

PORT MOODY
2050

Community Dialogues



City of Port Moody
Port Moody 2050 OCP Update

Community Dialogues Engagement Summary

March 2023

Developed by MODUS Planning, Design and Engagement Inc.
on behalf of the City of Port Moody

TABLE OF CONTENTS

INTRODUCTION	3
WHAT WE DID.....	4
WHAT WE HEARD.....	6
Neighbourhood Character	7
Community Amenities	10
Parks and Open Spaces	13
Transportation and Mobility	16
Housing	19
Economic Development	22

Appendix A: Seaview Neighbourhood Workshop Summary

Appendix B: Recorded Comments from Dialogue Sessions

Appendix C: Recorded Comments from Seaview Neighbourhood Workshop

INTRODUCTION

Project Background

Port Moody 2050 is a process to update the City's Official Community Plan (OCP) that began in Fall 2020. Past OCP engagement included online tools on the Engage Porty Moody project website, virtual visioning workshops, and three community surveys to inform the OCP vision and goals, key themes and topic areas, and land use scenarios.

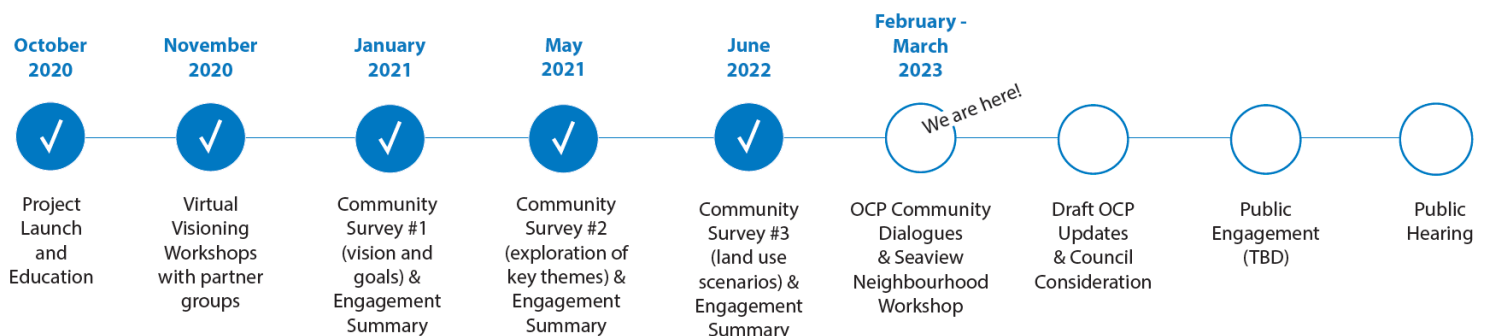
Community Dialogues gave the public an opportunity to engage in dialogue on topics and themes that emerged from the OCP community surveys before the OCP is drafted. The project team facilitated four dialogue events covering the same topics and agenda to give multiple opportunities to those who wished to attend.

These events were intended to:

- **share public feedback** from engagement feedback to date;
- **inform out** on OCP topics and what is (and is not) being considered;
- give participants an **opportunity to discuss topics** they are interested in and listen to various perspectives; and,
- **bring the community together** to encourage excitement around the OCP and future opportunities.

Port Moody 2050 Timeline

Community Dialogues allowed a deeper dive into ideas and topics that came up in previous engagement. This feedback will give direction to the draft OCP as we understand what is most important to address.



WHAT WE DID

World Café Format

The project team facilitated four Community Dialogues throughout February 2023. Each event was facilitated in a world café format where participants engaged in three rounds of discussion on topics that will inform the Draft OCP. Community members were given time at the beginning of the event to read and reflect on background information and key directions for each topic area before starting the dialogue. With each round, participants chose which topic they wanted to discuss.

Topics included:

- neighbourhood character
- community amenities
- parks and open spaces
- transportation and mobility
- housing
- economic development

Guided by a facilitator at each table, participants cross-pollinated ideas and made connections by building on what came up in previous rounds before them.



Participation

Community Dialogue	Number of Participants
February 2nd 6-8pm Galleria (City Hall)	62
February 4th, 2-4pm Wellness Room (Rec Complex)	45
February 8th, 7-9pm Galleria (City Hall)	65
February 13th, 7-9pm Virtual	71

243
Total
Participants



February 2nd Dialogue Session

WHAT WE HEARD

The following section provides a general summary of what we heard through Community Dialogue sessions. Feedback is organized under the six topic areas and within subcategories that prompted discussion at each table. Key themes that can contribute to OCP policy directions are **in bold**. See Appendix B for all recorded comments from each event.

