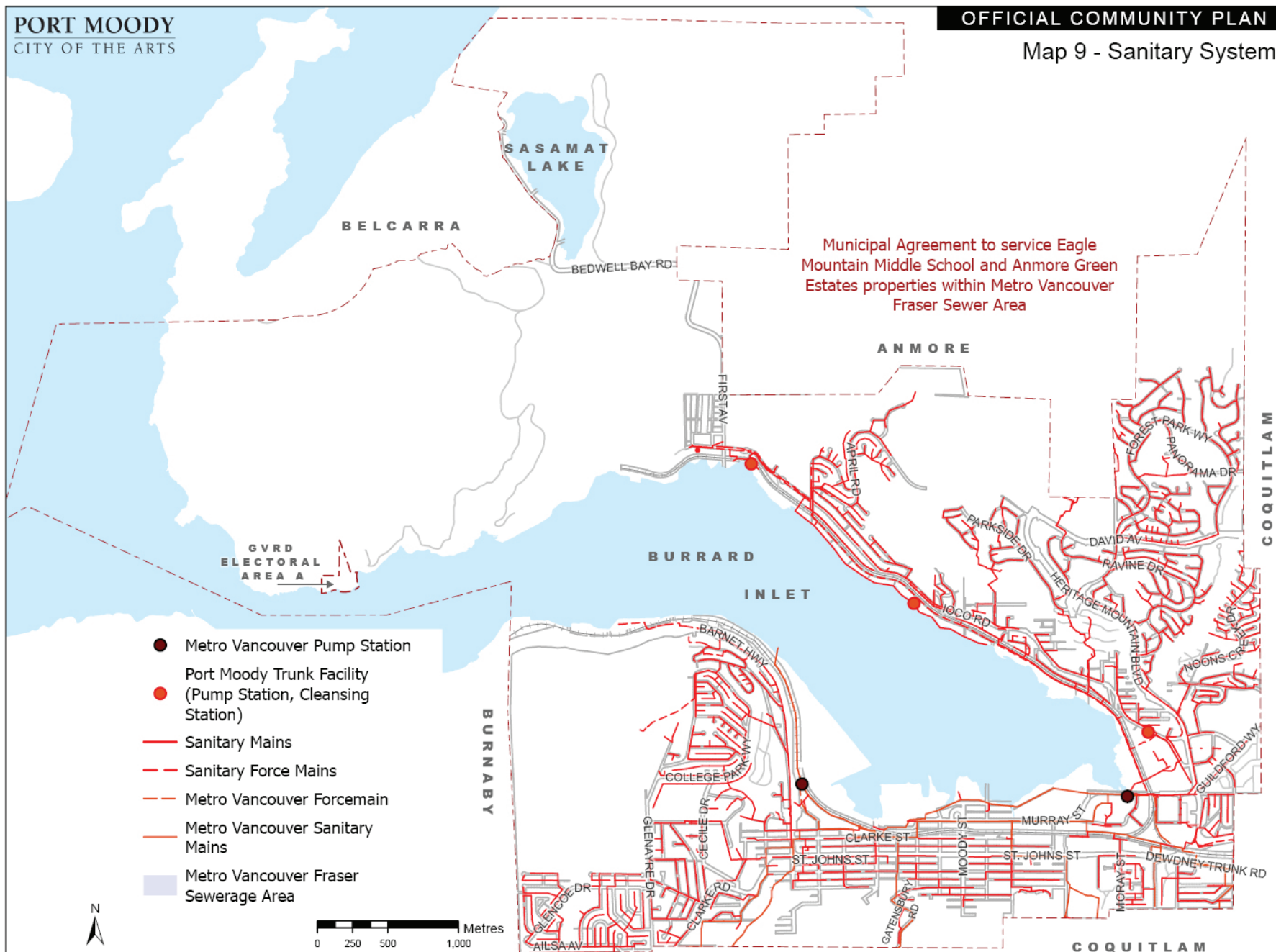








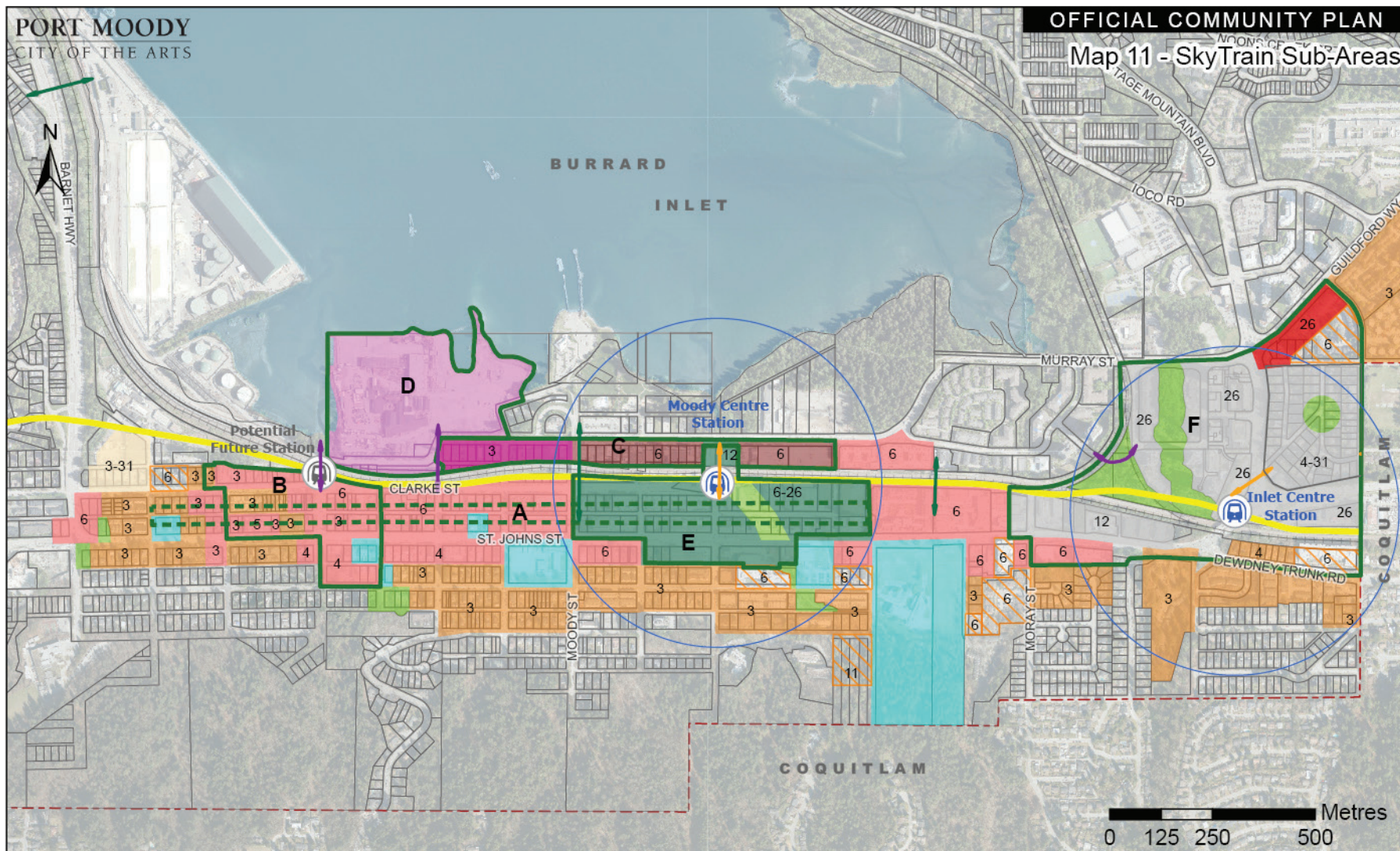




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SkyTrain Sub-Areas

- A A - Spring Street Promenade
- B B - Heritage Commercial District
- C C - Murray Street Boulevard
- D D - Oceanfront District
- E E - Moody Centre Station Transit Oriented Development
- F F - Inlet Centre Station Transit Oriented Development

 400m Radius from Station (~5 min Walk)