Below are several important and overarching ideas heard across all topic areas, specifically highlighting opportunities to:

Strengthen Port Moody's identity as the 'City of the Arts' by:

- incorporating art and storytelling in public spaces and community programming;
- promoting a broader diversity and representation of the arts; and,
- supporting local artists through live-work spaces and affordable units.

Leverage transit-oriented development (TOD) opportunities by:

- integrating new mixed use development with regional transportation connections and active transportation infrastructure;
- centralizing locations of key services and community amenities within walking distance; and,
- supporting denser forms of development to make gains in the space of affordability.

Form a clear picture of equitable distribution of community green spaces and safe connections to them by:

- prioritizing the continuity of bike lanes and pedestrian pathways that link public green spaces;
- planning parks and distribution of greenspace equitably across neighbourhoods; and,
- ensuring safe and accessible design of bike lanes, trails, sidewalks, etc.

Support a growing community of all ages, including young people who wish to stay in Port Moody and seniors who wish to age place, by:

- increasing diverse and affordable housing options that range in type and tenure;
- providing community amenities and programming that serve all stages of life; and,
- prioritizing accessibility of infrastructure and public spaces.



Neighbourhood Character



See [Appendix A](#) for recorded comments related to Neighbourhood Character from each dialogue session.

Defining Neighbourhood Attributes

Through Community Dialogues, **greenery, trees, and a connection/proximity to nature¹** were all elements identified as playing a central role in defining Port Moody's neighbourhood character. **Views of forested hillsides and ridgelines**, as well as a sense of **connection to water and the Inlet**, we discussed as a unifying quality of Port Moody neighbourhoods and 'sense of place.'

Port Moody's **diversity of individual neighbourhoods** was also noted as a defining characteristic to be cherished, and that smaller places to gather (e.g., covered outdoor spaces) – within each neighbourhood – would be a welcomed means to reinforce and celebrate this.

Known as the **"City of the Arts,"** many participants felt that a more central focus and active application of this motto – particularly within the context of new development and public realm improvements in the City – should be demonstrated.

Incorporation of **authentic heritage elements** was a common theme of the discussion and participants identified parts of Clark Street as a good example of **"blending the old with the**

¹ One attendee noted the "3-30-300 rule" whereby: every citizen should be able to see at least three trees from their home, have 30 percent tree canopy cover in their neighbourhood, and not live more than 300 m away from the nearest park or greenspace.

new.” It was emphasized that Port Moody should retain and incentivize retention of some of this smaller-grained form & character as development proceeds. At the same time, several comments noted that efforts to “protect character” should not “tie ourselves to the past” and should move **beyond colonial representations of history** to embrace a more inclusive and aspirational future.

Finally, it was noted that our ‘true character’ will be defined by how we accommodate our most vulnerable. It was requested that equity be prioritized in considering other suggestions and opportunities.

Transit Oriented Development (TOD) Areas

Generally speaking, participants were extremely supportive of the idea of intensive development taking place adjacent to and in support of **regional transit infrastructure** (TOD). Indeed, many participants noted specific opportunities for more significant development proposals to address community needs and interests related to:

- housing diversity and age-in-place opportunities;
- infrastructure improvements (e.g., active transportation, pedestrian connectivity, and safety);
- neighbourhood commercial services (e.g., grocery, medical clinic);
- additional community and social spaces; and,
- dedication of public parks & open outdoor space.

There was some concern expressed over **development applications not proceeding fast enough** in Port Moody and the potential to miss opportunities. One participant commented simply, “We want it. We just need the political will to make it happen”. Additional concern was raised regarding the potential for **displacement of community members** in light of declining affordability and the caution that intensive development can exacerbate that trend.

Building Form

Some concern was expressed related to high density housing, specifically noting a need to carefully manage more intensive forms of development and consider **sensitive transitions in height** and **incentives for good design & development** (e.g., parking reduction). Where more intensive forms of development are anticipated (e.g., TOD), it was emphasized that larger building forms should reflect local character and precedent: “Newport Village NOT Lougheed!”.

While some participants questioned the need to regulate building height (instead emphasizing quality of design, opportunities for “signature architecture” and relationship or transition to adjacent buildings), concerns expressed were primarily related to **how to measure and mitigate potential impacts associated with tower forms**, including shading of public space (e.g., streets and parks) visual impacts to public views.

Otherwise, participants generally supported the idea of building “up not out” in order develop more compact neighbourhoods and preserve natural open spaces. The idea of “hidden density” and more **gentle forms of infill density** was also noted as an opportunity to retain character while



supporting housing diversification and affordability for young families and seniors wishing to “age in place.”

Accessibility, Equity, and Inclusion

Participants emphasized a growing need to actively support **community diversity** (through housing diversity and affordability) and **opportunities for engagement with and reparations for local First Nations** as part of defining Port Moody’s neighbourhood character into the future.

This topic area discussion also emphasized the central role that the **activity of walking** – and accessibility and connectivity of trails – has in defining the character of Port Moody and its neighbourhoods. It was further noted that walking promotes social interaction, inclusivity and serves as an outward signal of a welcoming community.

Participants suggested that additional opportunities for supporting **ageing in place** should be explored through new development. It was noted that bike and pedestrian networks should be better designed and defined with destinations in mind (e.g., schools) and **clear wayfinding** signage. Added effort to identify and **eliminate “gaps” in the pathway network** (e.g., inaccessible ramps, staircases and/or missing trail connectors) was also noted as a priority.

Street Level Experience

It was often noted that the experience of too many streets in Port Moody is dominated by vehicle traffic. Accordingly, many comments related to street level experience and character emphasized that **bikes and pedestrians should be prioritized** – instead of building a city for cars.

Discussions explored enhanced pedestrian safety, comfort, and enjoyment, including:

- designing streets to enhance vitality and social connection (e.g., cafes and restaurants, “front doors on the street”);
- maintaining narrow lanes and narrowing wide streets (e.g., St. John’s);
- designing wider sidewalks (for families and walking in groups);
- ensuring extensive / intensive replanting of trees; and,
- incorporating art within street design details (i.e., “make it more interesting”)

With respect to the relationship between buildings and the street experience, discussion reiterated the need to sensitively transition between larger built forms and the “human scale” of comfortable pedestrian spaces. Several participants specifically noted the need to improve pedestrian comfort along busier commercial streets with weather protection (e.g., extended awnings), shade trees, and places to sit or rest.

Location and Mix of Uses

Character consideration emphasized the location of more vibrant uses (i.e., walk-in retail business) at grade with service commercial and residential uses above. It was also noted that land use planning should consider strategies to “future proof” current strategies with consideration for flexibility and changes over time.



Community Amenities



Indoor and Outdoor Recreation Facilities

Many participants felt that community amenities should be **planned in tandem with new development** and keep up to pace with growth, changing community needs, and preferences. Some participants felt that developers should pay for community amenities that new development requires - including plazas, trails, and outdoor gathering spaces.

Most participants felt that although the existing community amenities in Port Moody were adequate, there is a need to expand existing facilities and add more. Ideas for new amenities included:

- new medical facilities
- a larger library
- more study spaces
- a tool and/or seed library
- flexible-use spaces
- new theatre space (if new theatre spaces are pursued by the City, we heard suggestions for smaller and more intimate theatre venues)
- baseball diamonds
- space for new sports like pickleball

We heard about a need for more **greenspaces**. Some participants would like to see natural assets like Dallas/Slaughterhouse Creek daylighted to add greenspace, while others felt that it could be too costly. There was general agreement that daylighting streams might have to happen on a case-by-case basis. **Community gardens** were another type of greenspace that participants wanted to see that could also increase food security for those who have challenges finding affordable food.

Arts, Culture, Events and Programming

There was a desire from participants for the City to take a more a **broader approach to arts and culture**. Some participants felt that this could be done by supporting a broader diversity of arts, including brewers and other artisans. Other participants felt that the arts should include representation from all lived experiences in Port Moody. There was general agreement that the City could provide more support for the arts and artists in general. This could include commissioning more public art for tourism, working with developers to include public art as part of new development, and telling the stories of local artists.

There were multiple suggestions to work with other stakeholders and partners to identify opportunities for new community amenities and programming. Participants expressed a desire to see the City **work more closely with local First Nations** and to deliver more Indigenous-focused programming, for both Indigenous and non-Indigenous residents. Specific to the OCP process, some participants suggested that there is a need for the OCP engagement to include more Indigenous consultation.