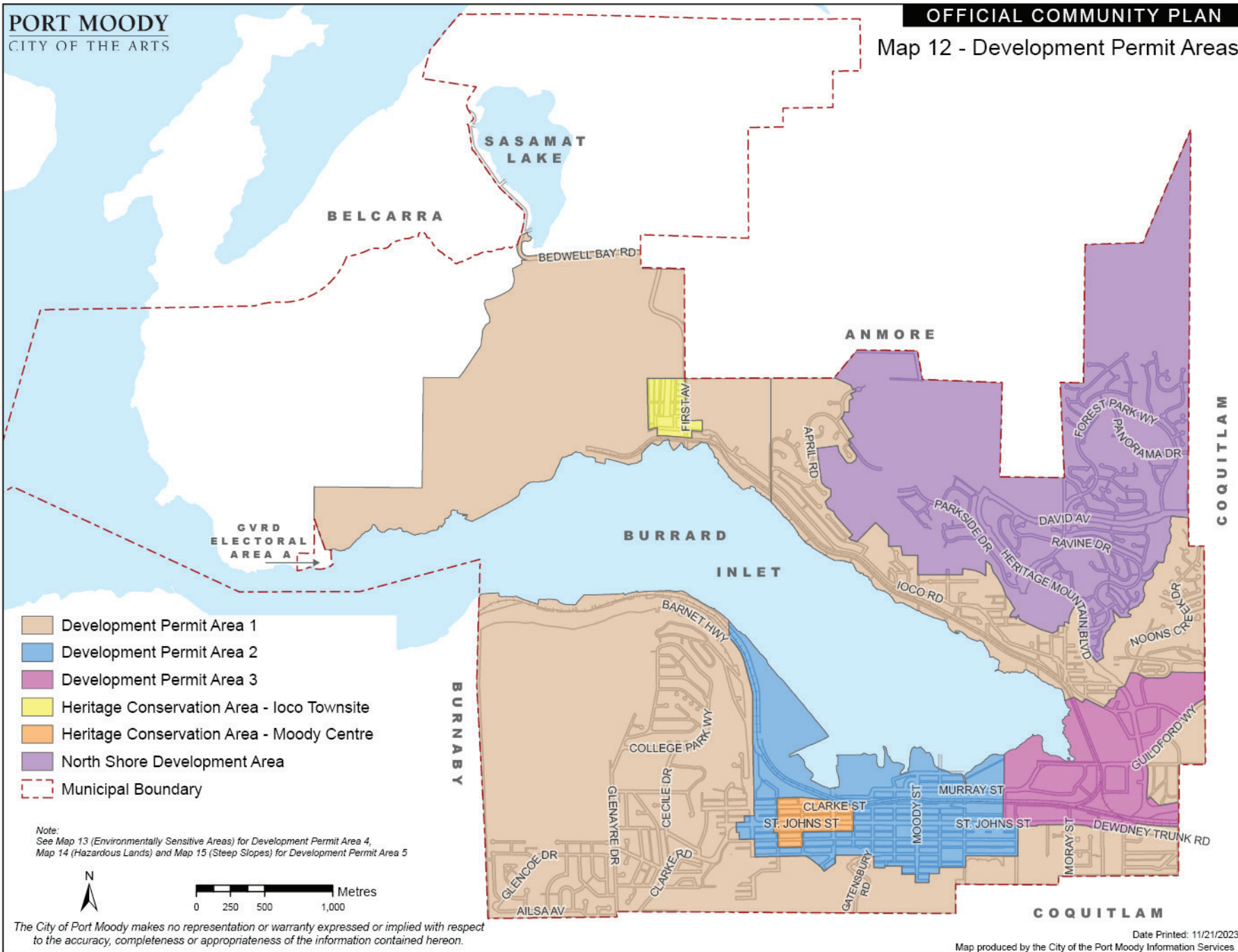
- Evergreen Line
- Existing Pedestrian Overpass
- Proposed Pedestrian Overpass
- Potential Pedestrian Connection

- Multi Residential 3 Storey
- Multi Residential 6 Storey
- High-Rise Residential
- Urban Industrial
- Mixed Use - Inlet Centre
- Mixed Use - Moody Centre
- Mixed Use - Oceanfront District

- Mixed Use - Westport Village
- Moody Centre Transit Oriented Development
- Mixed Employment
- Parks and Open Space
- Public and Institutional
- 3** Potential Number of Storeys

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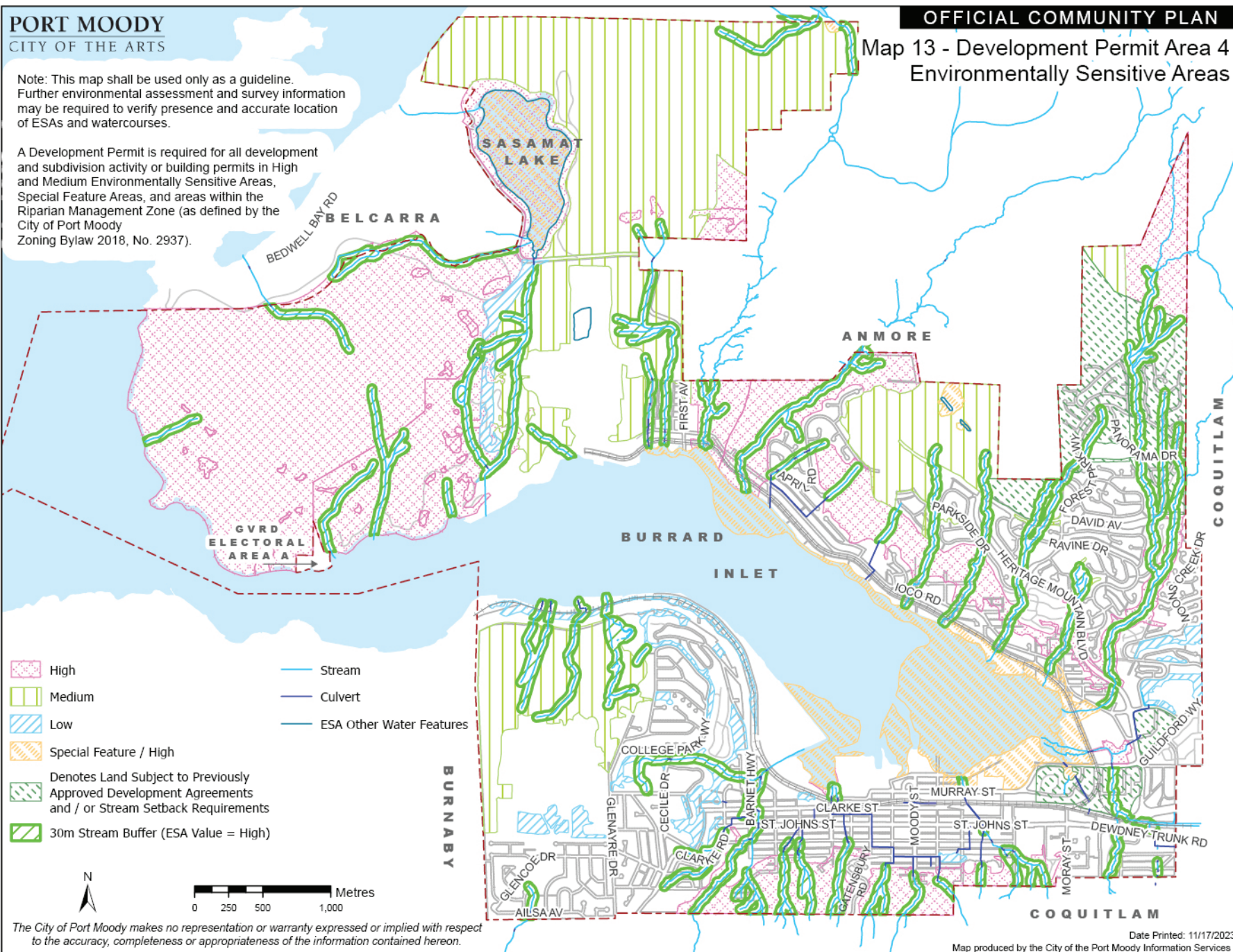
PORT MOODY
CITY OF THE ARTS

Note: This map shall be used only as a guideline. Further environmental assessment and survey information may be required to verify presence and accurate location of ESAs and watercourses.