Some participants felt that the City should make as much use of **City-owned land** as possible - even if temporary - through spaces such as pop-up parks. Participants linked this to the need for more parks in underserved areas. Other suggestions included the use of the old Fire Hall site as a place for a new, expanded library and working with the local school district to open school amenities for wider community use after school hours. We also heard a desire for more public engagement and consultation on any changes to **Kyle Centre** and its programming. This could include working with the arts community and developers to potentially include housing.

Safety and Accessibility

It is important the City provides **amenities for all ages**, including more programming and spaces for seniors to gather, such as open-air exercise circuits. Some participants highlighted the importance of creating amenities for children and opportunity to support parents. This could include **daycares, indoor playgrounds** for **weather-independent play**, and programs for children in the evening so parents can relax after work. Other participants felt that there is a need for spaces and programs that allow for those who live in apartments/condos to engage in hobbies they wouldn't be able to do at home, such as woodworking or metalworking. Other suggestions included community-accessible gathering spaces as part of new developments and year-round family spaces, like the Shipyards in the City of North Vancouver.

There were some concerns about the **safe access to community amenities** in Port Moody. Participants felt that anyone, from children to seniors, should be able to get to any community



amenity in a safe manner - but some felt that this was not a current reality. Typically, younger and older people are less likely able to drive independently, and participants felt the existing transportation networks in the City are not safe for non-drivers. To address this, there were suggestions from participants that community amenities should be **transit-accessible, bike-friendly and mobility scooter-friendly** as much as possible.

Other suggestions that could contribute to safety included a community shuttle, an overpass to different communities, and crossing guards for school zones along major streets. In addition, we heard a need for more **lighting**, and specifically more streetlights for added safety at night.

Another aspect of accessibility that participants saw as important was **public access to waterfront trails** - especially for those with disabilities. There were also concerns about the existing public spaces and amenities not being climate friendly. Some participants pointed to Queen Street Plaza as being too hot in the summer and suggested additional tree canopies and shaded areas.

Accessibility was discussed beyond only physical access- but included **considerations for those with hearing, sight, and mobility challenges** as well as **financial limitations**. Participants suggested reducing the cost of admission to amenities and required fees to rent spaces (e.g., lowering the fee to reserve park picnic shelters).

Equity and Inclusion

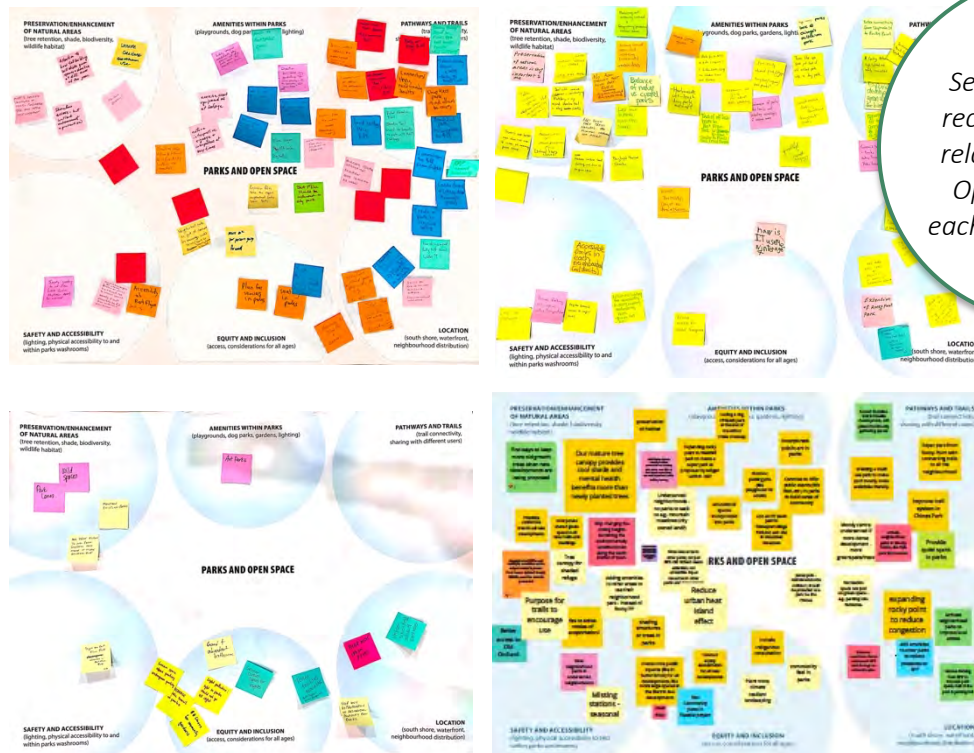
Many participants referenced a need for more **complete communities** in neighbourhoods throughout Port Moody. Some participants expressed a desire for a better distribution of neighbourhood amenities, so users do not need to drive to other areas of the City or other municipalities. At the same time, participants noted that because amenities in neighbouring municipalities serve Port Moody residents, **municipalities should work together to synergize their approach to delivering community amenities**. This was especially the case for swimming pools, as some participants felt that there was less of a need for the City to build new pools because Port Moody residents are adequately served by swimming pools in Burnaby and Coquitlam. On the other hand, other participants felt that there was a need for an indoor pool in Port Moody for easier access.