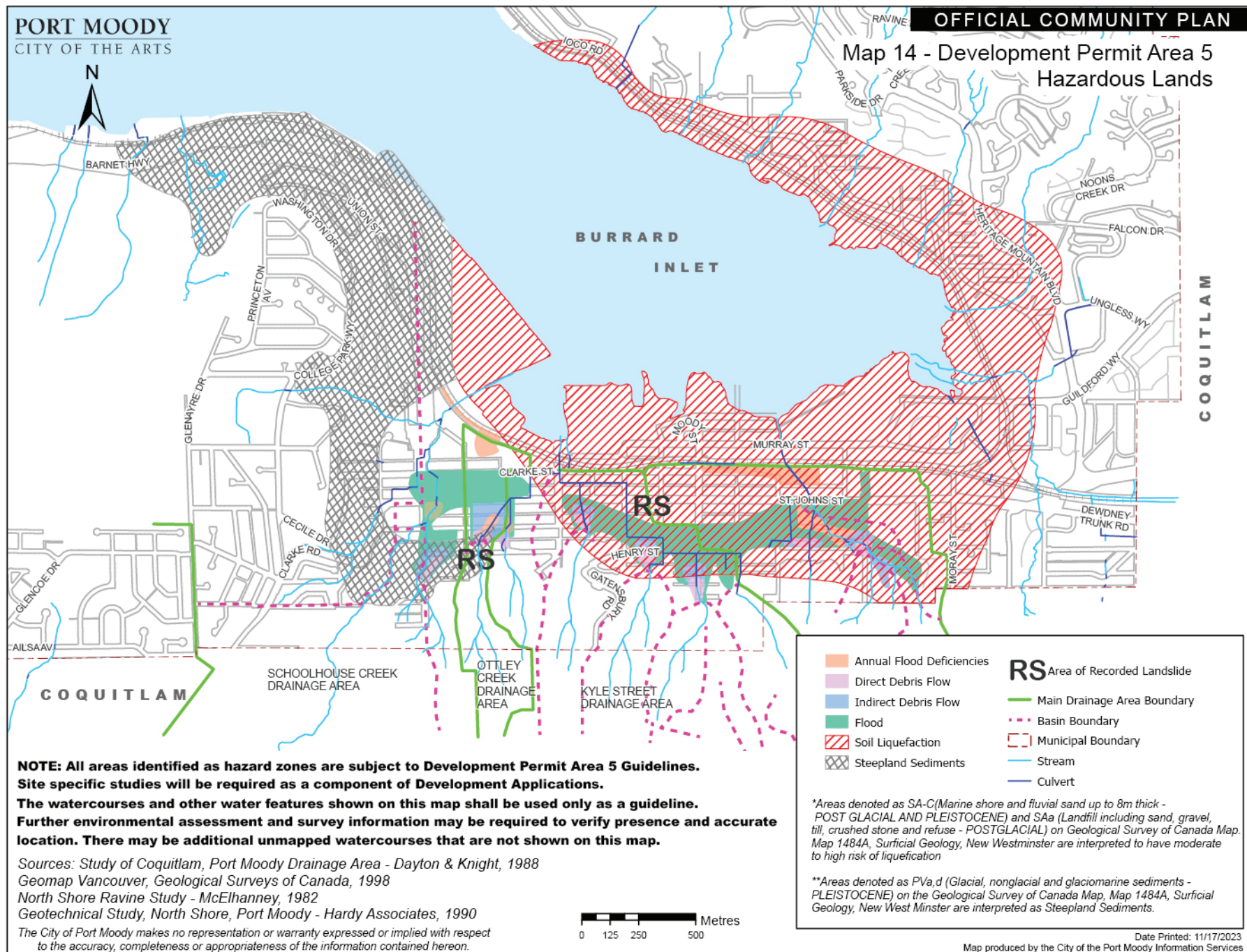
A Development Permit is required for all development and subdivision activity or building permits in High and Medium Environmentally Sensitive Areas, Special Feature Areas, and areas within the Riparian Management Zone (as defined by the City of Port Moody Zoning Bylaw 2018, No. 2937).