We also heard questions and concerns as they related to equity and inclusion of community amenities. Some participants suggested that there was a need for more **Indigenous visibility** in public spaces throughout the City and a need to rename colonial street names. Other participants felt that there is a need for the City to incorporate more **multi-generational and multi-lingual spaces** throughout the community. We also heard suggestions for a harm reduction centre.

Further, some participants expressed a need for **equity training for City staff**. In general, we heard a desire for more **culturally safe spaces**, like spaces specifically built for BIPOC communities to gather and Indigenous-led and created spaces.



Parks and Open Spaces



See [Appendix A](#) for recorded comments related to Parks and Open Spaces from each dialogue session.

Preservation & Enhancement of Natural Areas

Participants acknowledged the tension between **preserving nature in parks** versus allowing **human use**. Biodiversity, waterways, and tree preservation were important themes within parks and throughout the City. There were comments and concerns about balancing environmental protection with new developments.

We heard that eradicating **invasive species**, such as blackberries and ivy, should be a priority of the Parks Department to allow for native plant species to flourish. Ecosystem services that natural areas provide, such as **air quality improvement** through carbon capture and shade to mitigate heat, are important to health outcomes.

More holistically, we heard a need for an overarching vision that creates a strategy to **preserve Port Moody's parkland**, rather than a piece meal approach (acknowledging that Port Moody's Parkland Strategy is currently in development). It will be important that this strategy consider sea-level rise and its impact on park space.

Amenities within Parks

Participants provided suggestions for amenities that should be distributed across parks citywide. These include:

- 'all age' play areas, such as adventure park for youth;

- more off-leash dog parks;
- exercise equipment;
- community gardens;
- and, improvement to playing and sports fields.

We also heard requests to better maintain existing park amenities, like washrooms and sports courts. Adequate funding for park amenities through City budgeting was another important theme discussed.

There were ideas to provide more public squares and plazas to host **community events** in parks. Participants discussed the opportunity to **display art** in park spaces as well, incorporating storytelling, sparking conversations, and building community. **Interpretive wayfinding** and **trail signage** were also suggested as ways to enhance park experience and navigation.

We heard that activating local parks may improve neighbourhood access and reduce pressures on **Rocky Point Park**, which experiences more regional visitation compared to other Port Moody parks. Some concerns were raised around a lack of park space to accommodate a growing population, with specific suggestions to expand Rocky Point Park. Participants also discussed suggestions for improvements including playgrounds for older youth, additional park seating, and more shaded areas to gather.

Pathways and Trails

Generally, strategic design of a city-wide **park network** was important to participants to ensure parks and greenspaces are well connected and accessible. Enhanced **pathways for bicycles, greenways and trail connections** were identified as necessary – to move between parks and across the region safely - and to reduce the reliance on vehicles.

Preserving natural corridors throughout the City, which may include daylighting streams to enhance fish and wildlife habitat and connecting 'green and blue space', were important to many participants. Surrounding the Inlet, Port Moody's connection to and importance of '**blue space**' was identified – particularly as it pertains to environmental and human health. Enhancing **water and shoreline access** (across private and public lands) was identified as an important opportunity for Port Moody residents (using the Vancouver Seawall as an example). Participants envisioned a shoreline trail that extends along the mouth of the Inlet and connects with the TransCanada trail and with Skytrain stations.

Some participants suggested the idea of a 'tidal park' and opportunities for **shoreline recreation** such as kayaking, canoeing, paddle boarding, swimming, etc. Others emphasized that the **intertidal zone and the rare salt marsh should be protected** due to the abundance of biodiversity and bird habitat found in the area.

Equity, Inclusion, Accessibility and Safety

Community dialogue acknowledged the importance of parks and open space to **community health and well-being**, especially given the increased development and densification in many areas of Port Moody.

Many participants noted the **need for equitable distribution and access to park space** across the City. This included ideas for prioritizing underserved neighbourhoods, and understanding the needs of specific neighbourhoods in park and amenity design so that parks are fully utilized. The need for Indigenous engagement was also raised to ensure local Nations are involved in park planning decisions.

Access to parks was a key concern for community members. While some emphasized more connectivity through pathways and trails and the ‘wilderness’ focus in some parks (e.g., Bert Flynn), others felt additional vehicle parking was needed, particularly for those with mobility challenges.

Consideration for other public open spaces, such as school playgrounds and fields should be factored into parks planning (i.e., the closure of a local school may mean no more access to play areas used by nearby residents).

In discussing how people get to parks, we heard comments to ensure access for a diversity of users, who may **travel by transit, bike or e-bike, foot, and car**. In relation to accessibility within parks, many participants noted the need for better lighting, resting places, accessible pathways, and washrooms to enable **people of all ages and abilities** to visit parks.

Transportation and Mobility



Traffic Management

Throughout the Community Dialogues, traffic management was a key point of conversation for participants. Many people voiced concerns with vehicle traffic at peak hours of the day, particularly on **St. Johns Street**. This corridor is seen as a passthrough for regional traffic, which results in bottlenecking for Port Moody residents getting to/from their homes. People suggested synchronizing traffic lights according to demand (i.e., the ‘green way’ like in Coquitlam) and reducing the amount of street parking to increase traffic flow. There were also mixed levels of support for a **Murray-Clarke connector**. Some thought this investment would be beneficial to relieve traffic from St. Johns, while others felt the City should not be investing in more vehicle infrastructure but instead investing in ways to “take cars off of the street”.

The presence of both roundabouts and stop signs in some places was discussed as a constraint to both cycling and vehicle traffic flow. There were other suggestions for more physical barriers throughout neighbourhoods to encourage reduced speed limits and prioritize cycling and walking on local streets. Participants also expressed concern with the **level of parking demand** in key destinations and suggested pay parking, especially at Rocky Point Park, to help incentivize other forms of travel.

Regional Planning

There were suggestions for **partnerships with other municipalities in the Tri-Cities** and the Province to better coordinate regional transportation planning and funding opportunities. Consideration for regional growth is important as the City plans for greater demand on the transportation system as well as coordinating with future housing development.

Public Transit

There were suggestions to provide free **local shuttles** (or trams/trolleys) to incentivize public transit ridership and shift behaviour. Participants expressed a need for more frequent bus services that run later into the evening to make transit more accessible for users. Many participants also suggested expanding the **West Coast Express** trains to provide more frequent scheduling for Port Moody residents who rely on that option to and from downtown Vancouver.

Active Transportation

There was much interest in **safer and protected bike lane standards** to make cycling easier and more accessible to community members. Particularly along busy streets such as St. Johns, landscaped medians were recommended as a method to buffer cyclists from adjacent vehicle traffic.

There was an emphasis on the design of bike pathways and thoughtful planning and implementation of a **City bike network** (including both on-street paths and trails that connect destinations). In some instances, participants expressed missing or disconnected cycling infrastructure (e.g., at Moody Centre bridge) that could be better linked to other public spaces.

It was expressed that many Port Moody residents who would prefer to cycle resort to driving because of safety concerns, especially when crossing busy intersections. There were suggestions for more roundabouts to slow down traffic. There was also support for **electric bicycles and scooters** that are docked around transit hubs. Bike and scooter share initiatives could be integrated with other municipalities in the Tri-Cities.

Some participants also discussed the different types of cyclists (i.e., commuter and recreation) and providing safe options for each. It was also noted people who use **mobility assistant devices** will often use bike lanes, which furthers the need for better lane protection.

Transit Oriented Development (TODs)

Many participants mentioned **Skytrain access and public transit** as a motivating factor in why people choose to live in Port Moody. Generally, there was support for greater housing and development density around transportation hubs (TOD) while maintaining walkability and views. This includes clustering services, shops, and residential growth around transit stations so residents can access their basic needs and services within walking distance.

Some raised concern that even if new buildings were located nearby Skytrain stations, residents would still choose to drive and further increase the current traffic issues. Some suggested reducing **minimum parking requirements** for all development proposals within TOD areas.