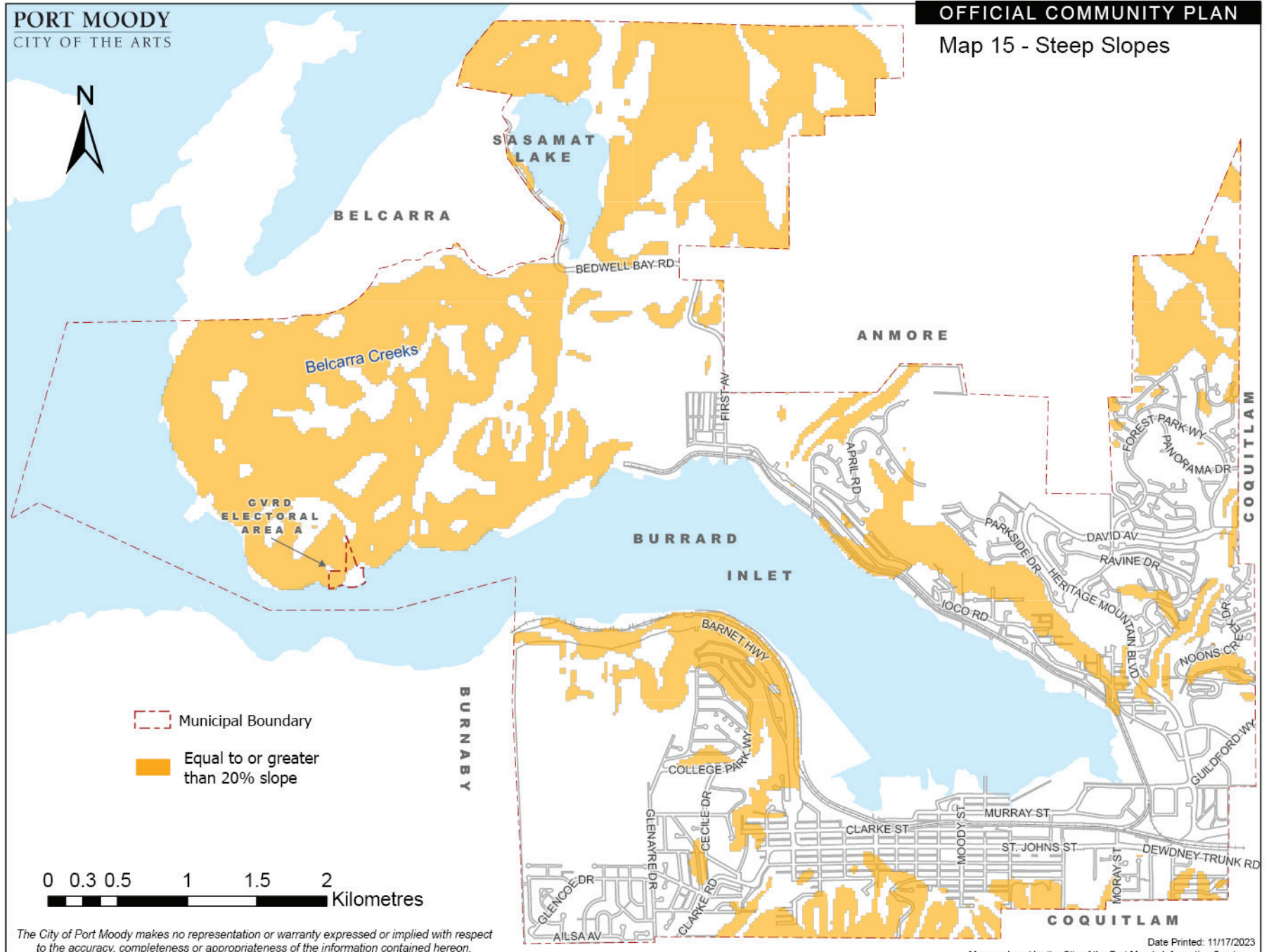
OFFICIAL COMMUNITY PLAN

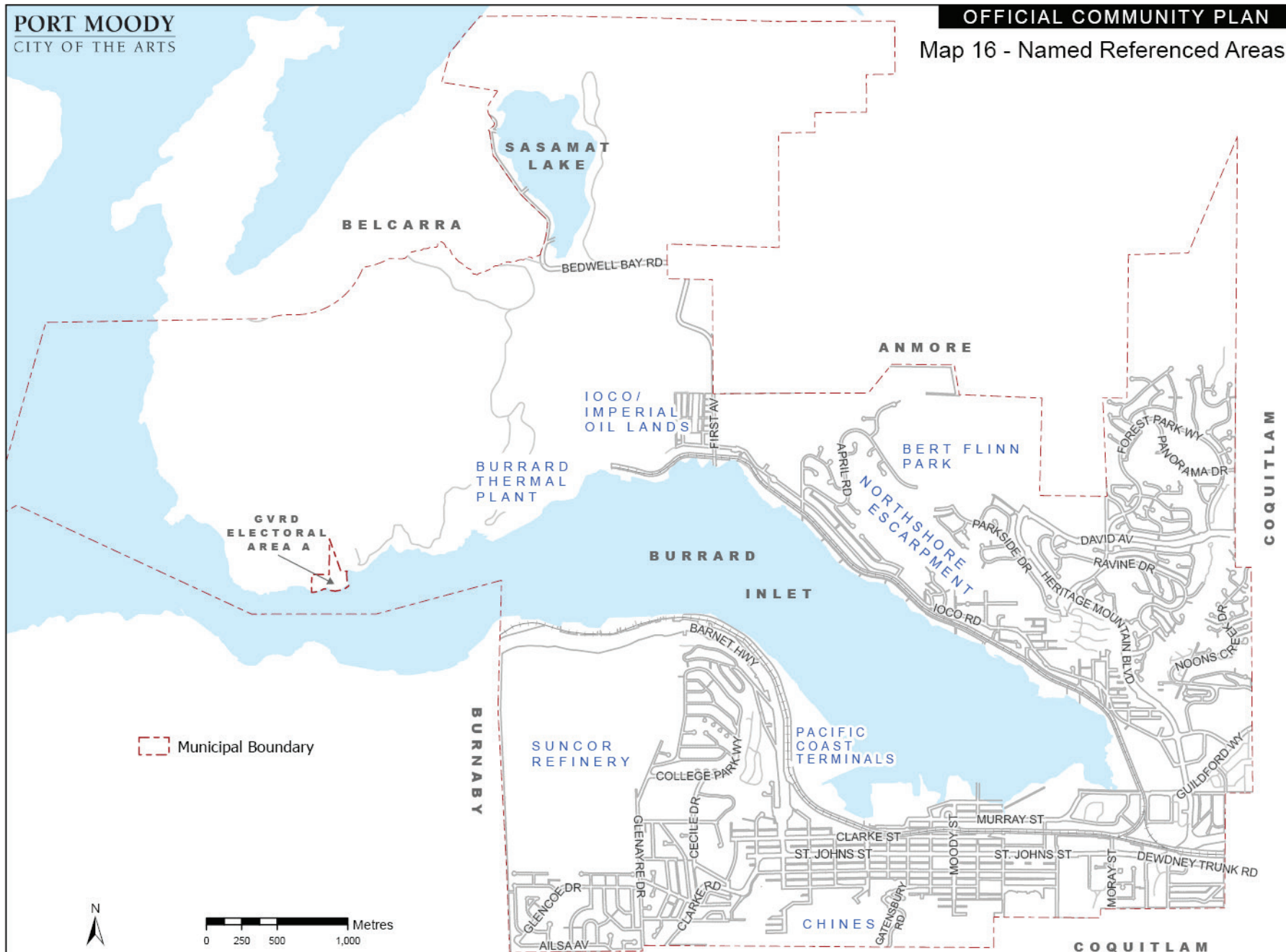
Map 13 - Development Permit Area 4
Environmentally Sensitive Areas



Map 14 - Development Permit Area 5
Hazardous Lands







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Map produced by the City of the Port Moody Information Services

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.

OFFICIAL COMMUNITY PLAN

Map 17 - Named Watercourses