Safety and Accessibility

Pedestrian safety should be prioritized for all ages- from youth to seniors. Elements of safety discussed included a need for:

- Reduced speed limits on busy streets (e.g., St. Johns);
- Protected bike lanes (particularly for children);
- Cleared sidewalks during extreme weather events;
- Wider sidewalks to accommodate mobility assistance devices and strollers;
- Repaired sidewalks to address aging infrastructure;
- Lighting on pathways; and,
- Clear wayfinding and signage for navigation (especially around transit hubs)

Pathways and Trails

Generally, participants expressed a need to **prioritize the pedestrian** through better network design, including “pedestrian-only” zones. There was discussion that the rail tracks have historically divided the City and creative solutions are needed to increase connectivity. There was support for more **pedestrian crossings** over rail (e.g., across Murray Street at Moody Centre Station) and wider and safer walking paths, particularly at night. **Pedestrian safety** was a concern for many people, especially on busy roads (e.g., loco Road) and intersections (e.g., loco and Barnett Road at Inlet Centre; Seaview Drive and Clarke Road). **Sidewalk conditions** were also raised as a concern during inclement weather conditions in ice and snow, particularly around bus stops.

There were suggestions to commission a walkability study and prioritize **neighbourhood connections** and **pathway continuity** (i.e., using pedestrian pathways and cycling lanes to link neighbourhoods, transit hubs, and gathering spaces/destinations). Participants expressed interest in pedestrian pathways and trails beyond the roads, connecting to green and open spaces. There was some discussion around increasing access to/from the north and south side of the inlet through trail connectivity and/or water travel, imagining the inlet like Vancouver’s English Bay.

Climate Change

There were questions on how we ensure our transportation system and infrastructure is resilient against **climate change impacts**. Many participants discussed that although some people rely on their cars (i.e., people with disabilities, families with sports gear, etc.), there should be an emphasis on promoting sustainable alternatives such as a cycling and public transit.

There was general discussion around how the City will meet its **2045 target of 30% trip reduction** by vehicles and the need to commit to short-term annual goals to track progress and align City budget with those goals. There was some support for **electric vehicles (EV)** and more **car sharing** opportunities such as Evo or Modo. **More trees**, especially on major roads like St. Johns, would not only help to separate/protect pedestrians from vehicles, but with heat reprieve when walking and pollution from vehicle exhaust.



Housing



Housing Types

Considering that land for new development is limited in Port Moody, participants at the dialogue sessions discussed the need for more diverse forms of housing. This includes **townhouses, co-housing, and co-ops**. Some even suggested exploring innovative options for more housing on the water or housing pods.

Additional **group-oriented housing** was suggested to increase affordability and social connections. Some offered that this type of development could be supported on existing single-family lots and would accommodate **multi-generational families**, which many expressed as a priority. Particularly in locations around schools (e.g., Moody Elementary), participants communicated a need for more housing diversity such as **duplexes, triplexes and quadplexes** where there are currently only single-family homes.

There was also support for **transit-oriented development** that allows higher density within a 400-meter walkshed of SkyTrain stations. Furthermore, participants discussed the opportunity to balance commercial and residential needs through **mixed use development** by dedicating the first two storeys of new buildings to retail or office with residential units on the storeys above. Some expanded on this to include a greater mix of uses including light industrial.

While some saw opportunity in higher density residential development, there were some concerns around additional traffic that may come as a result, as well as the height of tower form.

To address this, there was support for **transitional building forms** that would ensure heights transition or step down from the street edge to enhance view corridors and range of sunlight (e.g., 6-storey building along St. Johns; 4 storeys behind; 3 storeys further south).

Housing Tenures

Generally, participants expressed support for more affordable options that would allow residents, especially younger demographics, to stay in their community and not feel pushed out. **Rent-to-own** agreements and more **entry level housing** with 1–2 bedroom units were suggested as opportunities to provide more access to the housing market.

Affordability

Some participants mentioned the need for more clarity on development parameters in Port Moody, through OCP designations, zoning, and other policy requirements. There was concern that there is not enough existing housing to support a growing population in Port Moody. Participants suggested **streamlining the development approval process** by reducing application fees or considering pre-approvals (to avoid the rezoning process) to build housing more quickly and reduce costs.

There were considerations for ways to make housing development more affordable, such as **reducing minimum parking requirements** in areas well served by transit. Many also discussed the need for municipal incentives through **grants or partnerships** with provincial and federal governments to build more affordable housing.

While many saw new development as the primary means to address affordability, some emphasized protecting Port Moody's **older housing stock** (e.g., townhouses) that is currently more affordable to rent. Overall, participants raised concerns with losing affordable and diverse housing and expressed a need to both preserve existing affordable units and require a portion of below-market units within new development.

Housing Gaps

Community members discussed creating more options for **seniors** to age in place and **younger generations** to stay in Port Moody. Some expressed a need for an **assisted living** facility in Port Moody that could be integrated with the surrounding neighbourhood and connected to different groups through community amenities (e.g., a garden that is jointly run by seniors and school). Incentivizing the development of **garden or secondary suites** was an idea to better support both young families and seniors.

Safety and Accessibility

The importance of **design continuity** and integration of **gardens and greenspaces** were suggested to support the wellbeing and livability of neighbourhoods. The **"8 to 80" concept** was referenced as an important idea to ensure new housing and neighbourhood design is accessible and meets



the needs of all ages (from 8 to 80 years old). There was some concern that increased density may result in increased vehicle traffic in residential areas and have a negative impact on liveability. For seniors in particular, participants talked about prioritizing accessibility through **traffic calming** and **safe pedestrian pathways** in neighbourhoods such as Inlet Centre.

Equity and Inclusion

Generally, the model of a **“15-minute city”** was supported where all basic needs and services are within a 15-minute walking distance. This means having easy access to healthcare, grocery stores, parks, and retail around residential areas.

Community members reinforced the need for new development to provide a **mix of activities** and opportunities that benefit a diverse population. Community planning should intentionally integrate different uses by repurposing or activating existing **public spaces** to bring more people together. Participants suggested features that would make these spaces more comfortable and inclusive such as covered areas, tree canopies, and public art. There was some discussion on Port Moody as the “City of the Arts” and the need to **support more artists** through secured and affordable live-work units.



Economic Development



Employment, Jobs Needs and Consumer Needs

Overall, there was **support for transit-oriented development (TOD)** that provides residential, retail, light industrial, creative, and flexible workspaces to meet daily needs while increasing walkability. We heard some concerns with TOD taking away from existing light industrial space. Others stressed the importance of quality spaces and amenities to attract and retain workers, especially given the transition to more work from home. We also heard a suggestion to increase child play areas within mixed-use development, and for retail space to expand past the ground level (as in Japan and Beijing).

We heard some concern about a lack of economic development in Moody Centre, as well as the redundancy of business types. Overall, we heard a need for **equitable access** to a variety of services across the City, particularly increasing walkable access to groceries.

Businesses

Participants discussed how municipal policy can **attract more commercial activity**- through development guidelines (e.g., height restrictions) and mobility considerations (e.g., parking, safe walking access), as well as **clustering business types**. There was support for attracting diverse employment options, with a suggestion for the OCP to outline clear and measurable goals.

We also heard about the potential to **expand medical services** around the hospital area to support a 'healthcare hub'. Comments referenced the importance of additional senior care given an aging population and in attracting knowledge-based industries.

There were questions and mixed opinions on the **future of the industrial lands**. This included the importance of preserving the lands and concern for their impact on recreation. We also heard support for promoting light industrial job creation and questions about where and what kind of light industrial uses may take place.

There were mixed opinions on the **scale of economic development**. Some suggested prioritizing planning to support the neighbourhood, and others emphasized the importance of working with the Metro Vancouver region. Participants shared the importance of retaining existing, and supporting new small, local businesses, especially given increased community growth. We heard ideas such as a small business incubator, festivals like car free day, promoting the flexible use of temporary space, and collaboration between business owners.

Tourism & Hospitality

Participants emphasized the **opportunity to leverage arts** for tourism, retail, and community vibrancy. We heard the need for a strong strategy and policy to build on the branding of the City of the Arts. This could include:

- more community art festivals;
- development of an arts precinct;
- addition of a sculpture park;
- support for more studio space and retail;
- partnerships with post-secondary institutions and film industry; and,
- development requirements to support local artists and/or integrate art in all new builds.

There was general support to promote **Port Moody as a destination**, particularly given its connection to regional transit. The discussions included comments around the opportunity to leverage the City's waterfront to support recreation and tourism. Participants suggested additional retail, walking and biking connections, and a **need for accommodation, venue space, and restaurants** to support tourism. There were suggestions to build an entertainment district that builds on the strength of arts and waterfront, like North Vancouver's Shipyards or Vancouver's Granville. There was also some concern that the current zoning does not allow entertainment activities.

